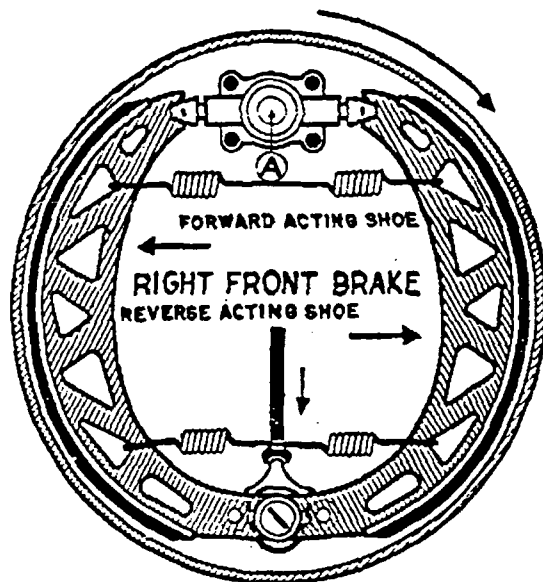


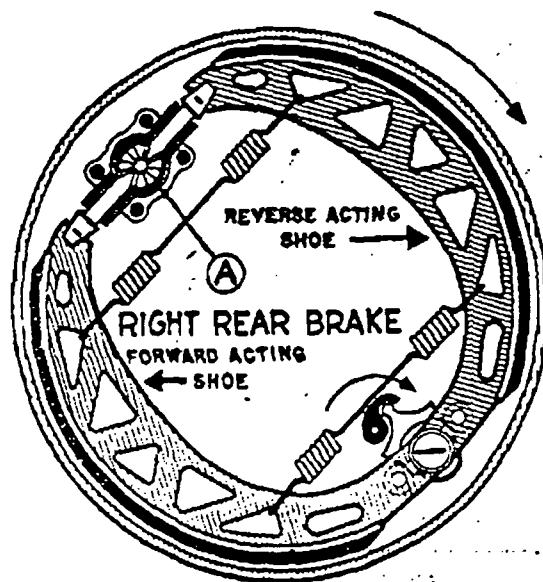
1935 FORD BRAKE



BOTH front and rear wheels are now operated by wedges. All wedges are of a floating type by which we mean that the slot in the center of the wedge is sufficiently wide to allow the cam wedge to shift and, in this way, to impart a self centering action. The wedge bolt no longer functions as an anchor so that both shoes are now more energized. (See Fig. 4.)

The use of wedges all around provides equal speed of application of front and rear brakes.

In previous models, the brake shoes were pinned to the adjusting anchors. In the new brakes, the adjusting shafts are slotted so that the upper ends of the brake shoes are a sliding fit, permitting vertical shoe centralization.



Although the braking area is the same as on the 1934 cars, the lining is now $1\frac{1}{4}$ " wide instead of $1\frac{1}{2}$ " but it has been shortened. The shoes are not supported on the backing plate but they have support ends bearing against the anchor pins.

All drums are equipped with an increased number of cooling fins or ribs, increasing cooling effect about 40%.

Before starting adjustments, make sure that hand brake lever is in fully released position.

Minor Adjustment

1. Check cross shaft levers to see that they do not pull beyond centers.
2. Examine spring shackle studs, shock absorber links and front radius rod mountings for looseness.
3. Take up on square adjusting nut A until slight drag is felt, back off until wheel is just free.
4. Equalize wheels by backing off square adjusting nut A on heaviest wheel.

NOTE: Brakes must be cold when adjustment is made.

Major Adjustment

1. Disconnect brake rods from cam levers on front and rear brakes. Loosen clevis lock nuts at opposite ends of rods.
2. Take up on square adjusting nut A

until slight drag is obtained, back off until wheel is just free.

3. Check and adjust hand lever pull rod so as to obtain $\frac{1}{32}$ " clearance between clevis pin in cross shaft lever and back of slot in hand brake rod. (See Fig. 1.)
4. Reconnect brake pull rods to take out ALL back lash and lost motion. It is recommended that the length of the brake pull rods be $\frac{1}{32}$ " less than the actual distance between cross shaft levers and brake cam lever. (See Fig. 2.) This slightly preloads the system and prevents lost pedal motion. Check each wheel separately. If any wheel drags excessively, it indicates that the rod has been shortened too much.
5. Set hand brake lever in first notch. Turn each wheel at least one complete revolution. Drag should be equal. If not, equalize wheels by backing off square adjusting nut A on heaviest wheel until all turn with same amount of effort.

Average time for complete reline—4 hours.

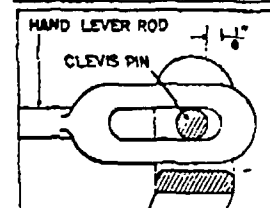


Fig. 1

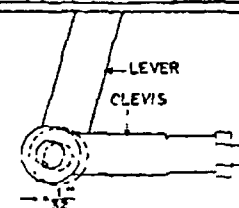


Fig. 2

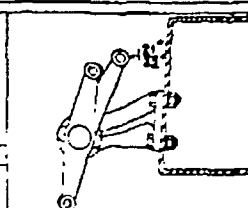


Fig. 3

On trucks, when adjusting pedal rod to secure clearances for the hand lever rod, adjust the pedal rod to secure a distance of $1\frac{21}{32}$ " between the cross shaft lever position and the frame of the car. (See Fig. 3.)

When making a major adjustment, it is well to check position of front brake cam wedges as follows: With pull rods disconnected, apply front brakes by means of a 16" wrench on the front cam levers. Note angle of cam lever in applied position and, if this lever pulls past their centers, either the lining is too thin or there is too much back lash in the shoe operating mechanism. If lining and drum diameter are O.K., replace worn or twisted parts or use cup washers inserted between upper end of push rod and internal lever.

Twisted front brake shafts are often the cause of abnormal back lash in the front brake shoe operating mechanism.

An optional method of removing of back lash in rods in order to give correct lining clearance at wedge end of shoes is to turn adjusting nut A until wheel drags and then back off until just free. With hand pressure only to front braking cam lever, apply brakes until lining is just contacting drum as indicated by wheel drag. Hold the cam lever in this position and adjust length of pull rod to allow entry of clevis pin. Insert clevis pin. Eliminate now any wheel drag by backing off on the square adjusting nut A. If pull rod length has been correctly adjusted, two clicks of the square adjusting nut should free the wheel. More than three clicks indicate too much preloading and rod should be lengthened until wheel turns freely.

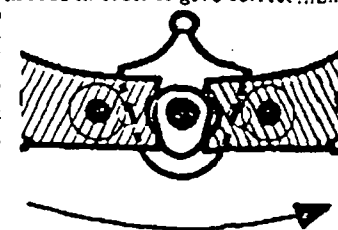


Fig. 4