Ford Brakes for Models A, B, V-8, AA, BB (Continued)

Centralization of Brake Shoes

The most common cause of chatter and groans is the lack of centralization of the brake shoes due to the wear of the shoe support bracket which is attached to the backing plate behind the wedge-cam. This allows the shoes to drop and prevents centralization giving poor lining contact, unequal wear and usually chatter.

Correct centralization may be determined by means of a cut-out drum or a suitable brake lining gauge such as the KRW Gauge. It is built especially for Fords and is inexpensive, very satisfactory and can be used on Models A, B and V-8 cars.

In cases where worn or bent shoe support brackets cause chatter due to decentralizing of brake shoes in an up and down position, its effect may be overcome by one of the following methods:

1. Use of a Ford .020" oversize pin in the rollers on the brake shoe which raises shoe about .010". This oversize pin is identified by a depression in the center of the head.
2. Use of pin with eccentric head.
3. Use of pin with square head (Fig. 2) which allows raising of rear shoe (forward acting shoe) of front brakes either .015" or .020". The square head overrides any depression worn in shoe support brackets.
4. Use of a brake shoe roller pin support. This is a bronze clip which fastens over the shoe support bracket and raises both brake shoes to a centralized position.
5. The worn ears of the shoe support bracket may be bent upward. A small crescent wrench is a handy tool for this.

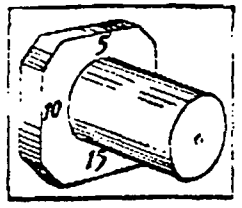

Fig. 2

To allow the brakes on Ford V-8 models to centralize side-ways a special floating brake pin makes possible a floating wedge similar in action to that found on the 1935 models (Fig. 3). If such replacement bolts are not available, the present bolt may be ground off 1/16" on each side to accomplish same result. In assembling such bolts *be sure* that ground sides are parallel with the king pin. This allows the brake shoes to centralize and to overcome chatter and groan.

If chatter still persists, long chamfering of the brake lining on the toes of each shoe may allow better centering and eliminate the noise.

Anti chatter rings which clamp around the *BACKING PLATE* to give rigidity may be used to prevent vibration and noise.

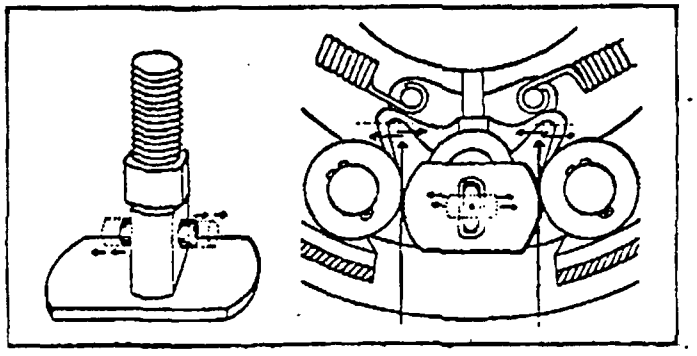
Fig. 3

Shoe found bent or cocked so that they do not fit the drum cannot be centralized. Check lined shoes in brake drum for full surface contact. Peening the web of the brake shoe or closing in the ends of the shoes in a vise or press may be necessary. If shoes are badly distorted replace with good shoes. Always make sure that you get full surface contact.

In cases where the chatter is very noticeable and it is impossible to hold the shoes firmly in position, Bendix Spring Grips such as those used on Bendix two-shoe brakes may be used by drilling holes in the backing plate directly opposite the holes in the brake shoe and inserting Bendix Spring Washers in these holes. Oftentimes brake shoes may be held rigidly in place by merely reversing the upper brake shoe return spring so that it hooks from the back of the shoes outward rather than from the front of the shoes inward.

Increasing length of slot in wedge cam by filing or filing down top of wedge cam guide bolt allows greater cam travel, tending to eliminate high speed fade.

Cotter pins in shoe roller pins must be in end away from backing plate.

Replace grease retainer felts if any oil leakage on rear brakes.

Looseness in the front end of 1933 V-8s, which may cause chatter, may be due to wear of rubber brushings in front spring shackles. Trimming off excess rubber with razor blade and filling space with steel washers will remove play at this point.

The short leverage of the cross shaft pedal lever on some 1933 cars may cause hard pedal. Pedal may be softened by replacing this cross shaft lever with a 1934 unit which has two leverage holes, the upper one being used if softer pedal is wanted. (See Fig. 4.)

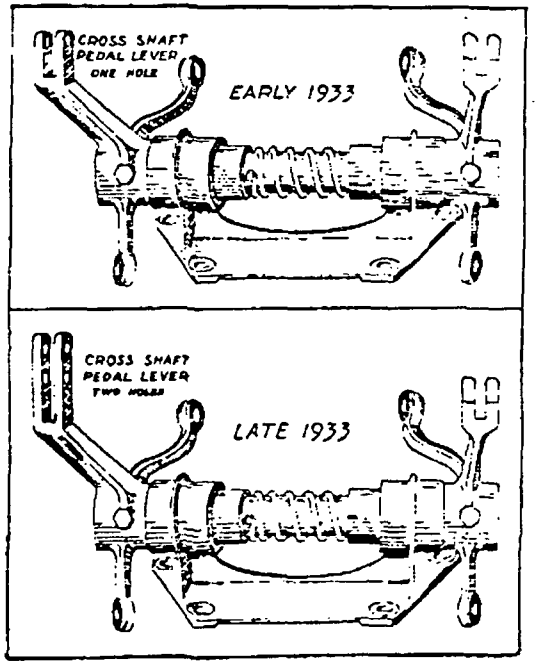

Fig. 4