PLAINTIFF'S EXHIBIT

MAR-462

Friction Materials Standards Institute, Inc.

1959-60

BRAKE SHOE IDENTIFICATION CATALOG

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WIDTH
TO FIND CORRECT SHOT NUMBER
PROJECTILE NUMBER

Descriptive Data

The drawings and application data herein contained have been supplied by the original vehicle or brake manufacturers and while we believe that such information is correct, the Institute does not assume any responsibility for errors or omissions.

The shoe drawings have been reproduced on a reduced scale and each shoe where there is a difference, such as in web thickness, throat width, etc., has been assigned a different number. Some Bendix type shoes are produced with and without nibs. The numbering system as set up for the shoe drawings, is as follows:

(A) #1, #2, #3, etc. is the number assigned to the unlined shoe.

(B) The sequence of the drawings, in this catalog, is by size progression—nominal drum diameter and width.

(C) Definitions of suffixes:

"R" Following the unlined shoe number indicates reenforcement.

"A" Following the bonded set number indicates that two shoes are reenforced and two shoes are not.

"B" Following the bonded shoe set number indicates that all four shoes are reenforced.

"C" Following the bonded shoe set number indicates shoes without adjuster holes.

"H" Following the unlined shoe number indicates an adjuster hole.

Bonded lined shoe set numbers are established by combining the existing F.M.S.I. brake lining number with the base unlined shoe number as a suffix.

This catalog provides brake shoe identification for use in bonding and bonded shoe exchange only. Application data for drilled linings to be riveted are given in the F.M.S.I. Automotive Data Book.

Note: Furnishing the data herein for bonded applications in no wise indicates preference by F.M.S.I. or by the equipment manufacturers for either bonding or riveting. The F.M.S.I. Data Book designates which applications are bonded as original equipment.

FRICTION MATERIALS STANDARDS INSTITUTE, INC.
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Numerical Listing By Shoe Number

F.M.S.I. UNLINED SHOE NO.	PAGE NO.	DRUM DIAM.	WIDTH
1	16	9	2
1H	16	9	2
2	22	11	2
2H	22	11	2
3	17	9	2½
4	20	10	2
5	16	9	2
6	25	11	2¼
7R	31	12	2
8R	37	13	2½
9	21	11	1¾
10	23	11	2
11	23	11	2
12	26	11	2¼
12R	26	11	2¼
13	26	11	2½
14R	23	11	2
15R	27	11	2½
16	29	11	3
17	22	11	1¾
18	26	11	2¼
19	27	11	2½
20	33	12	2¼
21	18	10	1¾
22	42	14⅛	3½
23	41	14⅛	3
24	29	11	3½
25	33	12	2¼
25R	33	12	2¼
26	31	12	2
26R	31	12	2
27	30	12	1¾
28	38	14	2
29	30	12	1¾
30	30	12	1¾
31	18	10	1¾
32	15	8	1¼
33R	32	12	2
34	20	10	2¼
35	21	10	2¼
36R	37	13	2¼
37	31	12	1¾
38	31	12	1¾
39	43	15	3½
40	15	9	1¾
41	43	15	4
42	23	11	2
43	20	10	2
44	24	11	2
45	32	12	2
46	24	11	2
47	27	11	2½
48	34	12	2½
49	34	12	2½

F.M.S.I. UNLINED SHOE NO.	PAGE NO.	DRUM DIAM.	WIDTH
50	34	12	2½
51	17	9	2
52	35	12	2½
52R	35	12	2½
53	24	11	2
54	34	12	2¼
55	22	11	1¾
56	22	11	1¾
57	18	9	2½
58	20	10	2
59	15	8	1¾
60R	37	13	2½
61	21	10	2½
62	32	12	2
63R	39	14	2¼
64	35	12	2½
65	35	12	2½
66	27	11	2½
67	27	11	2½
68	28	11	2¾
69	36	12	2½
69R	36	12	2½
70	34	12	2¼
71	19	10	1¾
72R	39	14	2½
73	38	14	2
74	36	12	2½
75	19	10	1¾
75RL	19	10	1¾
75RR	19	10	1¾
76	16	9	1¾
77	19	10	1¾
78	21	10	2½
79R	40	14	2¾
80	24	11	2
81	28	11	2½
82	38	14	2
83	44	15	4½
84	24	11	2
85	28	11	2½
86	36	12	2½
87	25	11	2
88	43	15	4
89	41	14⅛	1¾
90	45	16	2½
91	45	16	2¼
92	41	14⅛	2
93	44	15	4½
94	44	15	5
95	15	7	2
96	40	16	6
97	20	10	2
98	25	11	2
99	46	16	5

MAR 005751

F.M.S.I. UNLINED SHOE NO.	PAGE NO.	DRUM DIAM.	WIDTH
100	17	9	2
101	18	9	2½
102	45	16	3
103	45	16	4
104	46	16	3½
105R	38	14	1½
106RR & RL	25	11	2
107	41	14⅝	2
108	43	15	4
109R	40	14	2½
110	39	14	2
111R	16	9	1¾
112	18	9	2½
113	15	9	1½
114	17	9	2
115	17	9	2½

F.M.S.I. UNLINED SHOE NO.	PAGE NO.	DRUM DIAM.	WIDTH
116	46	16	3
117	41	14⅝	3
118	42	15	3
119	37	12½	2¼
120	29	11	2¾
121R	32	12	2
122	19	14	2
123R	33	12	2
124	30	11¾	3½
125	29	11	3
126	28	11	2½
127	36	12	2½
128	40	14	3
129	42	15	3
130	44	15	4

MAR 005752

VEHICLE MODEL AND YEAR	BONDED SHOE SET	
	FRONT	REAR
	F.M.S.I. NUMBER	F.M.S.I. NUMBER
Buick		
1960-58 All; 1952 (early), 70	2035–55	2005–20
1957-52 (late), 70	2035–64	2005–20
1957-54, 1948-46, 1942-41, 60; 1957-53, 50; 1957, 40; 1952, 59; 1950-46, 1942-41, 70	2005–20	2005–20
1955-52, 40; 1952, 50	2005–20	256–29
1951, 70	2031–20	2031–20
1951-46, 40, 50	256–29	256–29
Cadillac		
1960, 60, 62, 63, 64	2035–127	2035–127
1960, 67, 68	2036–127	2036–127
1959, 67, 68; 1958-55, 75; 1955-52, 86	2036–69A	2036–69A
1959, 63, 64, 69; 1959-57, 60, 62	2035–64	2035–64
1963, 60, 62	2036–64	2036–64
1958-54, 60, 62	2044–64	2044–64
1954-53, 75, 86	2044–69A	2044–69A
1952, 60, 61, 62	2036–69A	2037–67
1951-50, 86 (some)	2004–52A	2004–52A
1951-50, 75, 86	234–52A	234–52A
1951, 60, 61, 62	2030–66	2030–66
1950, 60, 61, 62	2030–19	2030–19
1949-46, 75, 86	221–25A	2004–52A
1949, 60S, 61, 62	221–25A	221–25A
1948-46, 60S, 61, 62	221–25A	220–26A
Checker Cab		
1960 (late), A9, A10, A10W	1216–2	1216–2
1960 (early)-1959, A9, A10; 1960, A10W	2047–6	2047–6
1957-56, A8; 1954-53, A6, A7; 1952-50, A4, A5; 1949-48, A2	1216–2	1216–2
Chevrolet Passenger		
1960, Corvair	2069–111B	2069–111B
1960-59, All (exc. Corvair)	2065–120	2006–11
1959, All	2065–48	2006–11
1958-51, All	2006–11	292–9
Chevrolet Truck		
½ ton, 1951-58	2006–11	292–9
1957-59 (4 wh. dr.)	2006–10	
1959	2006–11	2006–11
20K, 1960	220–121B	220–121B
P, 1960	2040–123B	2040–123B
30P, 1960	2040–123B	
40C, 50C, 1960		2032–108
60-C, L & T, 1960		
62S, 64S, 67S, 1960		2032–108
3400 Series, 1956-59	2040–123B	2040–123B or
3500 Series, 1956-59		2039–109B
3700 Series, 1953-55	2040–123B	2040–123B
1956-59	2040–123B	2040–123B or 2039–109B
3800 Series, 1953-59		2039–109B
3900 Series, 1953-55	2040–123B	2039–109B
4000 Series, 1953, 1956-59	2039–109B	2032–108
4100 Series, 1947-52	544–122	
4400 Series, 1954-55	2039–109B	
4502 Series, 1947-50	544–122	
5000 Series, 1947-50		
1951-52	644–122	2032–108
1953-59	2039–109B	2032–108

VEHICLE MODEL AND YEAR	BONDED SHOE SET	
	FRONT	REAR
	F.M.S.I. NUMBER	F.M.S.I. NUMBER
Chevrolet Truck—Cont.		
5100 & S Series, 1955		
5103 & S Series, 1954	2039–109B	
5400 & S Series, 1954-55		
5700 & S Series, 1955	2039–109B	
5703 & S Series, 1954		
6000 Series, 1947-52	644–122	
1953, 1956-59	2039–109B	2032–108
6100 & S, 6400 & S, 6500 & S Series, 1954-55	2039–109B	
6700 Series, 1955		
6702 Series, 1954		
6800 Series, 1955	2039–109B	
6802 Series, 1954		
7000, 8000 & 10800 Series, 1958-59		2032–108
Chrysler		
1960, PC1; 1959 (late), MC1	1264–85	1264–85
1960, 300F, PY1, PC2, PC3, PC1 (Station Wagon); 1959 (late), MC1 (opt'l), MC2, MC3, 300E, MY1	1257–86	1257–86
1959 (early), MC1	1264–47	1264–47
1959 (early), MC2, MC3, 300E, MY1; 1958, LC1 (opt'l), LC2, LC3, LY1	1257–50	1257–50
1957, C75, C76, 1M1		
1956 (late), C70 thru C73	1257–49	1257–49
1956 (early), C70 thru C73	1257–48	1257–48
1955, C67, C68, C69; 1954, C62, C63, C64; 1953, C56, C58, C60; 1952-51, C52, C54, C55; 1951, C51; 1950, C48, C49; 1949, C45, C46	1105–45	1105–45
1952, C51; 1948-46, C38, C39, C40	1105–45	1179–45
1949, C45	192–44	1161–44
Emergency (automatic transmission only), 1960-50		6040–95
De Soto		
1960, PS1, PS3; 1959 (late), MS1	1264–85	1264–85
1960, PS1 (opt'l), PS3 (opt'l); 1959 (late), MS1 (opt'l), MS2, MS3	1257–86	1257–86
1959 (early), MS1 (opt'l), MS2, MS3; 1958, LS1 (opt'l), LS2, LS3; 1957, S25, S26	1257–50	1257–50
1959 (early), MS1; 1957, S27	1264–47	1264–47
1956 (late), S23, S24	1257–49	1257–49
1956 (early), S23, S24	1257–48	1257–48
1955, S21, S22; 1954, S19, S20; 1953, S16, S18; 1951, S15; 1950, S14; 1949, S13	1105–45	1105–45
1952, S15, 1948-46, S11	1105–45	1179–45
1949, S13; 1948-46, S11	192–44	1161–44
Emergency (automatic transmission only), 1960-50		6040–95
Dodge Passenger		
1960, PD1, PD2, PD4 (opt'l), 1959 (late), MD3 & MD3H (Station Wagons), MD2 (conv'ble & 4 door hard top), MD3M (4 door hard top), MD3H (conv'ble & 4 door hard top)	1264–85	1264–85
1960, PD3, PD4 (Station Wagons), 1959 (late), MD1, MD2 & MD3H, MD3M	1264–85	192–84
1960, PD3, PD4	192–84	192–84
1960 (opt'l), PD1, PD2, PD4 1959 (late-opt'l), MD1, MD2, MD3H, MD3M	1257–86	1257–86

MAR 005753

VEHICLE MODEL AND YEAR	BONDED SHOE SET	
	FRONT	REAR
	F.M.S.I. NUMBER	F.M.S.I. NUMBER
Dodge Passenger—Cont.		
1959 (early), MD1, MD2, MD3H, MD3M; 1958, LD1, LD2, LD3 (exc. Station Wagon); 1957, D96, D97 (exc. 4 door), D72	1264–47	192–46
1959 early), MD3 & MD3H (Station Wagons); 1958, LD3 Station Wagon; 1957, D70, D71	1264–47	1264–47
1959 (early-opt'l), MD1, MD2, MD3, MD3M, MD3H 1958 (opt'l), LD2, LD3	1257–50	1257–50
1955, D55, D56; 1954, D50, D51, D53; 1953, D44, D46, D48; 1952-51, D42; 1950, D34; 1949, D29, D30; 1948-46, D24	192–44	1161–44
1954, D51, D52; 1953, D47; 1952-51, D41; 1950, D33; 1949, D29	1106–43	1213–43
1952, D42; 1948–46, D24	1105–45	1179–45
1951, D48; 1950, D30, D34	1105–45	1105–45
Emergency (automatic transmission only), 1960-50		6040–95
Dodge Truck		
½ ton (4x4), 1957-58	2026–33B	2026–33B
1 ton, 1956–58	2026–33B	2042–60B
1958	2042–60B	2042–60B
B1F-FA-FM-FMA-FS, B1H-HA-HH-HHM-HHMA, 1948–49		1223–116
B1HM-HMA, B1J-JA-JMA, B1KA-KMA, 1948–49		
B2F, B2G-GM, B2H-HHM, 1949-50		1223–116
B2J-JM, B2K-KM, 1950		1223–116
B3F, B3G-GM, B3HH-HHM, B3J-JM, B3K-KM, 1951-52		1223–116
C3B, 1955	145–97	192–98
C3D, 1955		1224–107
1956		2042–60B
C3H, 1955-56	1224–92	1223–103
C3HW, 1956	1258–91	1265–102
C3J, 1956		1248–104
K6 & 8-W500, 1957		1265–102
D & S 600, 1957	1127–90	2032–41 or 1252–94
K8-C600, 1957		2032–41
L6-D & S 600, 1958	1127–90	2043–41 or 1252–94
L8-W100, 1958	2026–33B	2026–33B
L8-C, D & S 600, 1958		2032–41
M6 & 8-D100, 1959	2053–12	2038–10
W100, 1959 D200, 1959	2026–33B	2026–33B
W200, 1959 D & P100, 1959	2026–33B	2042–60B
W300, 1959	1125–89	2042–60B
W300M, 1959	1125–89	1125–89
D, P & S400, 1959	1224–92	2032–41
D & S500, 1959	1127–90	4564–93 or 2032–41
W500, 1959	1258–91	4564–93
C, D & S600, 1959	1127–90	2042–41 or 1252–94
M8-C500, 1959	1127–90	4564–93 or 2032–41
C & D700, 1959	1127–90	1252–94 or 1196–99
T700, 1959	1127–90	4564–93 or 2032–41
D800, 1959	1127–90	1196–99 or 1199–96
T800, 1959	1127–90	4564–93 or 1196–99
D900, 1959	1127–90	1199–96

VEHICLE MODEL AND YEAR	BONDED SHOE SET	
	FRONT	REAR
	F.M.S.I. NUMBER	F.M.S.I. NUMBER
Dodge Truck—Cont.		
P6 & 8-D100, 1960	2053–12	2038–10
T & VT500, 1957-58	2026–33B	2026–33B
Emergency (automatic transmission only), 1957, K68-D100 & 200 & 300, K6 & 8-P300 & 400; 1956, C4B & C & D; 1956-55, C3B6 & 8, C3C6 & 8, C3D6 & 8, C3DN6		6040–95
Edsel		
1960, All (exc. Station Wagon)	2030–126	2030–126
1960, Police Car, Station Wagon	2074–125	2030–126
1959, All; 1958, Ranger, Pacer	2025–13 or 2025–126	2006–10
1958, Corsair, Citation	2055–16 or 2055–125	2006–10
Ferguson Tractor		
Farm Tractors, 1948–54		1244–87
1955–60		2068–110
Ford Passenger		
1960, All (6's and 8's)	2030–126	2030–126
1960, Falcon	2071–115	2072–113
1960, Police Car, Station Wagon	2074–125	2030–126
1960, Sports (Thunderbird)	2030–126	2030–126
1959, Sports (Thunderbird)	2030–13 or 2030–126	2030–13 or 2030–126
1959, Police Car	2030–126 2063–12 or 2030–15B	2030–126 2038–14B
1959-56, Station Wagon	2053–12	2038–10
1959-55, All (exc. Sports); 1958-53, Police Car; 1957-56, Heavy Duty	2053–12	2002–55
1958-57, Taxi, Highway Interceptor	2030–15B	2038–14B
1958 (late), Sports (Thunderbird)	2030–13 or 2030–126	2038–10
1958 (early)-57, Sports (Thunderbird)	2056–13 or 2056–126	2057–10
1957-56 (late), Heavy Duty	2053–12B	2002–55
1956-55, Thunderbird	2050–12	2002–55
1955, Sports (Thunderbird)	2047–12	284–55
1955, Station Wagon	2047–12	2038–10
1954-52, Station Wagon	2038–10	292–55
1954, All Heavy Duty	2024–35	294–71
1954, Police Car	2038–10	2002–55
1953-49, All, Police Car, Taxis	2024–34	294–21 or 294–31
1951, Station Wagon	2024–34	284–55
1950-49, Station Wagon	2024–34	292–55
1948-46, All	1167–37	1167–37
Ford Tractor		
Farm Tractors, 1948–54		2067–106B
1955–60		2062–105B
Ford Truck		
½ ton, 1946-47	1167–37	1167–37
1948-50	287–10	284–55
1 ½ ton, 1941-52	1172–73	1174–19
2 ton, (F6), 1942-52		
F2, F3, 1952	220–33B	220–33B
69Y 1946–48	1167–37	1172–73
100—F, and 4 wh. dr., 1950 (late)-60	2038–10	2002–55

MAR 005754

VEHICLE MODEL AND YEAR	BONDED SHOE SET	
	FRONT	REAR
	F.M.S.I. NUMBER	F.M.S.I. NUMBER
Ford Truck—Cont.		
250—F, 1953-55	220-33B	220-33B
1956-59	2026-33B	2026-33B
1960	2075-33B	2075-33B
350—F, 1953-55	220-33B	2042-60B
1956-59	2026-33B	2042-60B
1959 (late)-60	2075-33B	2042-60B
—P, 1953-55	220-33B	220-33B
1956-59	2026-33B	2026-33B
1960	2075-33B	2075-33B
400—P, 1958-59	2026-33B	2042-60B
1960	2075-33B	2042-60B
500—B, 1953-54	2043-36B	2041-22
—F, 1955-56	2043-36B	2032-41
1957-59	2043-36B	2032-88
1960	2043-36B	
—C, 1953-54	2043-36B	2041-22
1955-56	2043-36B	2032-41
1957-58	2060-72B	
—P, 1953	2043-36B	2041-22
1954-55	2043-36B	2032-41
1956-60	2043-36B	2041-22
550—C, 1953-55	2043-36B	2041-22
1956	2043-36B	2032-41
1957-59	2060-72B	2032-88
600—B, C & F, 1953-56	2043-36B	2032-41
1957-59	2060-72B	2032-88
—F, 1960	2060-72B	
700—B, 1957-58	2060-72B	4564-83
—C, 1958		4564-83
—F, 1957	2060-72B	
1958-59	2060-72B	4564-83
—T, 1957-59	2060-72B	2032-88
500 - F, 1953 - 54	2043-36B	2041-22
G. M. C. Truck		
100F, 100-22F, 1951-56	2008-11	292-9
100F, 1958-60	2008-11	2006-42
100-22, 1956-60	2008-11	2006-42
½ ton, 1960		2006-53
¾ ton, 1960		220-33B
150 & PM & SM, 1957		220-62
~~500-B, C & F, 1953-54~~	— 2043-36B	2041-22
~~550—C, 1953-55~~		2041-22
1500 & P, 1960		220-62
Hudson (See Rambler)		
1957-50, Hornet	2030-19	2006-42
1955, Hornet	2025-19	2006-42
1950-55, Wasp 6 & 8 (5650, 5640)	2034-61 or	2012-21
1956, Wasp 6 & 8 (5650)	2034-78	or
1955, Wasp 6 & 8 (5540)	2051-34	2012-31
1954, 4D; 1953, 4C; 1952, 3B, 4B, 5B; 1951, 4A; 1950, 500; 1947-48, 53, 54, 173, 174; 1947, 178; 1946, 58	292-56	292-56
1954, 5D, 7D; 1953, 5C, 7C; 1952, 6B, 7B, 8B; 1951, 3A, 5A, 6A, 7A, 8A; 1950, 50A, 501 thru 504, 1949, 491 thru 494; 1948, 481 thru 484	2015-18	292-56
1954-53, 1C, 1D, 2D, 3D	1221-51	1221-51
1947, 171, 172; 1946, 51, 52	2012-75A	2012-75A
International Harvester		
K1, K1M, K2, 1941-46, KB1, KB1M, KB2, 1947-48	1167-38	1167-38
K3, 1941-46, KB3, 1947-48	1167-38	1002-28
K5, KS5, 1941-46		1191-128
K6, K6F, KS6, 1946		1192-129

VEHICLE MODEL AND YEAR	BONDED SHOE SET	
	FRONT	REAR
	F.M.S.I. NUMBER	F.M.S.I. NUMBER
International Harvester —Cont.		
100, 1954-60	257-11	284-9
110, 111, 112 Series, 1950-60	286-10	284-10
120, 121, 122 Series, 1950-60	286-10	296-62
130, 131, 132 Series, 1950-60	284-10	224-33B
140, 150 and 151 Metro, 1950-60	2026-33B	224-33B
151 thru 153 Series, 1950-60	2026-33B	1236-23
152 thru 154 Series, 1956-58		1193-130
160 thru 165 Series, 1950-56	1233-119	1191-117 or 1193-130
160 thru 165 Series, 1953-56	1233-119	1192-118 or
170 thru 175 Series, 1950-56		1193-130
180 thru 182, 185 Series, 1950-56		1193-130
190 thru 192 Series LF & RF, 1950-56		1193-130
1700 thru 1705 Series, 1956	1233-119	1192-118 or 1193-130
Kaiser-Frazer		
1955-47, All	1219-53	1219-53
1954-51, All	1221-51	1221-51
1950-49, Taxicab; 1949, F495, F496 (some), K491, K492 (some)	1216-2	1216-2
Lincoln		
1960, All	2076-124	2076-124
1959-58, All	2061-24 or	2061-24 or
	2061-124	2061-124
1957-56, All	2054-74	296-62
1955-54, All	2004-74	220-62
1953-52, All	2030-19	2038-10
1951-49, All	2005-54	296-62
1948-46, All	253-29	253-29
Mercury		
1960, All	2055-125	2025-126
1960-57, Station Wagon	2055-125	2025-126
1959-58, All (exc. 1958 Medalist); 1957, All W/ECZ eng., Station Wagon W/ECZ or ECU eng.	2055-16 or 2055-125	2025-13 or 2025-126
1958, Medalist	2025-13 or 2025-126	2006-10
1957, All W/ECZ eng. (exc. Station Wagon)	2025-13 or 2025-126	2025-13 or 2025-126
1956-55, All	2025-13 or 2025-19 or 2025-126	2006-10
1954-49, All	2008-10	292-55
1948-46, All	1167-37	1167-37
Nash		
1957, 5780; 1956, 5660	2030-19	2006-42
1957, 5710; 1956, 5610; 1954, 5440	1251-57	1221-51
1956, 5650	2034-61 or 2034-78	2012-21 or 2012-31
1956, 5640	2034-61	2012-21 or 2012-31
1955, 5540	2051-34	2012-21 or 2012-31
1955, 5560, 5580	2025-19	2006-42
1954, 5440; 1953, 5360; 1952, 5260	2034-61 or 2034-78	2027-58
1953-48, 40's	1221-51	1221-51
1951, 5160; 1950, 5060	2027-58	2027-58
1949, 4940 (some)	1215-1	1215-1

MAR 005755

VEHICLE MODEL AND YEAR	BONDED SHOE SET	
	FRONT	REAR
	F.M.S.I. NUMBER	F.M.S.I. NUMBER
Nash—Cont.		
1949, 4960; 1948, 4860; 1947, 4760; 1946, 4660	237–58	237–58
1947, 4740; 1946, 600	2011–76	2011–76
Oldsmobile		
1960–~~58~~ ALL	2025–190 139	2006–42
1950–42, 66, 68, 76	2006–42	292–17
1948–42, 78, 98	2015–18	2006–42
1951–51, ALL 1950–49, 8898	2025-190 2025-139	
Packard		
1957, Town Sedan, Country Sedan	2047–6	2045–4
1956, 5640, 5660; 1955, 5540, 5560; 1954, 5400, 5401, 5411	2025–19	2006–42
1956–51, 2502, 2506, 2531, 2602, 2606, 2631, 5402, 5406, 5426, 5431, 5580, 5682, 5687; 1951–49, 2300, 2322, 2333, 2402, 2406; 1948, 2206, 2233; 1948–46, 2220, 2222; 1947–46, 2103, 2106; 1942, 2023	221–25B	220–26B
1954–51 (early), 2401, 2501, 2501R, 2601, 2611, 5411; 1950–48, 2201, 2202, 2211, 2232, 2301, 2302, 2332; 1947–46, 2101, 2211	2003–27	2003–27
1953, 2613, 2633; 1953–52, 2513; 1951, 2413	234–52B	235–79B
1949, 2313; 1948, 2213, 2226; 1947–46, 2120	234–52B	234–52B
1948–46, 2130, 2240	2003–27	220–26B
1947–46, 2100	2003–27	2002–17
1942, 2003, 2006		220–26B
1941–40, 1803, 1806, 1903, 1906	220–26B	220–26B
Plymouth		
1960, Golden Commando, Sono Ramic Commando, PP1, PP2; 1959 (late), All MP1 & MP2; 1959 (early) MP1 & 2 Suburbans	192–84	192–84
1960, PP1 & PP2 Station Wagons; 1959 (late), MP1 & MP2 Suburbans	1264–85	192–84
1960, Golden Commando (opt'l), Sono Ramic Commando (opt'l), 1959, MP1 & MP2 Suburbans, All MP1 & MP2 (opt'l)	1257–86	1257–86
1959, MP1 & MP2, Golden Commando; 1958, LP1, LP2; 1957, P30, P31	192–46	192–46
1959, Golden Commando (opt'l); 1958, LP2 (opt'l)	1257–50	1257–50
1956, P28; 1955, P26; 1954, P25; 1953, P24, 1952–51, P22, P23; 1950, P19, P20, 1949, P17, P18; 1948–46, P15,	1106–43	1213–43
1956, P29	192–44	1213–43
Emergency (Automatic Transmission only), 1960–50		6040–95
Pontiac		
1960–59, All	2025–81	2006–80
1958–55 All exc. Heavy Duty	2005–70	292–17
1954–49, All	2015–18	292–17
1948–42, All	2006–42	292–17

VEHICLE MODEL AND YEAR	BONDED SHOE SET	
	FRONT	REAR
	F.M.S.I. NUMBER	F.M.S.I. NUMBER
Rambler (See Hudson and Nash)		
1960, All V8's	2066–78	2012–31
1960, 6010	2058–101	2059–100
1959–58, All V8's	2034–78	2012–31
1960, 6001 (American)	2059–114	2059–114
1959, 5901	2059–5	2059–5
1959, 5901 (opt'l)	2059–100	2059–100
1959, 5910	2058–101	2059–100
1958, 5810; 1957, 5710, 5720	2058–3	2059–5
1957 (early) –56, 10's	1251–57	1221–51
1955–54, 10's; 1954–53, 5425, 5428	1221–51	1238–32
1953, 5310; 1952, 5210; 1951, 5110; 1950, 5010	1237–50	1238–32
Studebaker Passenger		
1960–59, (6's), Lark, Silver Hawk, Station Wagon; 1958, Scotsman, Champion	2027–4	2059–5
1960–59, (8's) Lark, Silver Hawk, Station Wagon; 1958, Commander, President, Golden Hawk	2015–6	2027–4
1960–59, Taxicab; 1957–56, Golden Hawk; 1957–55, President; 1957–54, Commander; 1954, Land Cruiser	2047–6	2045–4
1957–54, Champion	2045–4	2046–6
1953, 14G; 1952, 12G; 1951, 10G; 1950, 9G; 1949, 8G; 1948, 7G; 1947, 6G	1215–1	1215–1
1953, 4H; 1952, 3H; 1951, H	1216–2	1215–1
1950, 17A; 1949, 16A; 1948, 15A; 1947, 14A	1216–2	1216–2
Studebaker Truck		
½ ton, 1955	1219–53 or	1219–53 or
E5 thru E7, 1955	1216–2C	1216–2C
E13, 14 & 15, 1955	220–7B	2042–8B
E 16 & 28, 1955		1191–117
H, 1951	1215–1	1215–1
M16, 1946–48		1191–117
2E5 & 7, 1956	1219–53	1219–53
2E10, 1949–53	1216–2C	1225–82
2E12, 1956		
2E13, 1956	220–7B	2042–8B
2R5, 1949–53; 2R6, 1951–53	1216–2C	1216–2C
2R11, 1951–53	1216–2C	1225–82
2R16A & 17A, 1950–53; 2R16B & 17B, 1952–53		1191–117 or 1193–130
3E5 thru 7, 1956–59	1219–53	1219–53
3H, 1952	1215–1	1215–1
3R5 & 6, 1954	1216–2C	1216–2C
3R10 & 11, 1954	1216–2C	
3R14 & 15, 1954	220–7B	2042–8B
3R16 & 28, 1954		1191–117
3R17, 1954		1193–130
4E5 thru 7, 1959	1219–53	1219–53
4E16 & 28, 1959		1191–117
4H, 1953	1215–1	1215–1
5E5 thru 7, 1960	1219–53	1219–53
5E11 & 12, 1960	2020–7B	2020–7B
5E13 & 14, 1960	2020–7B	2042–8B
5E16 & 28, 1960	1225–82	1191–117

MAR 005756

VEHICLE MODEL AND YEAR	BONDED SHOE SET	
	FRONT	REAR
	F.M.S.I. NUMBER	F.M.S.I. NUMBER
Valiant		
1960. All	2070–112	2059–114
Willys		
CJ2A, 1946–50; CJ3A, 1949–53 (early); CJ3B, 1953 (early)	2011–76	2011–76
CJ3B, 1953 (late) –60; CJ5, 1955–60; CJ6, 1956–60	2011–40	2011–40
DJ3A, 1956–60	1221–51	1221–51
F4-134, FC150 & 170, 1958–60	1219–53	1219–53
L6-226, 1958–60		
2T & 4T, 1948; 2WD, 1947–49; 4WD, 1948–49		
2 x 473 SD & SW, 1952–53	1219–53	1219–53
4 x 463 SD & SW, 1949		

VEHICLE MODEL AND YEAR	BONDED SHOE SET	
	FRONT	REAR
	F.M.S.I. NUMBER	F.M.S.I. NUMBER
Willys—Cont.		
6-73A, 6-85, 1952–53		
6-226, 1954–55	1221–51	1221–51
463-PD, 1947, 1949; 463-SW, 1949		
473-PD, SW, VJ, 1950	1220–77	1220–77
473-4WD, 473HT, 1950		
474-HT & SW 4 x 4, 1951	1219–53	1219–53
474-SD, SW, VJ, 1951		
473-SD, SW, 1952–54	1220–77	1220–77
473-SD, SW, 1955		
475-4WD, 1952–55	1219–53	1219–53
463-SW, VJ3, 1949		
473-SW, VJ, 1950		
474-SW, VJ, 1951	1220–77	1220–77
485-SD, SW, 1952–54		
1956	1219–53	1219–53

MAR 005757

F.S.M.I. Bonded Shoe Set Numbers in Numerical Order

SET NO.	DRUM DIAM.	WIDTH	PAGE NO.
145-97 [illegible] Trucks, 1957, front	10	2	20
192-44 Chrysler, 1949, front De Soto, 1949–50, front Dodge, 1955–56, front Plymouth, 1956, front	11	2	24
192-46 Dodge, 1959 (early)–57, rear Plymouth, 1959–57, front and rear	11	2	24
192-84 Dodge, 1960–59 (late), rear; 1960, front and rear Plymouth, 1960–59, front and rear; 1960–59 (late), rear	11	2	24
192-98 Dodge Truck, 1955, rear	11	2	25
220-7B Studebaker Truck, 1954–56, front	12	2	31
220-26A Cadillac, 1948–46, rear	12	2	31
220-26B Packard, 1956–46, 1942, rear; 1941–40, front and rear	12	2	31
220-33B Ford Truck, 1952–53, front and rear; 1953–55, front G.M.C. Truck, 1960, rear	12	2	32
220-62 G.M.C. Truck, 1957, 1960, rear Lincoln, 1955–54, rear	12	2	32
220-121B Chevrolet Truck, 1960, front and rear	12	2	32
221-25A Cadillac, 1949–46, front; 1949, front and rear	12	2¼	33
221-25B Packard, 1956–46, 1942, front	12	2¼	33
224-63B International Harvester, 1954–60, rear	14	2¼	39
234-52A Cadillac, 1951–50, front and rear	12	2½	35
234-52B Packard, 1953–51, front; 1949–46, front and rear	12	2½	35
235-79B Packard, 1953–51, rear	14	2½	40
237-58 Nash, 1949–46, front and rear	10	2	20
253-29 Studebaker, 1954–46, front and rear	12	1¾	30
284-9 International Harvester, 1954–40, rear	11	1¾	21
284-55 Ford, 1955, 1951, rear Ford Truck, 1948–51, rear	11	1¾	22
286-29 Buick, 1942–42, rear; 1941–40, front and rear	12	1¾	30
286-30 International Harvester, 1950–40, front and rear, front	12	1¾	30
287-10 Ford Truck, 1948–50, front	11	2	23
287-11 International Harvester, 1954–40, front	11	2	23
292-9 Chevrolet Passenger, 1955–51, rear G.M.C. Truck, 1951–46, rear	11	1¾	21
292-17 Oldsmobile, 1950–42, rear Pontiac, 1955–42, rear	11	1¾	22
292-55 Ford, 1954–52, 1950–49, rear Mercury, 1954–49, rear	11	1¾	22
292-56 Hudson, 1954–46, front and rear; 1954–48, rear	11	1¾	22
294-21 Ford, 1953–49, rear	10	1¾	18
294-31 Ford, 1953–49, rear	10	1¾	18
294-71 Ford, 1954, rear	10	1¾	19
296-82 International Harvester, 1950–60, rear Lincoln, 1957–56, 1951–40, rear	12	2	32
644-122 Chevrolet Truck, 1947–52, front	14	2	39
1002-28 International Harvester, 1941–48, rear	14	2	33
1105-45 Chrysler, 1955–49, front and rear; 1952, 1948–46, front De Soto, 1955–53, 1951–49, front and rear; 1952, 1948–46, front Dodge, 1952, 1948–46, front; 1951–50, front and rear	12	2	32
1106-43 Dodge, 1954–49, front Plymouth, 1956–46, front	10	2	20
1125-89 Dodge Truck, 1950, front, front and rear	14½	1¾	41
1127-90 Dodge Truck, 1957–50, front	16	2½	45
1161-44 Chrysler, 1949, rear De Soto, 1949–46, rear Dodge, 1955–46, rear	11	2	24
1167-37 Ford Truck, 1948–47, front and rear; 1948–45, front Mercury, 1948–46, front and rear	12	1¾	31
1167-38 Ford, 1948–46, front and rear International Harvester, 1941–48, front and rear, front	12	1¾	31
1172-73 Ford Truck, 1947–52, front; 1948–52, rear	14	2	33

MAR 005758

SET NO.	DRUM DIAM.	WIDTH	PAGE NO.
1174-39 Ford Truck, 1941–52, rear	15	3½	43
1179-45 Chrysler, 1952, 1948–46, rear De Soto, 1952, 1948–46, rear Dodge, 1952, 1948–46, rear	12	2	32
1191-117 Int'l Harv., 1950–56, rear Studebaker Truck, 1946–54, 1960, rear	14½	3	41
1191-128 Int'l Harv., 1941–46, rear	14	3	40
1192-118 Int'l Harv., 1950–56, rear	15	3	42
1192-129 Int'l Harv., 1946, rear	15	3	42
1193-130 Int'l Harv., 1950–58, rear Studebaker, 1951–54, rear	15	4	44
1196-99 Dodge Truck, 1959, rear	16	5	46
1199-96 Dodge Truck, 1959, rear	16	6	46
1213-43 Dodge, 1954–49, rear Plymouth, 1956–46, rear	10	2	20
1215-1 Nash, 1949, front and rear Studebaker, 1953–47, front and rear: 1953–51, rear Studebaker Truck, 1951–53, front and rear	9	2	16
1216-2 Checker Cab, 1960, 1957–56, 1954–48, front and rear Kaiser-Fraser, 1950–49, front and rear Studebaker, 1953–51, front; 1950–47, front and rear	11	2	22
1216-2C Studebaker Truck, 1949–53, front and rear: 1949–54, 1956, front	11	2	22
1219-63 Kaiser-Fraser, 1955–47, front and rear Studebaker Truck, 1955–60, front and rear Willys, 1949–56, 1958–60, front and rear	11	2	24
1220-77 Willys, 1946–54, front and rear	10	1¾	¾
1221-51 Hudson, 1954–53, front and rear Kaiser-Fraser, 1954–51, front and rear Nash, 1957–54, rear; 1953–48, front and rear Rambler, 1957 (early)–56, rear; 1955–53, front Willys, 1952–60, front and rear	9	2	17
1223-103 Dodge Truck, 1955–56, rear	16	3	45
1223-116 Dodge Truck, 1948–52, rear	16	3	46
1224-92 Dodge Truck, 1955–56, 1959, front	14½	2	41
1224-107 Dodge Truck, 1955, rear	14½	2	41
1225-82 Studebaker Truck, 1949–53, 1956, rear; 1960, front	14	2	38
1233-119 Int'l Harv., 1950–56, front	12½	2½	37

SET NO.	DRUM DIAM.	WIDTH	PAGE NO.
1236-23 Int'l Harv., 1950–48, rear	14½	3	41
1237-59 Rambler, 1955–50, front	8	1¾	15
1238-32 Rambler, 1955–50, rear	8	1¾	15
1244-87 Ferguson Tractor, 1948–54	11	2	25
1248-104 Dodge Truck, 1956, rear	16	3½	45
1251-57 Nash, 1957–56, 1954, front Rambler, 1957 (early)–56, front	9	2½	13
1252-94 Dodge Truck, 1957–50, rear	15	5	44
1257-48 Chrysler, 1956 (early), front and rear De Soto, 1956 (early), front and rear	12	2½	34
1257-49 Chrysler, 1956 (late), front and rear De Soto, 1956 (late), front and rear	12	2½	34
1257-50 Chrysler, 1959 (early)–57, front and rear De Soto, 1959 (early)–57, front and rear Dodge, 1959 (early)–58, front and rear Plymouth, 1959–58, front and rear	12	2½	34
1257-86 Chrysler, 1960–59, front and rear De Soto, 1960–59 (late), front and rear Dodge, 1960–1959 (late), front and rear Plymouth, 1960–59, front and rear	12	2½	35
1258-91 Dodge Truck, 1956, 1959, front	16	2½	45
1264-47 Chrysler, 1950 (early), front and rear De Soto, 1959 (early)–1957, front and rear Dodge, 1959 (early)–57, front and rear; 1959 (early)–57, front	11	2½	27
1264-85 Chrysler, 1960–50 (late), front and rear De Soto, 1960–59 (late), front and rear Dodge, 1960–50 (late), front and rear; 1960–59 (late), front Plymouth, 1960–50 (late), front	11	2½	23
1265-102 Dodge Truck, 1956–57, rear	16	3	45
2002-17 Packard, 1947–46, rear	11	1¾	22
2002-55 Ford, 1959–54, rear Ford Truck, rear, 1959 (late)–1960	11	1¾	22
2003-27 Packard, 1954–46, front and rear: 1954–46, front	12	1¾	33
2004-52A Cadillac, 1951–50, front and rear: 1949–48, rear	12	2	33
2004-74 Lincoln, 1955–54, front	12	2½	35
2005-20 Buick, 1960–52, rear: 1957–54, front and rear: 1953–52, front	12	2¼	33
2005-54 Lincoln, 1951–49, front	12	2¼	34

MAR 005759

SET NO.	DRUM DIAM.	WIDTH	PAGE NO.
2005-70 Pontiac, 1958-55, front	12	2¼	34
2006-10 Chev. Truck, 1957-59, front Edsel, 1959-58, rear Mercury, 1958, 1956-55, rear; 1954-49, front	11	2	23
2006-11 Chev. Pass., 1960-59, rear; 1958-51, front Chev. Truck, 1951-59, front; 1959, front and rear G.M.C. Truck, 1951-56, 1958-60, front	11	2	23
2006-42 G.M.C. Truck, 1956-60, rear Hudson, 1957-55, rear Nash, 1957-55, rear Oldsmobile, 1960-42, rear; 1950-42, front Packard, 1956-54, rear Pontiac, 1948-42, front	11	2	23
2006-53 G.M.C. Truck, 1960, rear	11	2	24
2006-80 Pontiac, 1960-59, rear	11	2	24
2011-40 Willys, 1953-60, front and rear	9	1¾	15
2011-76 Nash, 1947-46, front and rear Willys, 1946-53, front and rear	9	1¾	16
2012-21 Hudson, 1956-55, rear Nash, 1956-55, rear	10	1¾	18
2012-31 Hudson, 1955, rear Nash, 1956-55, rear Rambler, 1960-58, rear	10	1¾	18
2012-75A Hudson, 1947-46, front and rear	10	1¾	19
2015-6 Studebaker, 1960-58, front	11	2¼	25
2015-18 Hudson, 1954-48, front Oldsmobile, 1948-42, front Pontiac, 1954-49, front	11	2¼	26
2024-34 Ford, 1953-49, front	10	2¼	20
2024-35 Ford, 1954, front	10	2¼	21
2025-13 Edsel, 1959-58, front Mercury, 1959-57, rear; 1958, 1956-55, front; 1957, front and rear	11	2½	26
2025-19 Hudson, 1955, front Mercury, 1956-55, front Nash, 1955, front Oldsmobile, 1960-49, front Packard, 1956-54, front	11	2½	27
2025-81 Pontiac, 1960-59, front	11	2½	28
2025-126 Edsel, 1959-58, front Mercury, 1960-57, rear; 1958, 1956-55, front; 1957, front and rear	11	2½	28
2026-7B Studebaker, 1960, front and rear, front	12	2	31
2026-33B Dodge Truck, 1957-59, front and rear; 1956-50, front Ford Truck, 1956-59, front and rear, 1959-60, front Int'l Harv., 1950-60, front	12	2	32
2027-4 Studebaker, 1960-58, front, rear	10	2	20
2027-58 Nash, 1954-52, rear; 1951-50, front and rear	10	2	20
2030-13 Ford, 1959, front and rear; 1958-57, front	11	2½	26
2030-15B Ford, 1959-57, front	11	2½	27
2030-19 Cadillac, 1950, front and rear Hudson, 1957-56, front Lincoln, 1953-52, front Nash, 1957-56, front	11	2½	27
2030-66 Cadillac, 1951, front and rear	11	2½	27
2030-126 Edsel, 1960, front and rear; 1960, rear Ford, 1960, rear; 1960-59, front and rear; 1958 (late), front	11	2½	28
2031-20 Buick, 1951, front and rear	12	2¼	33
2032-41 Dodge Truck, 1957-59, rear Ford Truck, 1953-56, rear	15	4	43
2032-88 Ford Truck, 1957-59, rear	15	4	43
2032-108 Chev. Truck, 1951-60, rear	15	4	43
2034-61 Hudson, 1956-55, front Nash, 1956, 1954-52, front	10	2½	21
2034-78 Hudson, 1956-55, front Nash, 1956, 1954-52, front Rambler, 1959-58, front	10	2½	21
2035-64 Buick, 1957-52 (late), front Cadillac, 1959-57, front and rear	12	2½	35
2035-65 Buick, 1960-58, front; 1952 (early), front	12	2½	35
2035-127 Cadillac, 1960, front and rear	12	2½	36
2036-64 Cadillac, 1953, front and rear	12	2½	35
2036-69A Cadillac, 1959-52, front and rear; 1952, front	12	2½	36
2036-127 Cadillac, 1960, front and rear	12	2½	36
2037-67 Cadillac, 1952, rear	11	2½	27
2038-10 Dodge Truck, 1959-60, rear Ford Pass., 1959-55, rear; 1954-52, front Ford Truck, 1960, front Lincoln, 1953-52, rear	11	2	23

MAR 005760

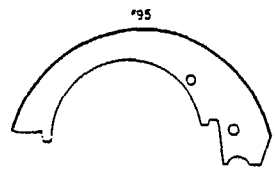
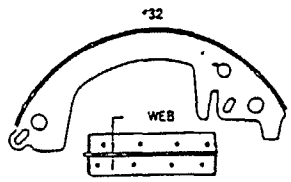
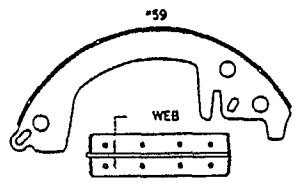
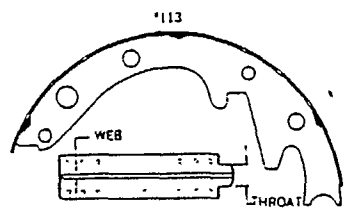
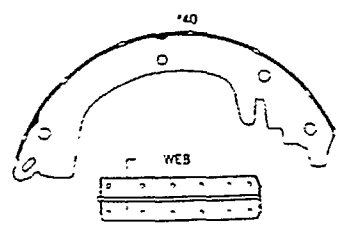
SET NO.	DRUM DIAM.	WIDTH	PAGE NO.
2038-14B Ford, 1949–57, rear	11	2	23
2039-109B Chev. Truck, 1953–59, front, 1955–59, rear	14	2½	40
2040-12JB Chev. Truck, 1953–60, front and rear; 1955–57, 1960, front	12	2	33
2041-22 Ford Truck, 1953–60, rear G.M.C. Truck, 1953–55, rear	14⅛	3½	42
2042-8B Studebaker Truck, 1954–56, 1960, rear	13	2½	37
2042-60B Dodge Truck, 1958, front and rear; 1956–59, rear Ford Truck, 1953–59, rear	13	2½	37
2043-36B Ford Truck, 1953–60, front G.M.C. Truck, 1953–54, front	13	2¼	37
2044-64 Cadillac, 1956–54, front and rear	12	2½	35
2044-69A Cadillac, 1954–55, front and rear	12	2½	36
2045-4 Packard, 1957, rear Studebaker, 1960–59, 1957–54, rear; 1957–54, front	10	2	20
2046-6 Studebaker, 1957–54, rear	9	2	16
2047-6 Checker Cab, 1960 (early)–59, front and rear Packard, 1957, front Studebaker, 1960–59, 1957–54, front	11	2¼	25
2047-12 Ford, 1955, front	11	2¼	26
2050-12 Ford, 1956–55, front	11	2¼	26
2051-34 Hudson, 1955, front Nash, 1955, front	10	2¼	20
2053-12 Dodge Truck, 1956–60, front Ford Pass., 1959–55, front	11	2¼	26
2053-12B Ford, 1957–56 (late), front	11	2¼	26
2054-74 Lincoln, 1957–56, front	12	2½	36
2055-16 Edsel, 1958, front Mercury, 1959–57, front	11	3	29
2055-12S Edsel, 1958, front Mercury, 1960–57, front	11	3	29
2056-12 Ford, 1958 (early)–57, front	11	2½	26
2056-12S Ford, 1958 (early)–57, front	11	2½	26
2057-10 Ford, 1955 (early)–57, rear	11	2	23

SET NO.	DRUM DIAM.	WIDTH	PAGE NO.
2058-3 Rambler, 1958–57, front	9	2½	17
2058-101 Rambler, 1960–59, front	9	2½	18
2059-5 Rambler, 1959, front and rear; 1958–57, rear Studebaker, 1960–58, rear	9	2	16
2059-100 Rambler, 1960–58, rear; 1959, front and rear	9	2	17
2059-114 Rambler, 1960, front and rear Valiant, 1960, rear	9	2	17
2060-72B Ford Truck, 1957–60, front	14	2½	39
2061-24 Lincoln, 1959–58, front and rear	11	3½	29
2061-124 Lincoln, 1959–58, front and rear	11	3½	30
2062-106B Ford Tractor, 1955–40	14	1½	38
2065-6B Chev. Pass., 1959, front	11	2¾	28
2065-12S Chev. Pass., 1960–59, front	11	2¾	28
2066-7B Rambler, 1960, front	10	2½	21
2067-106B Ford Tractor, 1949–54	11	2	25
2068-110 Ferguson Tractor, 1955–60	14	2	39
2069-111B Chev. Pass., 1960, front and rear	9	1¾	16
2070-112 Valiant, 1960, front	9	2½	18
2071-11S Ford, 1960, front	9	2¼	17
2072-113 Ford, 1960, rear	9	1½	15
2074-12S Edsel, 1960, front Ford, 1960, front	11	3	29
2075-33B Ford Truck, 1960, front and rear; 1959 (late)–1960, front	12	2	32
2076-124 Lincoln, 1960, front and rear	11	3½	30
4564-83 Ford Truck, 1957–40, rear	15	4½	44
4564-93 Dodge Truck, 1959, rear	15	4½	44
6040-95 Chrysler, 1960–59, emergency De Soto, 1960–50, emergency Dodge, 1960–50, emergency Dodge Truck, 1958–57, emergency Plymouth, 1959–54, emergency	7	2	15

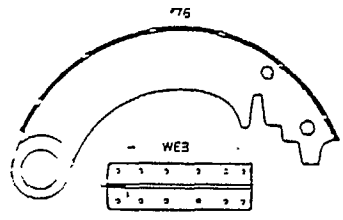
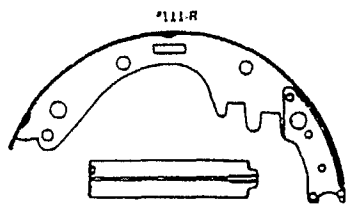
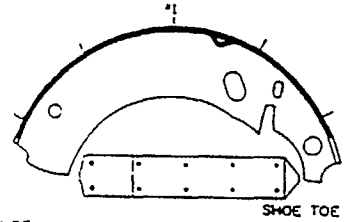
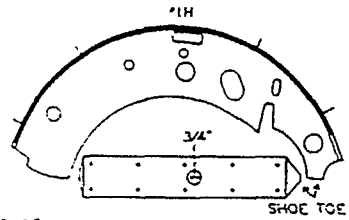
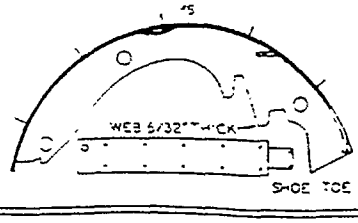
MAR 005761

Shoe Illustrations and Bonded Shoe Set Applications

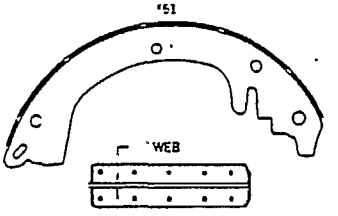
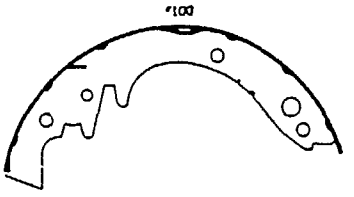
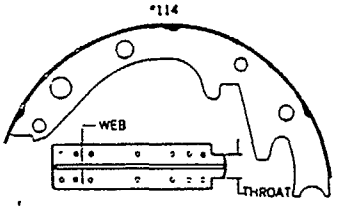
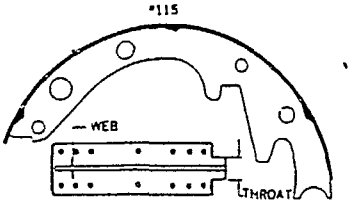
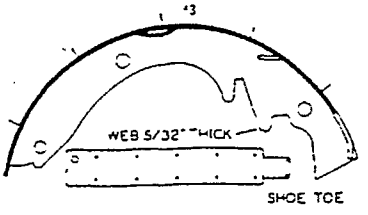
The illustrations are arranged according to size by drum diameter and width. 7", 8" & 9" diameter

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. #95 7 x 2  	F.M.S. #6040-95 (Automatic transmission only) Emergency— Chrysler 1960-50, All Models De Soto, 1960-50, All Models Dodge Pass., 1960-50, All Models Dodge Truck, C3B 6 & 8, C3C 6 & 8, C3D 6 & 8 & DX 6, 1955-56; C4B, C4C, C4D, 1956, K6-D 100 & 200 & 300, K 6 & 8-P 300 & 400, 1957 Plymouth, 1960-54, All Models
F.M.S. #32 8 x 1¼  WEB 5/32"	F.M.S. #1238-32 Rear—Rambler, 1955-54, 10"; 1954-53, 5425, 5428; 1953, 5310; 1952, 5210; 1951, 5110; 1950, 5010
F.M.S. #59 8 x 1¾  WEB 5/32"	F.M.S. #1237-59 Front—Rambler, 1953, 5310; 1952, 5210; 1951, 5110; 1950, 5010
F.M.S. #113 9 x 1½  WEB 3/16" THROAT 1"	F.M.S. #2072-113 Rear—Ford, 1960, Falcon
F.M.S. #40 9 x 1¾  WEB 5/32"	F.M.S. #2011-40 Front and Rear Willys, C4B 1953 (late)-60; CJ5, 1955-60, CJ6, 1958-60

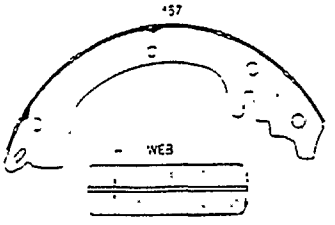
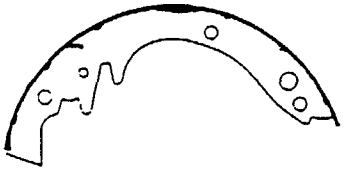
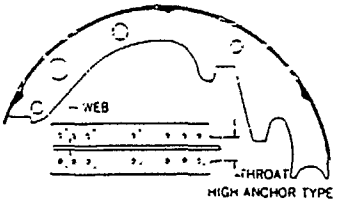
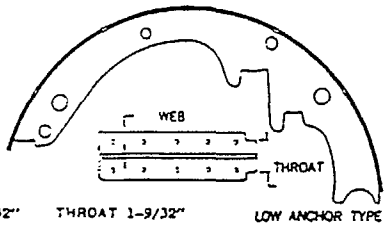
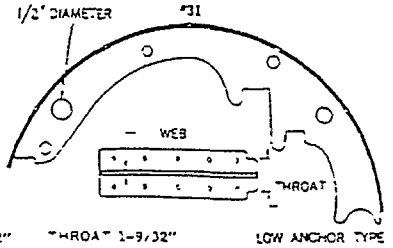
MAR 005762

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. =76 9 x 1¾  WEB 9/64"	F.M.S. =2011-76 Front and Rear Nash, 1947 (749; 1946, 6mo Willys C134, 134-530; C161, 1946-[illegible] (early); C38B, 1[illegible] (early)
F.M.S. =111R 9 x 1¾  WEB 3/16" THROAT 7/8"	F.M.S. =2069-111B Front and Rear Chev. Pass., 1960, Corvair
F.M.S. =1 9 x 2  REVERSE SHOE	F.M.S. =1215-1 Front and Rear Nash, 1949 1940 (some) Studebaker, 1953, 14G; 1952, 12G; 1951, 10G; 1950, 9G; 1949, 8G; 1948, 7G; 1947, 6G Rear—Studebaker, 1953, 4H; 1952, 3H; 1951, H
F.M.S. =1H 9 x 2  FORWARD SHOE	
F.M.S. =5 9 x 2 	F.M.S. =2046-5 Rear—Studebaker, 1937-54, Champion F.M.S. =2059-5 Front and Rear Rambler, 1959, 3901 Rear—Rambler 1958 [illegible] 1957 1210 1210 Studebaker, 1960-63 Lark Super Hawk Station Wagon (6 cyl.), 1963, Scotsman, Champion

MAR 005763

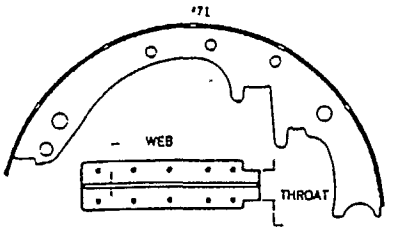
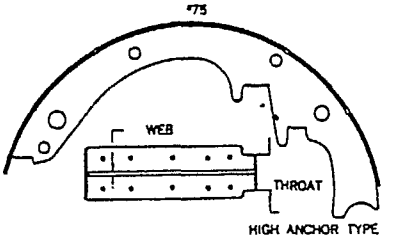
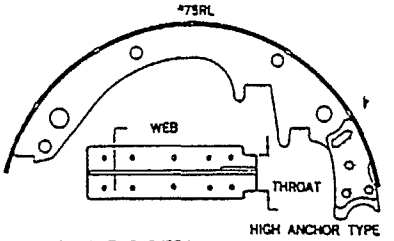
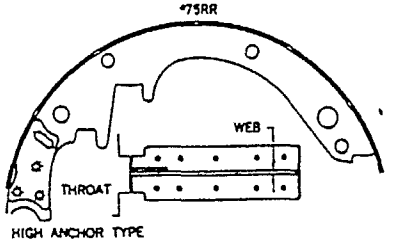
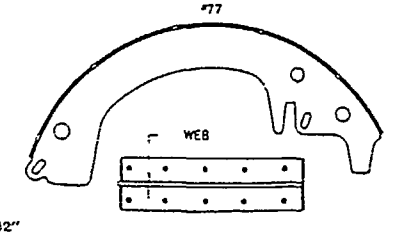
F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. =51 9 x 2  WEB 5/32"	F.M.S. =1221-51 Front and Rear Hudson, 1954-55, 1C, 1D, 2C, 2D, 3D Kaiser-Willys, 1954-71, All Nash, 1953-48, 40 Willys, DJ6A, 1956-60; 6-75A, 6-95, 1952-53; 6-226, 1954-55 Front—Hudson, 1955, 10 Rambler, 1955-74, 10's; 1954-55, 5425, 5428 Rear—Hudson, 1957-58 (early), 10 Nash, 1957-16, 10; 1954, 40 Rambler, 1957 (early)-58, 10's
F.M.S. =100 9 x 2  WEB 5/32" Can be used for F.M.S. =5	F.M.S. =2059-100 Front and Rear Rambler, 1959, 5901 (opt'l) Rear—Rambler, 1960, 6010; 1959, 5910
F.M.S. =114 9 x 2  WEB 3/16" THROAT 1-3/32"	F.M.S. =2059-114 Front and Rear Rambler, 1960, 6001 (American) Rear—Valiant, 1960, All
F.M.S. =115 9 x 2¼  WEB 3/16" THROAT 1-1/64"	F.M.S. =2071-115 Front—Ford Pass., 1960, Falcon
F.M.S. =3 9 x 2½  	F.M.S. =2058-3 Front—Rambler, 1958, 5310; 1957, 5710, 5720

MAR 005764

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. =57 9 x 2½ *57  WEB 9/64"	F.M.S. =1251-57 Front—Hudson, 1950 Rambler Nash, 1947, 1948-49 1950 1950 1954 '55 Rambler 1957 right side 10"
F.M.S. =101 9 x 2½ *101  WEB 5/32"	F.M.S. =2058-101 Front—Rambler, 1960, 6610; 1959, 5910
F.M.S. =112 9 x 2½ *112  WEB 3/16" THROAT 1-3/32"	F.M.S. =2070-112 Front—Valiant, 1960, All
F.M.S. =21 10 x 1¾ *21  WEB 5/32" THROAT 1-9/32" LOW ANCHOR TYPE Cannot be used for F.M.S.I. = 31 except for †. See footnote.	F.M.S. =294-21 Rear—Ford, 1953-49.† All (except Station Wagons, Police Cars, Taxis F.M.S. =2012-21 Rear—Hudson, 1950-53.† Wasp Nash, 1950.† 3040, 3050; 1953, 3540
F.M.S. =31 10 x 1¾ 1/2" DIAMETER *31  WEB 5/32" THROAT 1-9/32" LOW ANCHOR TYPE Can be used for F.M.S.I. =21	F.M.S. =294-31 Rear—Ford, 1953-49.† All (except Station Wagons, Police Cars, Taxis F.M.S. =2012-31 Rear—Hudson 1950-53.† Wasp Nash, 1950.† 3040, 3050, 1953, 3540 Rambler, 1960-58, All V-8's

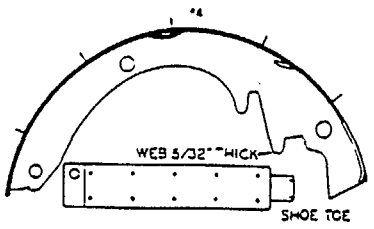
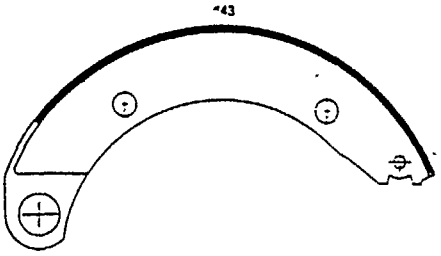
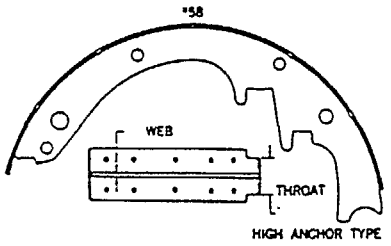
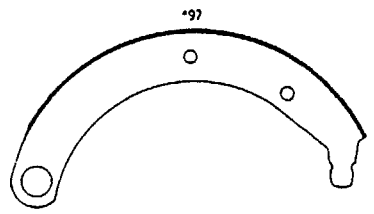
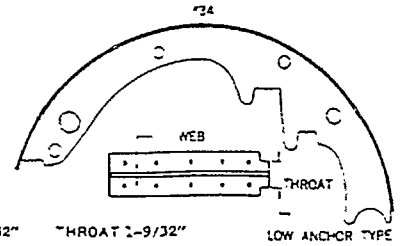
† [illegible] F.M.S. [illegible]

MAR 005765

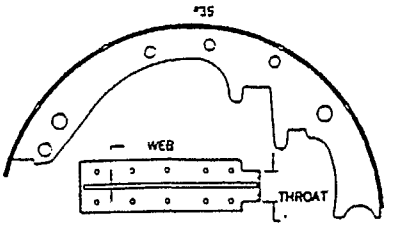
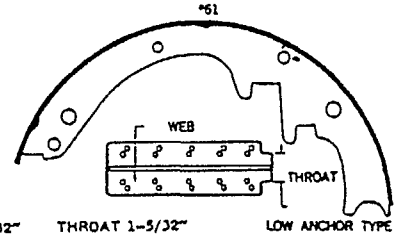
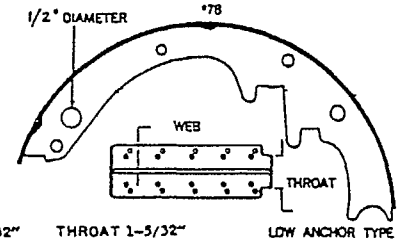
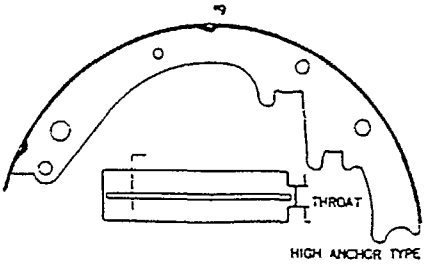
F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. =71 — 10 x 1¾ *71  WEB 3/16" THROAT 1-9/32" LOW ANCHOR TYPE	F.M.S. =294-71 Rear—Ford, 1954, All Heavy Duty
F.M.S. =75†† — 10 x 1¾ *75  HIGH ANCHOR TYPE	F.M.S. =2012-75A Front and Rear Hudson, 1947, 171, 172; 1946, 51, 52
F.M.S. =75RL†† — 10 x 1¾ *75RL  HIGH ANCHOR TYPE WEB 5/32" THROAT 1-9/32"	
F.M.S. =75RR†† — 10 x 1¾ *75RR  HIGH ANCHOR TYPE WEB 5/32" THROAT 1-9/32"	
F.M.S. =77 — 10 x 1¾ *77  WEB 5/32"	F.M.S. =1220-77 Front and Rear Willys, 463 PD, 1947, 1949; 463 SW, 1948-49; 473 PD, SW, VJ, 1950; 474 SD, SW, VJ, 1951; 475 SD, SW 1952-54; 663, SW, VJ3, 1949; 673 SW, VJ, 1950; 674 SW, VJ, 1951; 683 SD, SW, 1952-54

†† Two not reenforced, one left reinforced, one right reinforced

MAR 005766

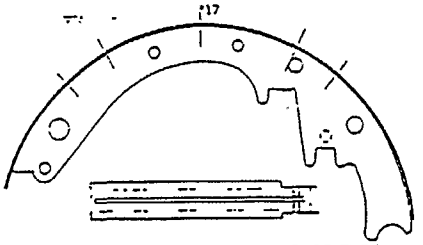
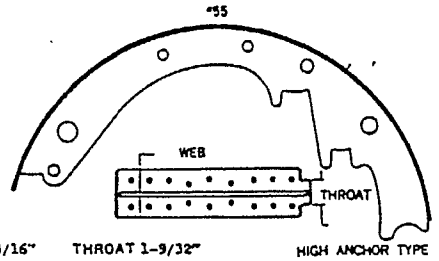
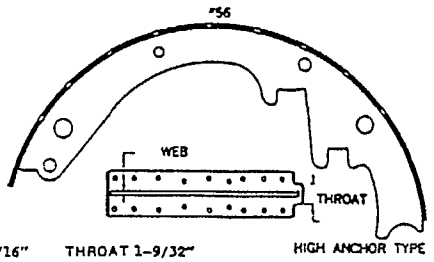
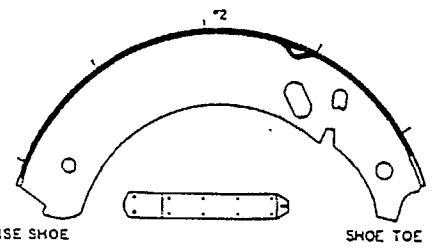
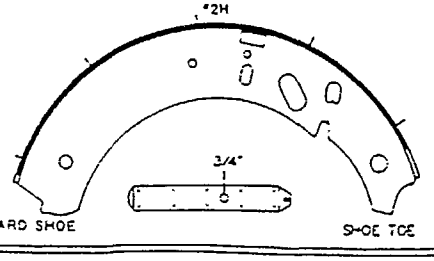
F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. #4 — 10 x 2  	F.M.S. #2027-4 Front—Studebaker, 1960-59, Lark, Silver Hawk, Station Wagon (6's); 1956, Champion, Scotsman Rear—Studebaker, 1960-59, Lark, Silver Hawk, Station Wagon (6's); 1956, Commander, President, Golden Hawk F.M.S. #2045-4 Front—Studebaker, 1957-54, Champion Rear—Packard, 1957, Town Sedan, Country Sedan Studebaker, 1960-59, Taxicab; 1957-54, Commander; 1957-55, President; 1957-56, Golden Hawk; 1954, Land Cruiser
F.M.S. #43 — 10 x 2  	F.M.S. #1106-43 Front—Dodge, 1954, D51, D52; 1953, D47; 1952-51, D41; 1950, D33; 1949, D-29 Plymouth, 1956, P25; 1955, P26; 1954, P25; 1953, P24; 1952-51, P22, P23; 1950, P19, P20; 1949, P17, P18; 1948-46, P15 F.M.S. #1213-43 Rear—Dodge, 1954, D51, D52; 1953, D47; 1952-51, D41; 1950, D33; 1949, D29 Plymouth, 1956, P25, P29; 1955, P26; 1954, P25; 1953, P24; 1952-51, P22, P23; 1950, P19, P20; 1949, P17, P18; 1948-46, P15
F.M.S. #58 — 10 x 2  WEB 5/32" THROAT 1-9/32"	F.M.S. #237-58 Front and Rear Nash, 1949, 4960; 1948, 4860; 1947, 4760; 1946, 4660 F.M.S. #2027-58 Front and Rear Nash, 1951, 5160; 1950, 5060 Rear—Nash, 1954, 5460; 1953, 5260; 1952, 5260
F.M.S. #97 — 10 x 2  	F.M.S. #145-97 Front—Dodge, CUB, 1955
F.M.S. #34 — 10 x 2¼  WEB 5/32" THROAT 1-9/32"	F.M.S. #2024-34 Front—Ford, 1953-49, All 6's and 8's; 1951-49, Station Wagon F.M.S. #2051-34 Front—Hudson, 1913, Wasp Nash, 1955, 5540

MAR 005767

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. #35 — 10 x 2¼  WEB 3/16" THROAT 1–9/32" LOW ANCHOR TYPE	F.M.S. #2024-35 Front—Ford. 1954. Passenger Cars and Heavy Duty
F.M.S. #61 — 10 x 2½  WEB 5/32" THROAT 1–5/32" LOW ANCHOR TYPE Cannot be used for F.M.S.I. #78	F.M.S. #2034-61 Front—Hudson.† 1956-55, Wasp 6 & 8 Nash, 1956, 5640, 5650†; 1954, 5460†; 1953, 5260†; 1952, 5260†
F.M.S. #78 — 10 x 2½  WEB 5/32" THROAT 1–5/32" LOW ANCHOR TYPE Can be used for F.M.S.I. #61	F.M.S. #2034-78 Front—Hudson.† 1956, Wasp 6 & 8 Nash, 1956, 5650; 1954, 5460†; 1953, 5260†; 1952, 5260† Rambler, 1959-58, All V8's F.M.S. #2066-78 Front—Rambler, 1960, All V8's
F.M.S. #9 — 11 x 1¾  WEB 3/16" THROAT 1–5/32" OR NARROWER	F.M.S. #284-9 Rear—Int'l Harv., 100, 1954-60 F.M.S. #292-9 Rear—Chev. Pass., 1958-51, All Chev. Truck, ½ ton, 1951-58 G.M.C. Truck, F100, F100-22, 1951-56

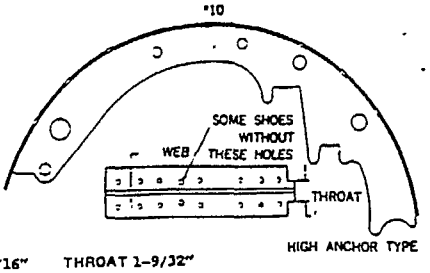
* Interchangeable on these models only (#61 and #78). F.M.S. #78 requires ½" hole for automatic adjuster on Rambler.

MAR 005768

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. =17 — 11 x 1¾  WEB 5/32" THROAT 1-9/32" HIGH ANCHOR TYPE	F.M.S. =292-17 Rear—Oldsmobile, 1950-52, 66, 88, 76 Pontiac, 1956-62, All F.M.S. =2002-17 Rear—Packard, 1947-56, 2100
F.M.S. =55 — 11 x 1¾  WEB 3/16" THROAT 1-9/32" HIGH ANCHOR TYPE Can be used for F.M.S. =56 F.M.S. =55 and 56 are the same, except for retracting spring hole in F.M.S. =55 as used on Fords.	F.M.S. =284-55 Rear—Ford, 1955, Sports; 1951, Station Wagon Ford Truck, ½ ton, 1948-59 F.M.S. =292-55 Rear—Ford, 1954-52; 1950-49, Station Wagon Mercury, 1954-49, All F.M.S. =2002-55 Rear—Ford, 1959-55, All (Exc. Sports); 1958-55, Thunderbird; 1957-56, Heavy Duty; 1958-54, Police Car Ford Truck, 100 F & 4 wh. dr., 1959 (late)-60
F.M.S. =56 — 11 x 1¾  WEB 3/16" THROAT 1-9/32" HIGH ANCHOR TYPE Same as F.M.S. =55 except for retracting spring hole as used on Fords.	F.M.S. =292-56 Front and Rear Hudson, 1954, 4D; 1953, 4C; 1952, 3B, 4B, 5B; 1951, 4A; 1950, 300; 1947-46, 52, 54, 173, 174; 1947, 178; 1946, 58 Front—Hudson, 1952, 3B Rear—Hudson, 1954, 5D, 7D; 1953, 5C, 7C; 1952, 6B, 7B, 8B; 1951, 3A, 5A, 6A, 7A, 8A; 1950, 50A, 501 thru 504; 1949, 491 thru 494; 1948, 481 thru 484
F.M.S. =2 — 11 x 2  REVERSE SHOE SHOE TOE F.M.S. =2H — 11 x 2  FORWARD SHOE SHOE TOE	F.M.S. =1216-2 Front and Rear Checker Cab, 1960 (late), A9, A10, A10W; 1957-56, A8; 1954-53, A6, A7; 1952-50, A4, A5; 1949-48, A2 Kaiser-Frazer, 1950-49, Taxicab; 1949, F495, F496 (some), K491, K492 (some) Studebaker Pass., 1950, 17A; 1949, 16A; 1948, 15A; 1947, 14A Front—Studebaker Pass., 1953, 4H; 1952, 3H; 1951, H F.M.S. =1216-2C Front and Rear Studebaker Truck, E5, E6, E7, 1955; 2R5, 1949-53; 2R6, 1951-53; 3R5, 3R6, 1954 Front—Studebaker Truck, 2E10, 1949-53; 2E12, 1956; 2R11, 1951-53; 3R10, 3R11, 1954

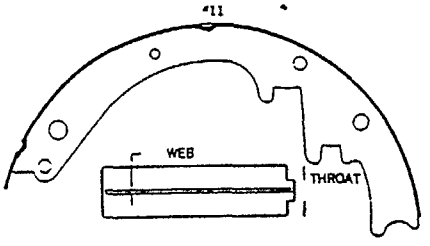
MAR 005769

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. #10 — 11 x 2	F.M.S. #257-10 Front—Ford, ½ ton, 1948-59 F.M.S. #2006-10 Front—Chev. Truck, ½ ton (4 wheel drive), 1957-59 Mercury, 1954-49 Rear—Edsel, 1958, All Mercury, 1958, Medalist; 1956-55, All F.M.S. #2038-10 Front—Ford Pass., 1954-52, Station Wagon; 1954, Police Cars Ford Truck, 100-F, 1960 Rear—Dodge, Truck, P6 & 8-D100, 1960; M6 & 8—D100, 1959 Ford, 1959-55, Station Wagon; 1958 (late), Thunderbird Lincoln, 1953-52, All F.M.S. #2057-10 Rear—Ford, 1958-57, Sports (Thunderbird)
F.M.S. #11 — 11 x 2	F.M.S. #257-11 Front—Int'l Harv., 100, 1954-60 F.M.S. #2006-11 Front and Rear Chev. Truck, ½ ton, 1959 Front—Chev. Pass., 1958-51 Chev. Truck, ½ ton, 1951-59 G.M.C. Truck, 100F, 1951-56, 1958-60; 100-22F, 1951-56; 100-22, 1956-60 Rear—Chev. Pass., 1960-30, All (exc. Corvair)
F.M.S. #14R — 11 x 2	F.M.S. #2038-14B Rear—Ford, 1959, Police Car; 1956-57, Highway Interceptor, Taxi
F.M.S. #42 — 11 x 2	F.M.S. #2006-42 Front—Oldsmobile, 1950-42, 66, 68, 76 Pontiac, 1948-42, All Rear—G.M.C., 100, 1958-60; 100-22, 1956-60 Hudson, 1957-55, Hornet Nash, 1957-55, 60, 30 Oldsmobile, 1960-51, All; 1950-49, 88, 98; 1948-42, 76, 98 Packard, 1956, 5840, 5860; 1955, 5540, 5560; 1954, 5400, 5401, 5411

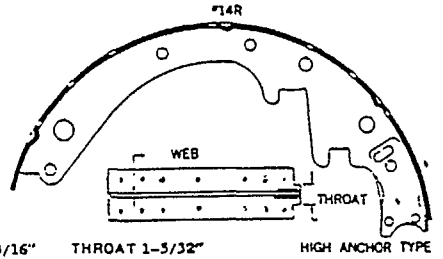


WEB 3/16" THROAT 1-9/32"

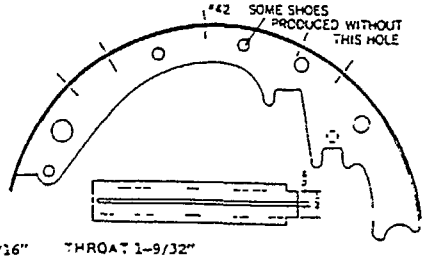
Can be used for F.M.S. #42.



WEB 3/16" THROAT 1-5/32" OR NARROWER HIGH ANCHOR TYPE



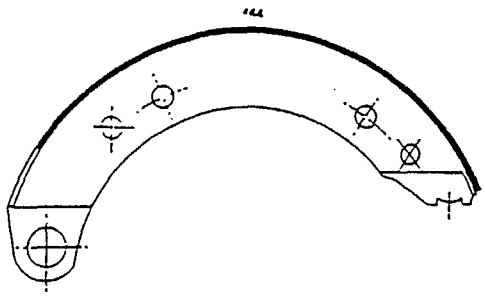
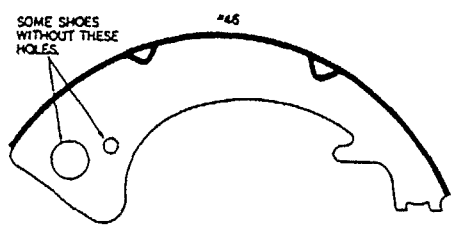
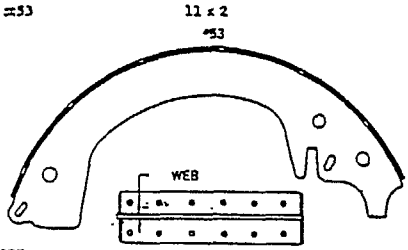
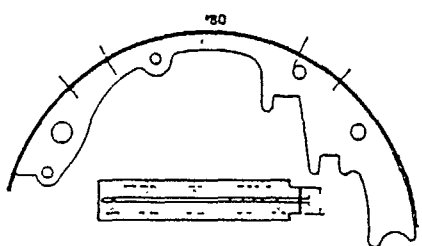
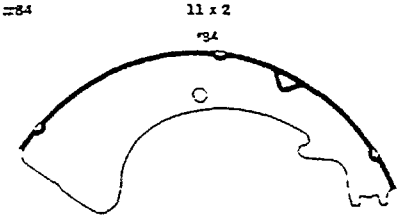
WEB 3/16" THROAT 1-5/32" HIGH ANCHOR TYPE



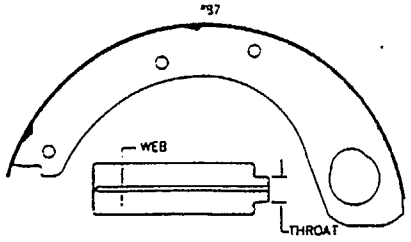
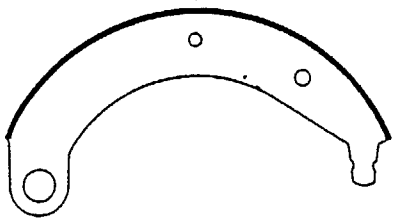
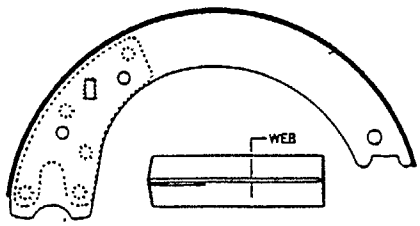
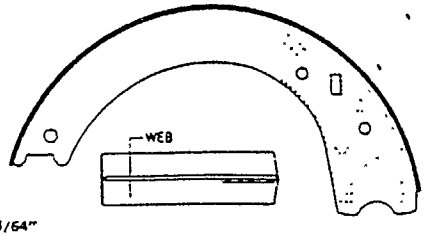
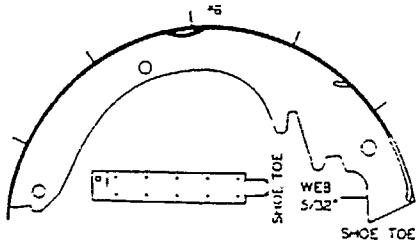
WEB 3/16" THROAT 1-9/32"

Some shoes produced with ribs

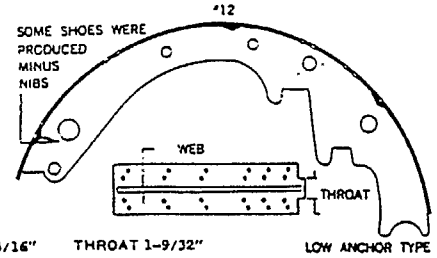
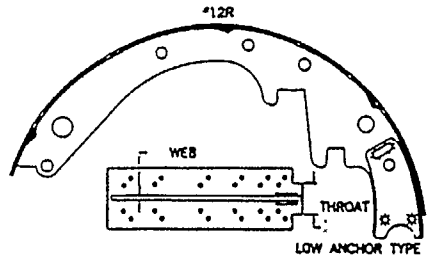
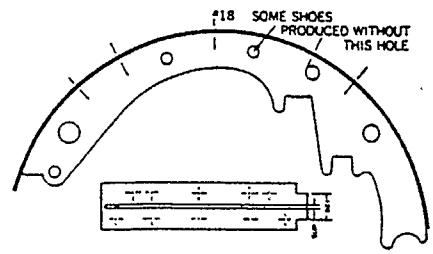
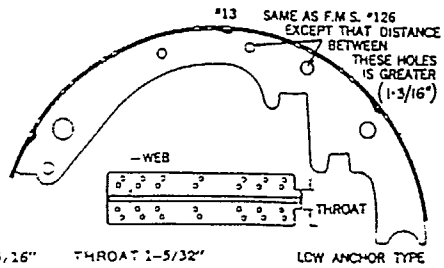
MAR 005770

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. #44 — 11 x 2 	F.M.S. #192-44 Front—Chrysler, 1949, C45 DeSoto, 1949, S13; 1948-46, S11 Dodge, 1955, D55, D56, 1954, D50, D51, D53; 1953, D44, D46, D48; 1952-51, D42; 1950, D34; 1949, D29, D30; 1948-46, D24 Plymouth, 1956, P29 F.M.S. #1161-44 Rear—Chrysler, 1949, C45 DeSoto, 1949, S13; 1948-46, S11 Dodge, 1955, D55, D56; 1954, D50, D51, D53; 1953, D44, D46, D48; 1952-51, D42; 1950, D34; 1949, D29, D30; 1948-46, D24
F.M.S. #46 — 11 x 2 	F.M.S. #192-46 Front and Rear Plymouth 1959 (early), MP 1 & 2, Golden Commando; 1958, LP1, LP2; 1957, P30, P31 Rear—Dodge 1959 (early), MD 1 & 2, MD 32 & 3 M; 1958, LD1, LD2, LD3, (except Station Wagon); 1957, D66, D67 (except 4-door), D72
F.M.S. #53 — 11 x 2  WEB 5/32"	F.M.S. #1219-53 Front and Rear Kaiser-Willys, 1955-47, All Models Studebaker, E5, E6, E7, ½ ton, 1955; 2E5, 2E7, 1956; 3E5, 3E6, 3E7, 1956-59; 4E5, 4E6, 4E7, 1959; 5E5, 5E6, 5E7, 1960 Willys, FC150 & 170, F4-134, L6-226, 1958-60; 2T, 1948; 2WD, 1947-49; 4T, 1948; 4WD, 1948-49; 2 x 473 SD & SW, 1952-53; 4 x 463 SD & SW, 1949; 473-4 WD, 473 HT, 1950; 474 HT & SW, 4 x 4, 1951; 473-4 WD, 1952-53; 475 SD & SW, 1955; 685 SD & SW, 1950 F.M.S. #2006-53 Rear—G.M.C., ½ ton, 1953
F.M.S. #80 — 11 x 2  WEB 5/32" THROAT 1-9/32" HIGH ANCHOR TYPE	F.M.S. #2006-80 Rear—Pontiac, 1960-59, All
F.M.S. #84 — 11 x 2  WEB 5/32"	F.M.S. #192-84 Front and Rear Dodge, 1960, PD3, PD4 Plymouth, 1960, Golden Commando, SonoRamic Commando, PP1, PP2, 1959 (late), All MP1, MP2 Rear—Dodge, 1960, PD3 & PD4 Station Wagons, 1959 (late), MD1, MD2, MD3H, MD3M Plymouth, 1960, PP1, PP2; 1959 (late), MP1 & MP2 Suburbans

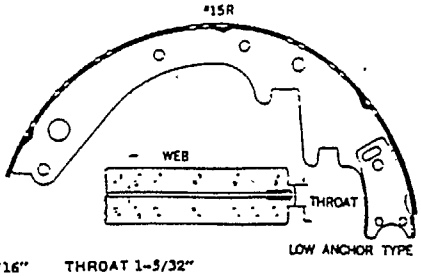
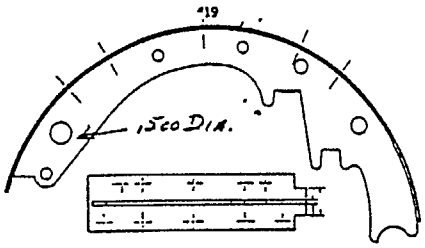
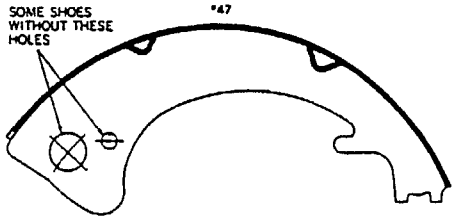
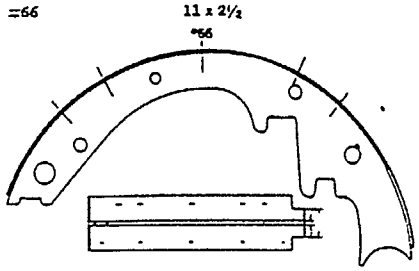
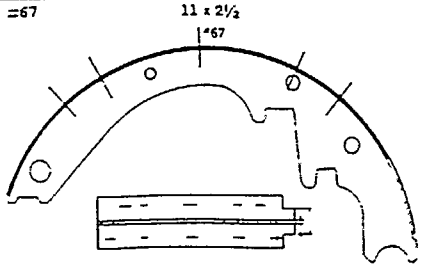
MAR 005771

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. #87 — 11 x 2 — *87  WEB 15/64" THROAT 1"	F.M.S. #1244-87 Ferguson, Farm Tractors, 1948-54
F.M.S. #98 — 11 x 2 — *98 	F.M.S. #192-98 Rear—Dodge, C2B, 1955
F.M.S. #106RR — 11 x 2 — *106-RR  WEB 15/64"	F.M.S. #2067-106B Ford, Farm Tractors, 1948-54
F.M.S. #106RL — 11 x 2 — *106-RL  WEB 15/64"	
F.M.S. #6 — 11 x 2¼ — *6  	F.M.S. #2015-6 Front—Studebaker, 1960-59, Lark, Silver Hawk, Station Wagon (8's); 1958, Commander, President, Golden Hawk F.M.S. #2047-6 Front—Checker Cab, A9, A10, 1959 Packard, 1957, Town Sedan, Country Sedan Studebaker, 1960-59 Taxicab; 1957-54, Commander; 1957-58, President; 1957-58, Golden Hawk; 1954, Land Cruiser Rear—Checker Cab, A9, A10, 1959

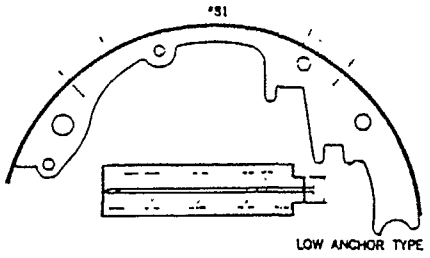
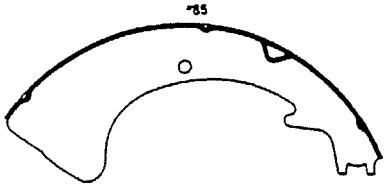
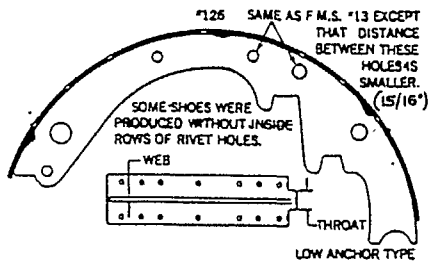
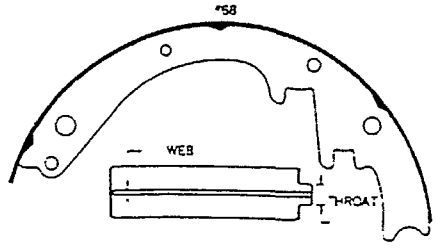
MAR 005772

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. #12 — 11 x 2¼  WEB 3/16" THROAT 1-9/32" LOW ANCHOR TYPE	F.M.S. #2047-12 Front—Ford, 1955, Station Wagon, Sports Cars F.M.S. #2050-12 Front—Ford, 1956-57, Thunderbird F.M.S. #2053-12 Front—Dodge, P 6 & 8-D100, 1960; M 6 & 8-D100, 1959 Ford, 1939-55, All (exc. Sports), Police Cars; 1939-56, Station Wagon; 1957-58 (early), Heavy Duty
F.M.S. #12R — 11 x 2¼  WEB 3/16" THROAT 1-9/32"	F.M.S. #2053-12B Front—Ford, 1957-58, Heavy Duty
F.M.S. #18 — 11 x 2¼  WEB 3/16" THROAT 1-9/32" HIGH ANCHOR TYPE	F.M.S. #2015-18 Front—Hudson, 1934, 5D, 7D; 1953, 5C, 7C; 1952, 6B, 7B, 8B; 1951-48, All except 4A (1951), 500 (1950) Oldsmobile, 1948-42, 78, 98 Pontiac, 1954-49, All
F.M.S. #13 — 11 x 2½  WEB 3/16" THROAT 1-5/32" LOW ANCHOR TYPE Cannot be used for F.M.S. #126 Only interchangeable with #126 on 1960 Ford passenger car	F.M.S. #2025-13 Front and Rear Mercury, 1957, All W/ECZ eng. (except Station Wagon) Front—Edsel, 1959, All; 1958, Ranger, Pacer Mercury, 1956, Medalist; 1956-55, All Rear—Mercury, 1959-58, All (except 1958 Medalist); 1957, All W/ECZ eng., Station Wagon W/ECZ or ECU eng. F.M.S. #2030-13 Front and Rear Ford, 1960, All; 1959, Sports (Thunderbird) Front—Ford, 1958 (late), Sports (Thunderbird) F.M.S. #2056-13 Front—Ford, 1959 (early), Sports (Thunderbird)

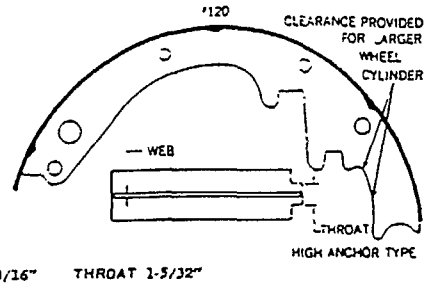
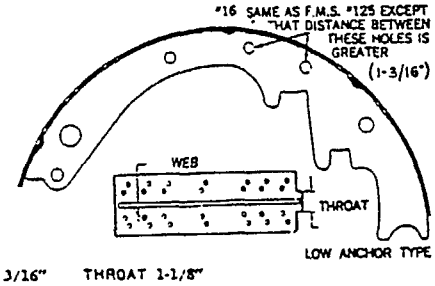
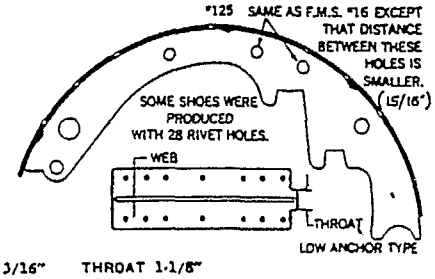
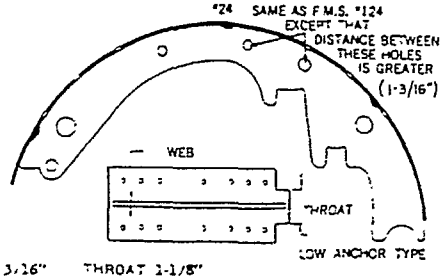
MAR 005773

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. =15R 11 x 2½ *15R  WEB 3/16" THROAT 1-5/32"	F.M.S. =2030-15B Front—Ford, 1939, Police Car; 1936-37, Highway Interceptor, Taxi
F.M.S. =19 11 x 2½ *19  WEB 3/16" THROAT 1-9/32" LOW ANCHOR TYPE	F.M.S. =2025-19 Front—Hudson, 1935, Hornet Mercury, 1936-55, All Nash, 1935, 3560, 5560 Oldsmobile, 1960-51, All; 1930-49, 88, 98 Packard, 1936, 3640, 3660; 1935, 3540, 3560; 1934, 3400, 3401, 3411 F.M.S. =2030-19 Front and Rear Cadillac, 1950, 60, 61, 62 Front—Hudson, 1937-56, Hornet Lincoln, 1938-52, All Nash, 1937, 5760; 1936, 3660 CANNOT BE USED FOR 139 SERIES SHOES HAVE RIBS
F.M.S. =47 11 x 2½ *47 SOME SHOES WITHOUT THESE HOLES 	F.M.S. =1264-47 Front and Rear Chrysler, 1939 (early), MC 1 DeSoto, 1939 (early), M & 1; 1937, S27 Dodge, 1939 (early), MD 3 & 3E (Station Wagon); 1936, LD3 (Station Wagon); 1937, D70, D71 Front—Dodge, 1939 (early), MD 1 & 2, MD 2H3 & 3M; 1936, LD1, LD2, LD3; 1937, D66, D67, D72
F.M.S. =66 11 x 2½ *66  WEB 3/16" THROAT 1-9/32"	F.M.S. =2030-66 Front and Rear Cadillac, 1951, 60, 61, 62
F.M.S. =67 11 x 2½ *67  WEB 3/16" THROAT 1-9/32" HIGH ANCHOR TYPE	F.M.S. =2037-67 Rear—Cadillac, 1951, 60, 61, 62

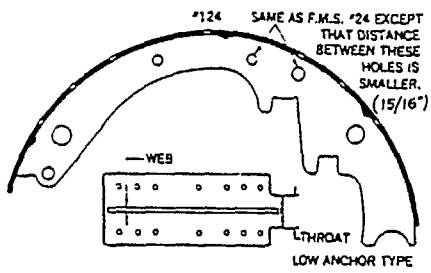
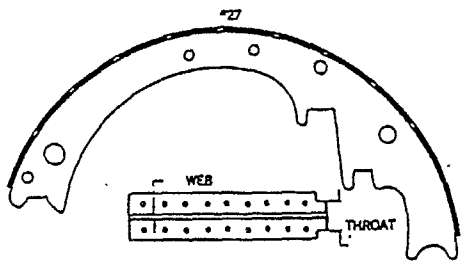
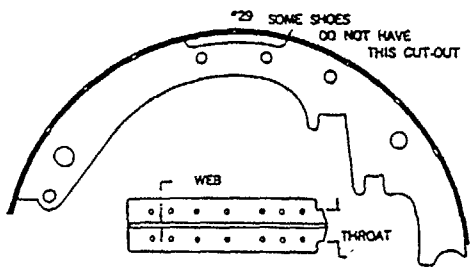
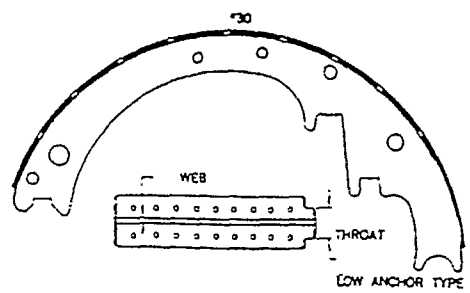
MAR 005774

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. #81 — 11 x 2½  WEB 3/16" THROAT 1-9/32"	F.M.S. #2025-81 Front—Pontiac, 1960-59, All
F.M.S. #85 — 11 x 2½  WEB 5/32"	F.M.S. #1264-85 Front and Rear Chrysler, 1960, PC1; 1959 (late), MC1 De Soto 1960, PS1, PS2; 1959 (late), MS1 Dodge, 1960, PD1, PD2; 1959 (late), MD2 (S—Conv'ble & 4-door Hardtop), MD2M (4-door Hardtop), MD2H (Conv'ble & 4-door Hardtop), MD2 & MD2H Station Wagons Front—Dodge, 1960, PD2 & 4 Station Wagons; 1959 (late), MD1, MD2(S), MD2H, MD2M Plymouth, 1960, PP1 & PP2 Station Wagons; 1959 (late), MP1 & 2 Suburbans
F.M.S. #126 — 11 x 2½  WEB 3/16" THROAT 1-5/32" Can be used for F.M.S. #13	F.M.S. #2025-126 Front and Rear Mercury, 1957, All (except Station Wagon) Front—Edsel, 1959, All; 1958, Ranger, Pacer Mercury, 1958, Medalist; 1956-55, All Rear—Mercury, 1960-59, All; 1958, All (except Medalist); 1960-57, Station Wagon F.M.S. #2030-126 Front and Rear Edsel, 1960, All (except Station Wagon) Ford, 1960, All; 1960-59, Sports (Thunderbird) Front—Ford, 1958 (late)-57, Sports (Thunderbird) Rear—Edsel, 1960, Police Car, Station Wagon Ford, 1960, Station Wagon, Police Car F.M.S. #2056-126 Front—Ford, 1958 (early)-57, Sports (Thunderbird)
F.M.S. #68 — 11 x 2¾  WEB 3/16" THROAT 1-5/32" HIGH ANCHOR TYPE Cannot be used for F.M.S. #120	F.M.S. #2065-68 Front—Chev. Pass., 1959, All

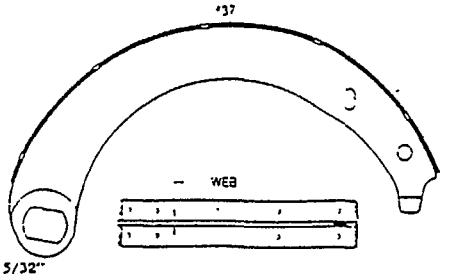
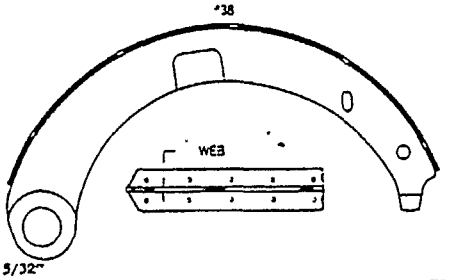
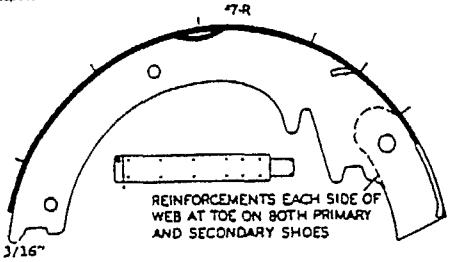
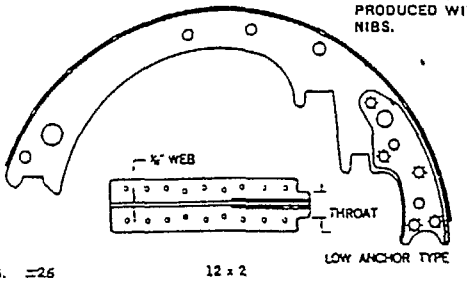
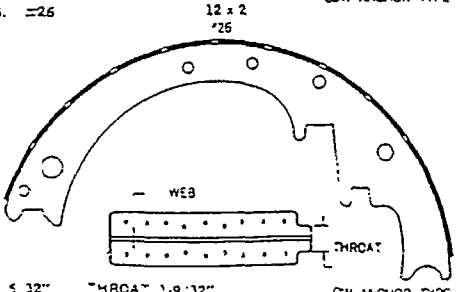
MAR 005775

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. =120 11 x 2¾  WEB 3/16" THROAT 1-5/32" Can be used for F.M.S. =68	F.M.S. =2065-120 Front—Chev. Pass., 1960-59, All
F.M.S. =16 11 x 3  WEB 3/16" THROAT 1-1/8" Cannot be used for F.M.S. =125	F.M.S. =2055-16 Front—Edsel, 1958, Corvair, Citation Mercury, 1959-58, All except 1958 Medalist; 1957, All W/ECU eng., Station Wagon W/ECZ or ECU eng.
F.M.S. =125 11 x 3  WEB 3/16" THROAT 1-1/8" Can be used for F.M.S. =16	F.M.S. =2055-125 Front—Edsel, 1958, Corvair, Citation Mercury, 1960, All; 1960-57, Station Wagon; 1959, All; 1958, (All except Medalist) F.M.S. =2074-125 Front—Edsel, 1960, Station Wagon, Police Car Ford, 1960, Station Wagon, Police Car
F.M.S. =24 11 x 3½  WEB 3/16" THROAT 1-1/8" Cannot be used for F.M.S. =124	F.M.S. =2061-24 Front and Rear Lincoln, 1959-58, All

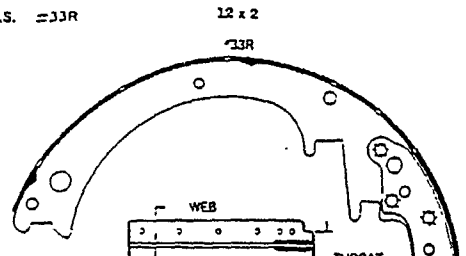
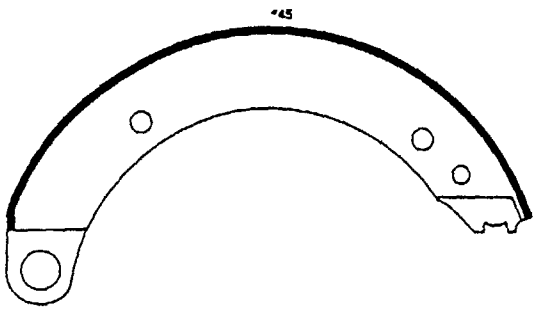
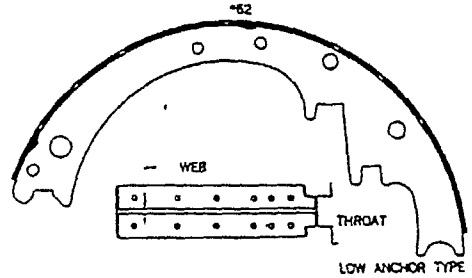
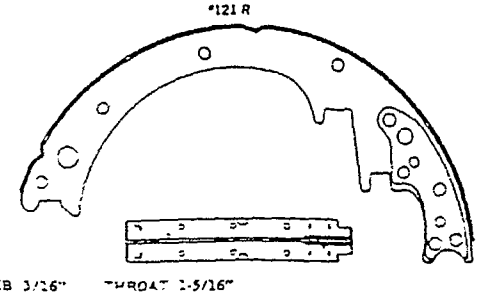
MAR 005776

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. #124 — 11-1/16 x 3¼  WEB 3/16" THROAT 1-1/8" Can be used for F.M.S. #24	F.M.S. #2061-124 Front and Rear Lincoln, 1939-55, All F.M.S. #2076-124 Front and Rear Lincoln, 1956, All
F.M.S. #27 — 12 x 1¾  WEB 5/32" THROAT 1-9/32" LOW ANCHOR TYPE	F.M.S. #2003-27 Front and Rear Packard, 1954-51 (early), 2401, 2501, 2501R, 2601, 2611, 5411; 1950-48, 2201, 2202, 2211, 2232, 2301, 2302, 2332; 1947-46, 2101, 2211 Front—Packard, 1948-46, 2130, 2240; 1947-46, 2100
F.M.S. #29 — 12 x 1¾  WEB 5/32" THROAT 1-9/32" HIGH ANCHOR TYPE	F.M.S. #253-29 Front and Rear Lincoln, 1948-46, All F.M.S. #256-29 Front and Rear Buick, 1951-46, 40, 50 Rear—Buick, 1938-52, 40; 1952, 50
F.M.S. #30 — 12 x 1¾  WEB 3/16" THROAT 1-9/32"	F.M.S. #256-30 Front and Rear Int'l Harv., 110, 111, 112 Series, 1950-60 Front—Int'l Harv., 120, 121, 122, 1950-60; 130, 131, 132 Series, 1950-53, 1960

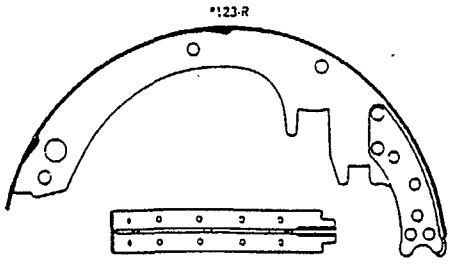
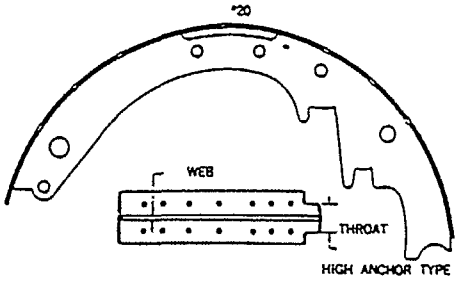
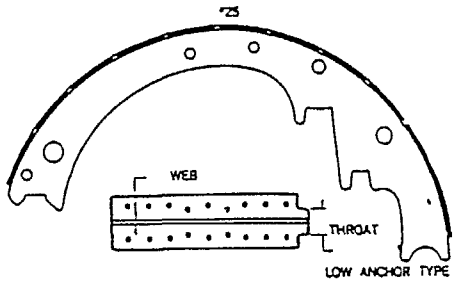
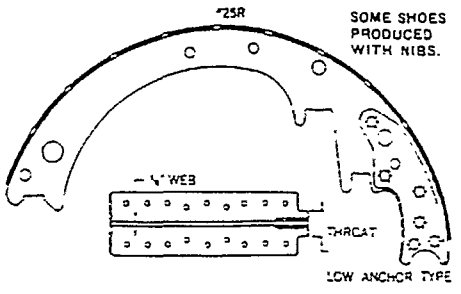
MAR 005777

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. =37 12 x 1¾ *37  WEB 5/32"	F.M.S. =1167-37 Front and Rear Ford, 1942-46, All Ford Truck, ½ ton, 1946-47 Mercury, 1942-46, All Front—Ford, ½ ton, 1946-47, 6CYL, 1949-53
F.M.S. =38 12 x 1¾ *38  WEB 5/32"	F.M.S. =1167-38 Front and Rear Int'l Harv., K1, K1M, K2, 1941-46, KB1, KB1M, KB2, 1947-48 Front—Int'l Harv., K3, 1941-46, KB3, 1947-48
F.M.S.=7R 12 x 2 *7-R  WEB 3/16"	F.M.S. =220-7B Front—Studebaker, E13, E14, E15, 1955; 2E13, 1956; 3R14, 3R15, 1954 F.M.S. =2026-7B Front and Rear Studebaker, 3E11, 5E12, 1960 Front—Studebaker, 3E13, 3E14, 1960
F.M.S. =26R 12 x 2 *26R SOME SHOES PRODUCED WITH NIBS.  	F.M.S. =220-26A Rear—Cadillac 1948-46, 60 S, 61, 62 F.M.S. =220-26B Front and Rear Packard, 1942, 2023; 1941-46, 1503, 1506, 1903, 1906 Rear—Packard, 1936-51, 2502, 2506, 2531, 2602, 2606, 2631, 5402, 5406, 5426, 5431, 5530, 5632, 5687, 1951-49, 2306, 2322, 2333, 2402, 2406; 1948, 2206, 2223; 1942-46, 2130, 2220, 2222, 2240; 1947-46, 2103, 2106, 1942, 2003, 2006, 2023
F.M.S. =26 12 x 2 *26  WEB 5 32" "THROAT" 1-9 32" LOW ANCHOR TYPE	

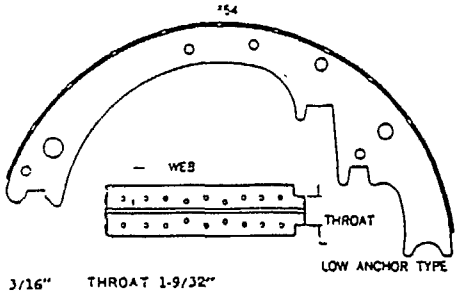
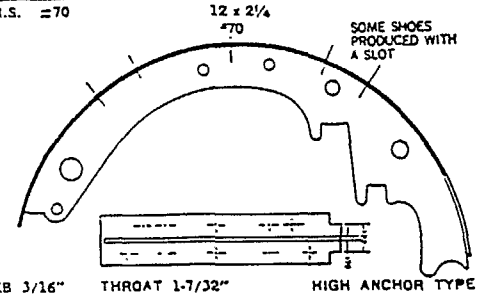
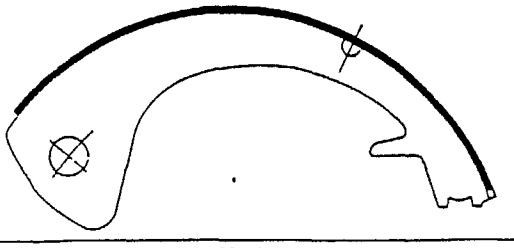
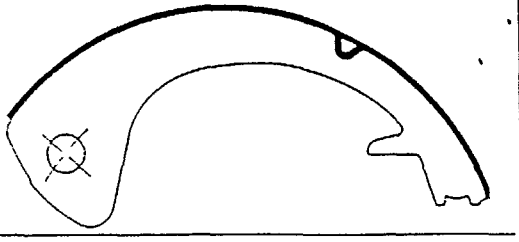
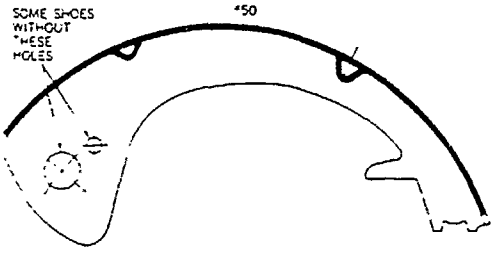
MAR 005778

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. #33R 12 x 2  WEB 3/16" THROAT 1-9/32"	F.M.S. #220-33B Front and Rear Ford, F2, F1, 1952; 350F, 350P, 1953-55 Front—Ford, F350, 1954-55 Rear—GMC Truck, ½ ton, 1960 F.M.S. #2026-33B Front and Rear Dodge, L3-W100, 1958; M6 & 3-W100 & D200, 1959; T & VT300, ½ ton 4 & 4, 1957-58 Ford, 250F, 350P, 1956-59 Front—Dodge, 1 ton, 1956-58; M6 & 3-W200, M6 & 3-D & P300, 1959 Ford, 350F, 1956-59; 400P, 1958-59 Int'l Harv., RM-152, 1954-56; 140, 150 thru 153, 1950-60 F.M.S. #2075-33B Front and Rear Ford, 250F, 350P, 1960 Front—Ford, 350F, 1959 (late)-60; 400P, 1960
F.M.S. #45 12 x 2  	F.M.S. #1105-45 Front and Rear Chrysler, 1955, C67, C68, C69; 1954, C62, C63, C64; 1953, C56, C58, C60; 1952-51, C52, C54, C55; 1951, C51; 1950, C48, C49; 1949, C45, C46 DeSoto, 1955, S21, S22; 1954, S19, S20; 1952, S16, S18; 1951, S13; 1950, S14; 1949, S12 Dodge, 1951, D48; 1950, D50, D54 Front—Chrysler, 1952, C51; 1948-46, C38, C39, C40 DeSoto, 1952, S13; 1948-46, S11 Dodge, 1952, D42; 1948-46, D24 F.M.S. #1179-45 Rear—Chrysler, 1952, C51; 1948-46, C38, C39, C40 DeSoto, 1952, S13; 1948-46, S11 Dodge, 1952, D42; 1948-46, D24
F.M.S. #62 12 x 2  WEB 3/16" THROAT 1-9/32"	F.M.S. #220-62 Rear—G.M.C., 150, 150PM, 150SM, 1957; 1500, 1500P, 1960 Lincoln, 1955-34, All F.M.S. #296-62 Rear—Int'l Harv., 120, 121, 122, 1950-60 Lincoln, 1957-56, All; 1951-49, All
F.M.S. #121R 12 x 2  WEB 3/16" THROAT 1-5/16"	F.M.S. #220-121B Front and Rear Chevrolet, 20K, 1960

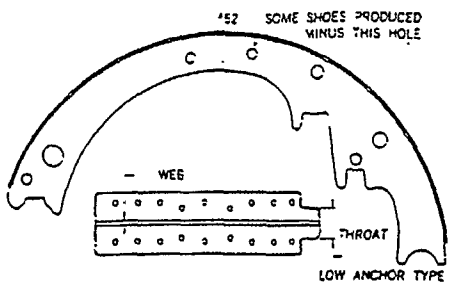
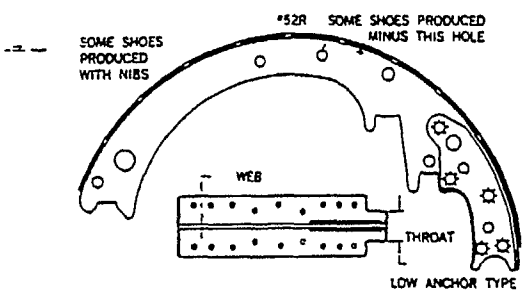
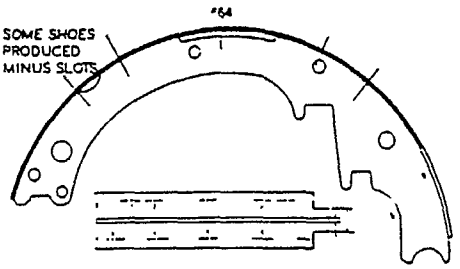
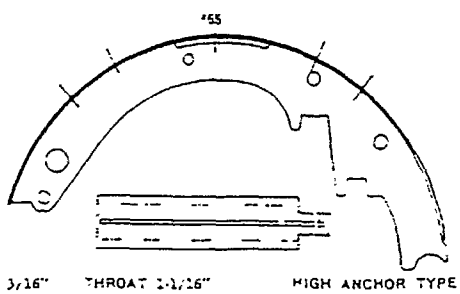
MAR 005779

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. #123R 12 x 2  WEB 3/16" THROAT 1-3/16"	F.M.S. #2040-123B Front and Rear Chevrolet, 20P 1960, 3400 Series, 3500 Series, 1956-59, 3700 Series, 1953-56 Front—Chevrolet, 30P 1960, 3900 Series, 1953-55
F.M.S. #20 12 x 2¼  WEB 5/32" THROAT 1-9/32"	F.M.S. #2005-20 Front and Rear Buick, 1952, 59; 1950-46, 1942-41, 70; 1948-46, 1942-41, 60 Front—Buick, 1957-52, 40, 50; 1957-54, 60 Rear—Buick, 1960, All; 1958-57, 40; 1958-53, 50; 1958-54, 60; 1958-52, 70 F.M.S. #2031-20 Front and Rear Buick—1951, 70 Series
F.M.S. #25 12 x 2¼  	F.M.S. #221-25A Front and Rear Cadillac, 1949, 60S, 61, 62 Front—Cadillac, 1949, 75; 1949-46, 56; 1948-46, 60S, 61, 62, 75 F.M.S. #221-25B Front—Packard, 1956-46, 2103, 2106, 2206, 2220, 2222, 2233, 2306, 2333, 2402, 2406, 2502, 2506, 2531, 2602, 2606, 2631, 5402, 5406, 5426, 5431, 5580, 5652, 5657, 1951-49, 2322; 1942, 2003, 2006
F.M.S. #25R 12 x 2¼  WEB 5/32" THROAT 1-9/32"	

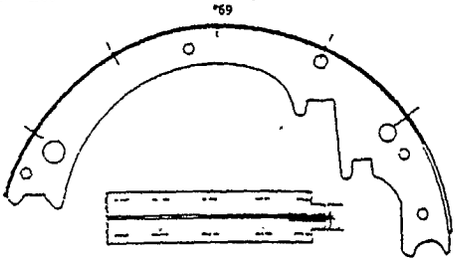
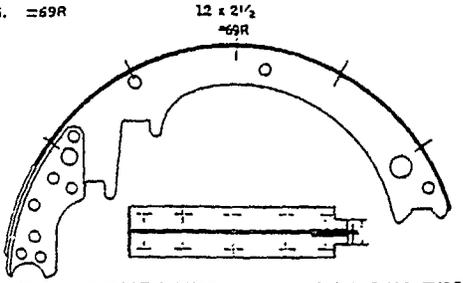
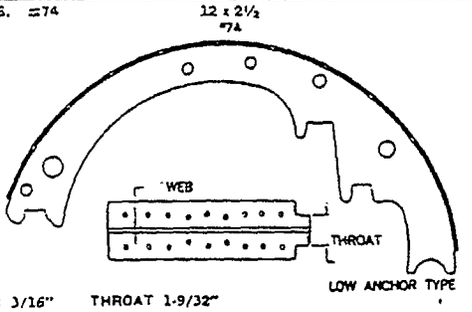
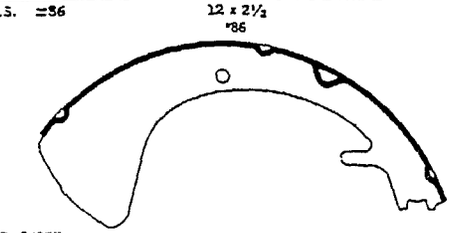
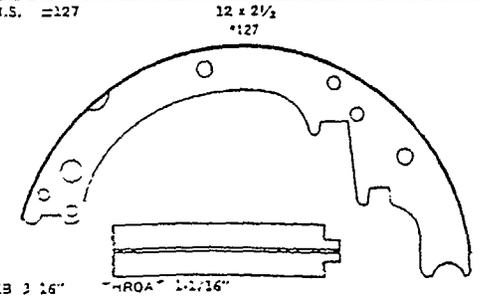
MAR 005780

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. =54 12 x 2¼ #54  WEB 3/16" THROAT 1-9/32"	F.M.S. =2005-54 Front—Lincoln, 1941-49, All
F.M.S. =70 12 x 2¼ #70  WEB 3/16" THROAT 1-7/32" HIGH ANCHOR TYPE	F.M.S. =2005-70 Front—Pontiac, 1936-55, All (except Heavy Duty)
F.M.S. =48 12 x 2½ #48 	F.M.S. =1257-48 Front and Rear (early models) Chrysler, 1956, C70, C71, C72, C73 DeSoto, 1956, S23, S24
F.M.S. =49 12 x 2½ #49 	F.M.S. =1257-49 Front and Rear (later models) Chrysler, 1956, C70, C71, C72, C73 DeSoto, 1956, S23, S24
F.M.S. =50 12 x 2½ #50  	F.M.S. =1257-50 Front and Rear Chrysler, 1939 (early) MC1 (opt'l), MC2 & 3, 300 E, MY1, 1956, LC1 (opt'l), LC2, LC3, LY1, 1957, C75, C76, LM1 DeSoto—1939 (early), MS1 (opt'l), MS2 & 3; 1956, LS1 (opt'l) LS2, LS3; 1957, S25, S26 Dodge, 1939 (early), MD1 & 2 & 3 (opt'l), MD3 H & 3 M (opt'l); 1956, LD2 (opt'l), LD3 (opt'l) Plymouth, 1939 (early), Golden Commando 1956, LP2 (opt'l)

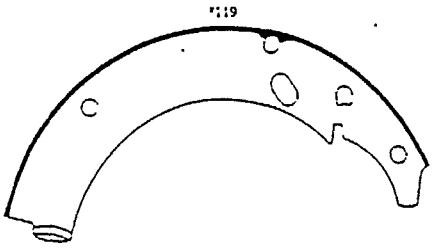
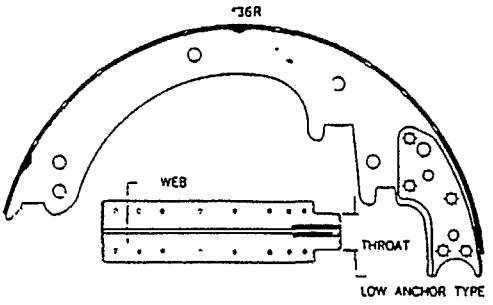
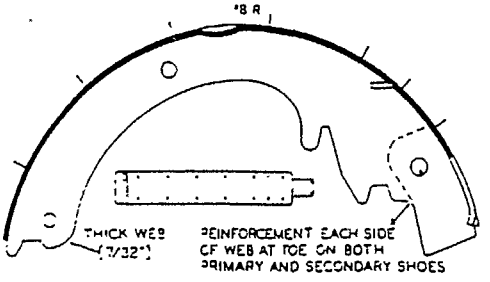
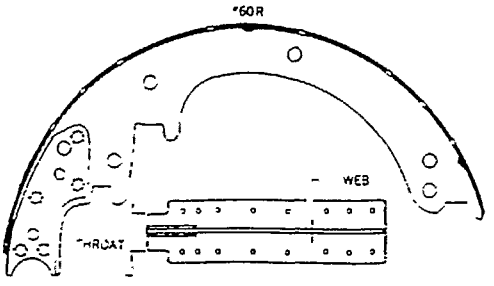
MAR 005781

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. =52 — 12 x 2" ₂ 	F.M.S. =234-52A Front and Rear Cadillac, 19[illegible]
	F.M.S. =2004-52A Front and Rear Cadillac, 19[illegible] Rear—Cadillac, 19[illegible]
F.M.S. =52R — 12 x 2½  WEB 5/32" THROAT 1-9/32"	F.M.S. =234-52B Front and Rear Packard, 1949, 2813; 1948, 2213, 2226; 1947-46, 2126 Front—Packard, 1953, 2613, 2688; 1952-51, 2513; 1951, 2413
F.M.S. =64 — 12 x 2½  WEB 3/16" THROAT 1-1/16" LOW ANCHOR TYPE	F.M.S. =2035-64 Front and Rear Cadillac, 1959, 62, 64, 69; 1958-57, 60, 62 Front—Buick, 1957-52 (late), 70 F.M.S. =2036-64 Front and Rear Cadillac, 1958-57, 70; 1956, 60, 62 F.M.S. =2044-64 Front and Rear Cadillac, 1956-54, 60, 62
F.M.S. =65 — 12 x 2½  WEB 3/16" THROAT 1-1/16" HIGH ANCHOR TYPE	F.M.S. =2035-65 Front—Buick, 19[illegible]

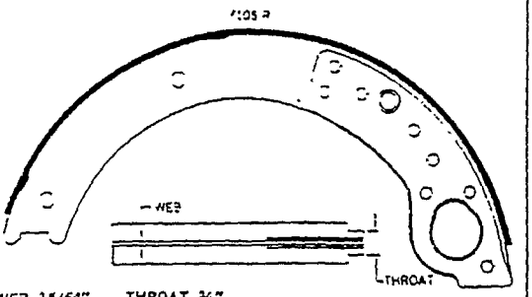
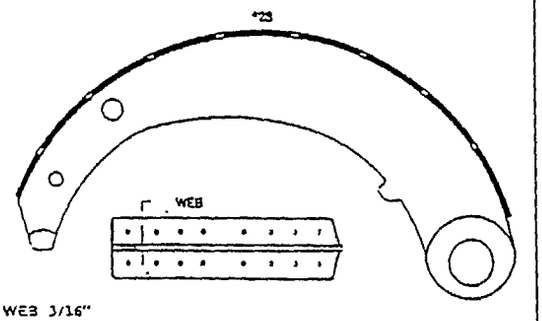
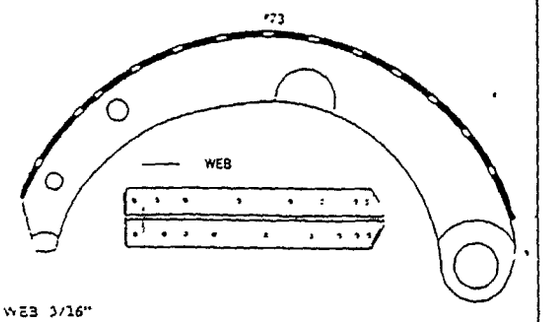
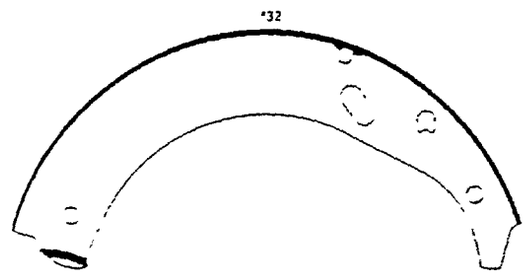
MAR 005782

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. =69 12 x 2½ *69  WEB 5/32" THROAT 1-9/32" LOW ANCHOR TYPE	F.M.S. =2036-69A Front and Rear Cadillac, 1959, 67, 68; 1956-58, 60; 1953-55, 58 Front—Cadillac, 1952, 60, 61, 62 F.M.S. =2044-69A Front and Rear Cadillac, 1954-58, 60, 66
F.M.S. =69R 12 x 2½ *69R 	
F.M.S. =74 12 x 2½ *74  WEB 3/16" THROAT 1-9/32"	F.M.S. =2004-74 Front—Lincoln, 1955-58, All F.M.S. =2054-74 Front—Lincoln, 1957-58, All
F.M.S. =86 12 x 2½ *86  WEB 5/32"	F.M.S. =1257-86 Front and Rear Chrysler, 1960, 300F, FV1, FC2, FC3, FC1 (Station Wagon); 1959 (late), MC1, MC2, MC3, 300E, MY1 Desoto, 1960, PS1, (opt'l), PS3 (opt'l); 1959 (late), MS1, MS2, MS3 Dodge, 1960, PD1, PD2, PD3 (opt'ls); 1959 (late), MD1, MD2, MD3R, MD3M Plymouth, 1960, Golden Commando (opt'l), Sono Ramic Commando (opt'l); 1959, MP1 & 2 Suburbans
F.M.S. =127 12 x 2½ *127  WEB 3/16" THROAT 1-13/16"	F.M.S. =2035-127 Front and Rear Cadillac, 1960, 61, 62, 63, 64, 65 F.M.S. =2036-127 Front and Rear Cadillac, 1954, 57, 58

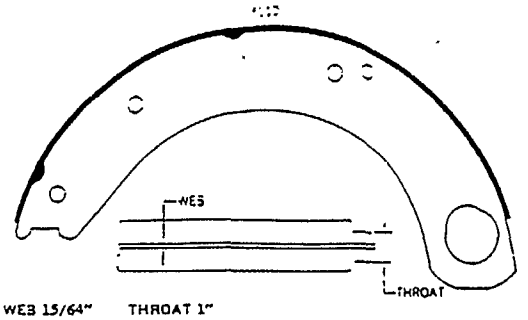
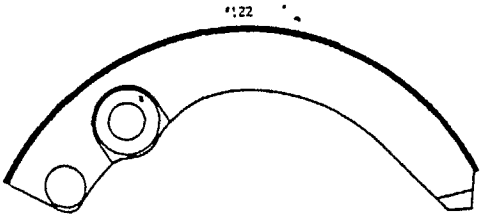
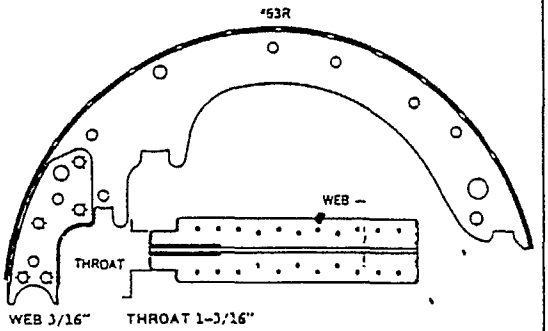
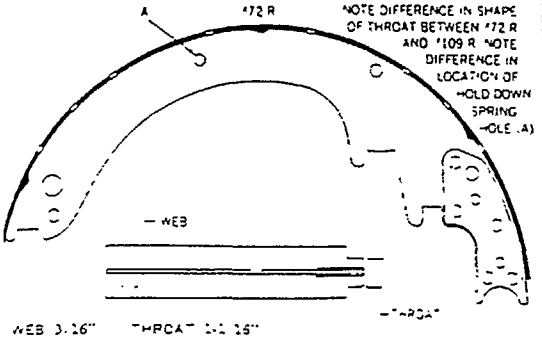
MAR 005783

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S.—119 12¼ x 2¼  	F.M.S. —1233-119 Front—Int'l Harv., [illegible] 1953-57; R160-164, 1953-55; R165, 1953-54; R170, R172-173, 1953-55; RC160-162, 1954-55; RF170-172, 1953-54; RF172, 1954-55; S160 & C & S, S161 & S & SC, S163 C & S, S164 & SC, S167, S170-172, S171 C & S, S174 & 175, S1700, S1702, S1703 C & S, S1704 & 1705, SD [illegible] 172 & 174 & 175, 1956, SDF & SF170 & 172, SDF & SF174, SM160 & 161, 1956.
F.M.S. —36R 13 x 2¼  WEB 3/16" THROAT 1-1/16"	F.M.S. —2043-36B Front—Ford, 500B, 1953-60; 500C, 1953-58; 500F, 1953-60; 700P, 1953-59; 850C, 1953-58; 600B, C & F, 1953-58
F.M.S. —8R 13 x 2½  	F.M.S. —2042-8B Rear—Studebaker, E13, E14, E15, 1953; 2E13, 1956; 3R14 & 15, 1954; 2E13 & 14, 1960
F.M.S. —60R 13 x 2½  WEB 3/16" THROAT 1-1/16"	F.M.S. —2042-60B Front and Rear Dodge, 1 ton, 1956 Rear—Dodge, 1 ton, [illegible] Ford, [illegible]

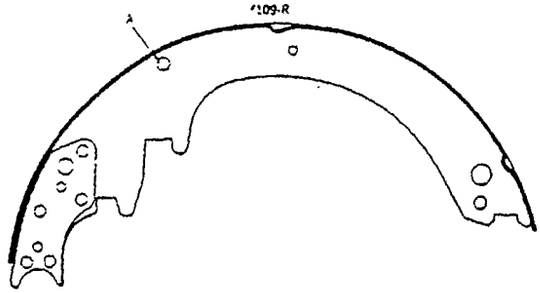
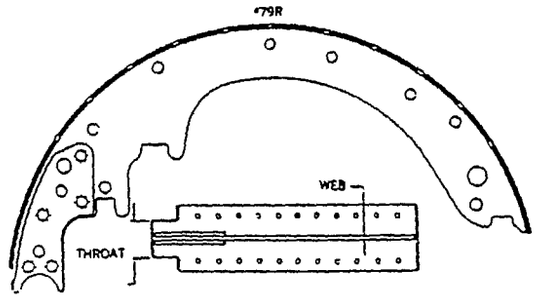
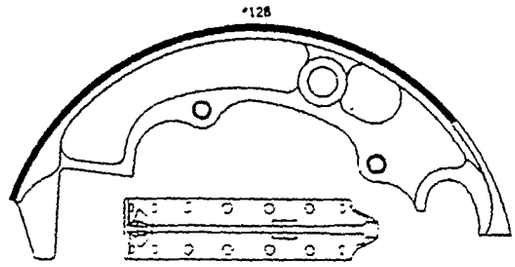
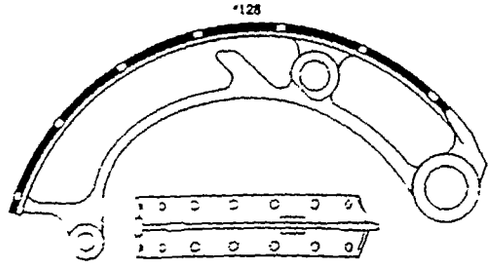
MAR 005784

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. #105R 14 x 1½  WEB 15/64" THROAT ¾"	F.M.S. #2062-105B Ford Tractor, Farm Tractors, [illegible]
F.M.S. #28 14 x 2  WEB 3/16"	F.M.S. #1002-28 Rear—Int'l Harv., K3, 1941-48; KB3, 1947-48
F.M.S. #73 14 x 2  WEB 3/16"	F.M.S. #1172-73 Front—Ford, 1½ ton, 1941-52; 8F-2 ton, 1942-52 Rear—Ford, 89V, 1946-48
F.M.S. #82 14 x 2 	F.M.S. #1225-82 Front—Studebaker, 3E16 & 2S, 1900 Rear—Studebaker, 2E10, 1949-[illegible]; 2E12, 1956; 2R11, 1951-[illegible]

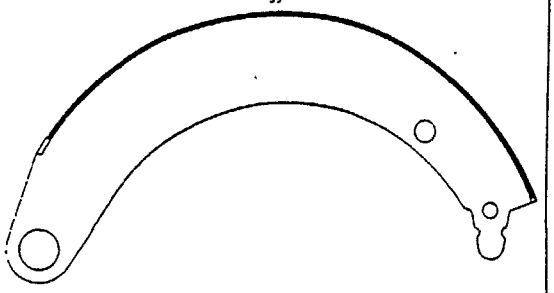
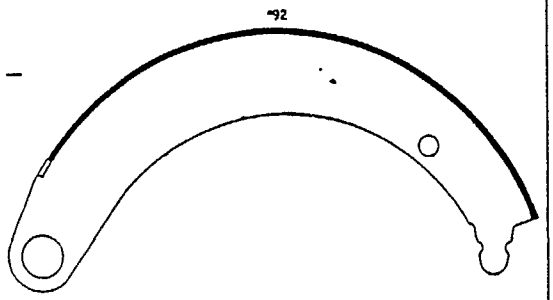
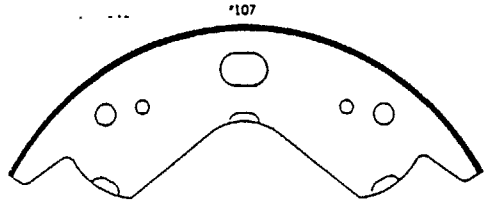
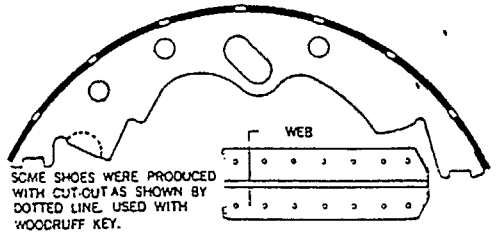
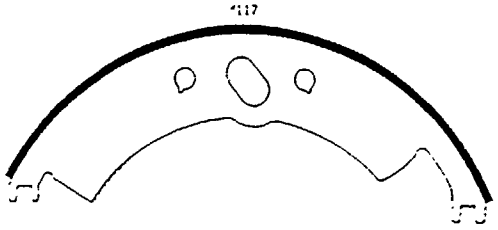
MAR 005785

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. =110 14 x 2 #110  WEB 15/64" THROAT 1"	F.M.S. =2068-110 Ferguson Large Farm Tractors [illegible]
F.M.S. =122 14 x 2 #122 	F.M.S. =644-122 Front—Chevrolet, 4100 Series, 4400 Series, 1947-52; 4500 Series, 1947-50; 5000 Series, 6000 Series, 1947-52
F.M.S. =63R 14 x 2½ #63R  WEB 3/16" THROAT 1-3/16"	F.M.S. =224-63B Rear—Int'l Harv., 130, 151, 152, 1950-52, 1960; 140, 150 and 151, Metro. 1950-60
F.M.S =72R 14 x 2½  WEB 3/16" THROAT 1-1 16"	F.M.S. =2060-729 Front—Ford, [illegible]

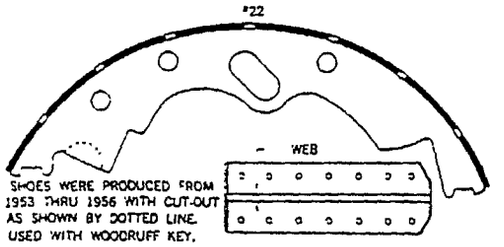
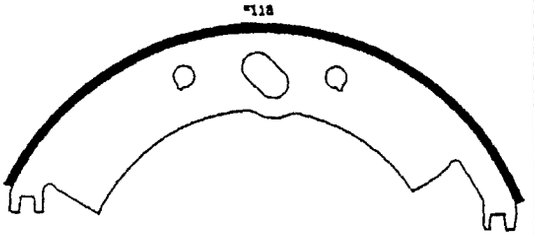
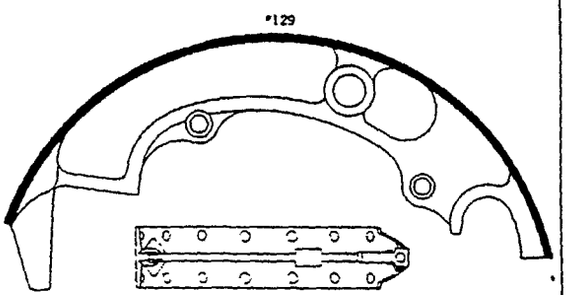
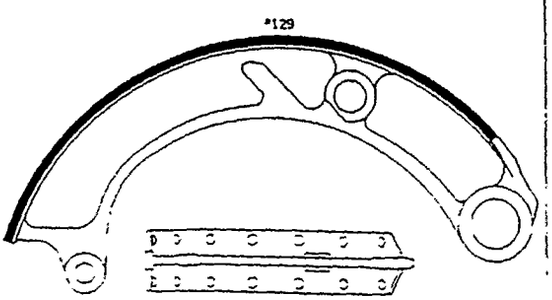
MAR 005786

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. =109R 14 x 2½	F.M.S. =2039-109B
	Front—Chevrolet, 4000 Series, 1953, 1956-59; 4100 Series, 4400 Series, 1954-55, 5000 Series, 1953-59; 5100 & 5 Series, 1955, 5103 & 5 Series, 1954; 5400 & 5 Series, 1954-55, 5700 & 5 Series, 1955, 5703 & 5 Series, 1954, 600 Series, 1953, 1956-59; 6100 & 5 Series, 6400 & 5 Series, 6500 & 5 Series, 1954-55; 6700 Series, 1955; 6702 Series, 1954, 6800 Series, 1955, 6802 Series, 1954
Note difference in shape of throat between =72R. Also note difference in location of hold down spring hole "A" for =109R and =72R	Rear—Chevrolet, 4000 Series; 4500 Series; 4700 Series, 1956-59; 5500 Series, 1954-59; 1900 Series, 1953-55
F.M.S. =79R 14 x 2¾	F.M.S. =235-79B
	Rear—Packard, 1953, 2613, 2633; 1953-56, 2513, 1951, 2418
WEB 3/16" THROAT 1-3/16"	
F.M.S. =128 14 x 3	F.M.S. =1191-128
	Rear—Int'l Harv., K5, K57, 1941-48
	

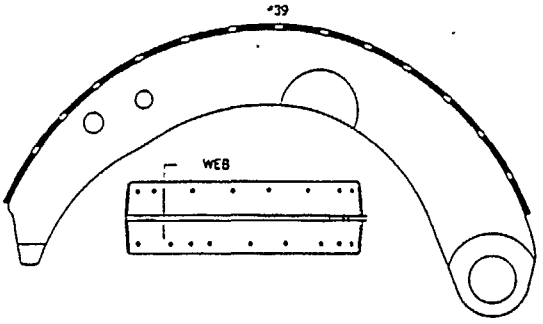
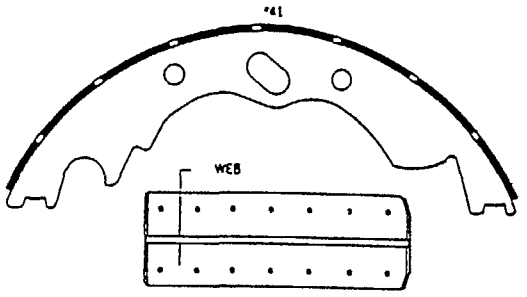
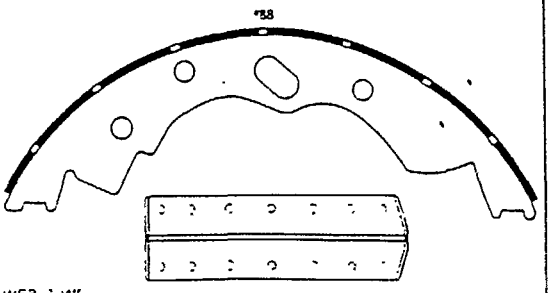
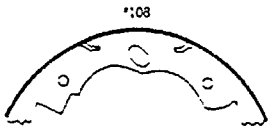
MAR 005787

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. #89 14⅛ x 1¾ #89 	F.M.S. #1125-89 Front and Rear Dodge—M6 & 3-W300M, 1959 Front—Dodge, M6 & 3-W300, 1959
F.M.S. #92 14⅛ x 2 #92 	F.M.S. #1224-92 Front—Dodge, C3H, 1955-56; M6 & 3-D, P & S400, 1959
F.M.S. #107 14⅛ x 2 #107 	F.M.S. #1224-107 Rear—Dodge, C3D, 1955
F.M.S. #23 14⅛ x 3 #23  WEB 15/64"	F.M.S. #1236-23 Rear—Int'l Harv., 151, 1950-59; 152, 153, L151-153, LM152, 1950-60; R151-153, RM152, 1953-60; S151-153, SM152, 1957-60
F.M.S. #117 14⅛ x 3 #117 	F.M.S. #1191-117 Rear—Int'l Harv., L160-163, LC160-162, 1950-54, R160-163, 1953-55, RC160-162, 1954-55, S160 & C & S, S160 (4 x 4), S160-S, SM160 & 162, 1956 Studebaker—E16 & 2S, 1955; M16, 1946-48, 2R16A & 17A, 1950-53, 2R16B & 17B, 1952-53, 3R16 & 2S, 1954, 4E16 & 2S, 1959; 5E16 & 2S, 1960

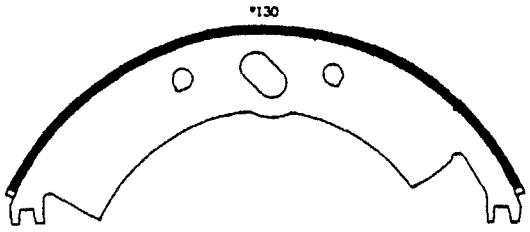
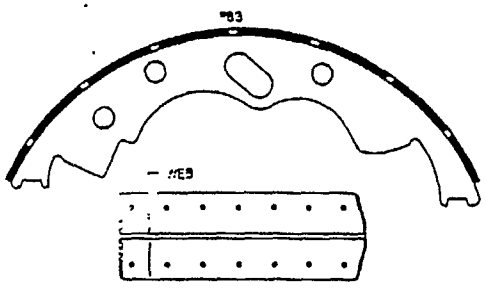
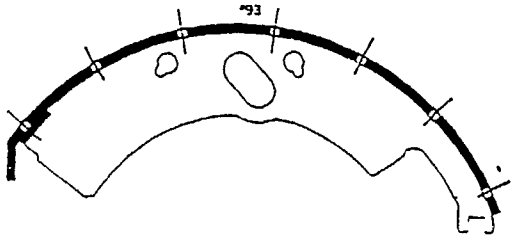
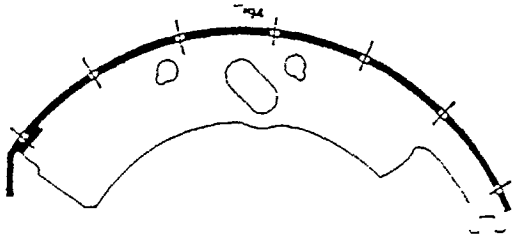
MAR 005788

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. #22 — 14⅛ x 3½ #22  WEB 15/64"	F.M.S. #2041-22 Rear—Ford, 300B, C & F, 1953-54; 300P, 1953, 1956-60; 550C, 1953-55
F.M.S. #118 — 15 x 3 #118 	F.M.S. #1192-118 Rear—Int'l Harv., L164 & 170 & 173 & 175, LF170-172, 1950-54; R164, 1953-55; R165, 1953-54; RF170-172, 1953-55; S164 (4 x 4), S165, S170 & 172 & 173 C & S, S175, S1700 & 1702, S1703 C & S, S1704 & 1705, SD170 & 172 & 175, SDF & SF170 & 172, 1956
F.M.S. #129 — 15 x 3 #129  #129 	F.M.S. #1192-129 Rear—Int'l Harv., E6 & 6F, ES6, 1946

MAR 005789

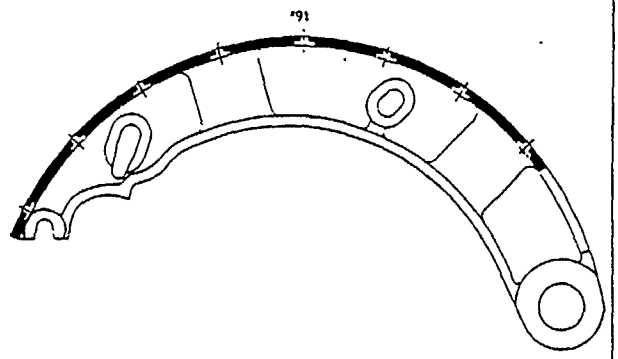
F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. =39 15 x 3½  WEB 1/4"	F.M.S. =1174-39 Rear—Ford, 1 & 1½ ton, 1941-52; 6F (2 ton), 1942-52
F.M.S. =41 15 x 4  WEB 1/4" For shoes produced without this cut-out for the Woodruff Key, as used on later models, see F.M.S. =88	F.M.S. =2032-41 Rear—Dodge, K6 & 8-D & S600, K8-C600, 1937; L6 & 8-D & S600, L8-C600, 1938; M6 & 8-D, P & S400, M6 & 8-D & S500, M8-C500, M6 & 8-C, D & S600, M8-T700, 1939 Ford—500-B, C & F, 1935-36; 500P, 1934-35; 500C, 1936; 600-B, C & F, 1935-36
F.M.S. =88 15 x 4  WEB 1/4" For shoes produced with a cut-out for the Woodruff Key, as used on early models, see F.M.S. =41	F.M.S. =2032-88 Rear—Ford, 500B & F, 550C, 600B, C & F, 700T, 1937-39
F.M.S. =108 15 x 4 	F.M.S. =2032-108 Front—Chevrolet, 10C, 30C, 60-C, L & T, 41S, 44S, 47S, 1940, 4000 Series, 1950, 1956-59; 5000 Series 1951-59; 6000 Series, 1951, 1956-59; 7000 Series, 8000 Series, 10000 Series, 1958-59

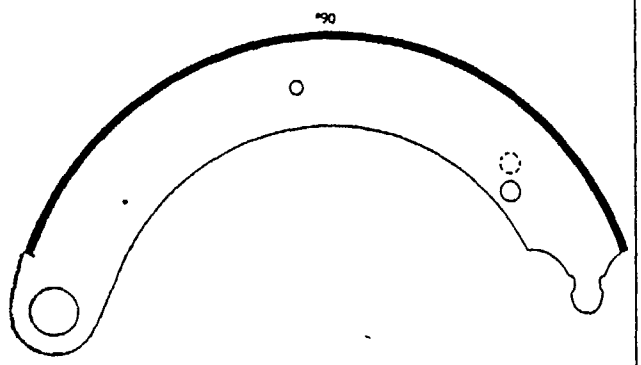
MAR 005790

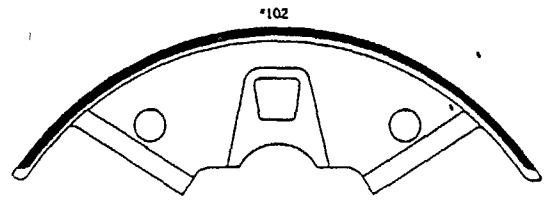
F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. #130 15 x 4  	F.M.S. #1193-130 Rear—Int'l Harv., 152 thru 154 Series, 1956-58; 160 thru 163 Series, 1950-56; 160 thru 163 Series, 1952-56; 170 thru 173 Series, 180 thru 182, 185 Series, 1950-56; 190 thru 192 LF & RF Series, 1950-55; 1700 thru 1703 Series, 1956 Studebaker, 2R16 A & 17 A, 1951-53; 2R16 B & 17 B, 1952-53; 3R17, 1954
F.M.S. #83 15 x 4½  WEB ¼"	F.M.S. #4564-83 Rear—Ford, 700B, C & F, 1957-58
F.M.S. #93 15 x 4½  	F.M.S. #4564-93 Rear—Dodge, M 6 & 8—D & S 300, W500, M8-C300, T700, T800, 1959
F.M.S. #94 15 x 5  	F.M.S. #1252-94 Rear—Dodge, E6 & 8-D & S 000, 1957; L6-D & S 500, 1956; M6 & 8-C, D & S 000, M8-C & D 700, 1959

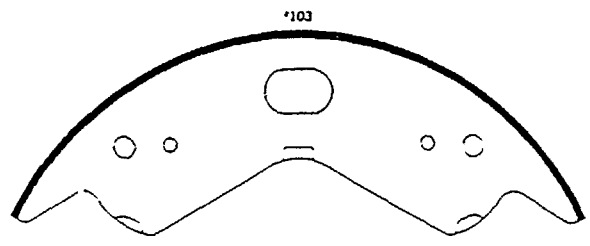
MAR 005791

F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. #91 16 x 2¼	F.M.S. #1258-91 Front—Dodge, C3HW, 1956; M6 & SW 500, 1959
F.M.S. #90 16 x 2½	F.M.S. #1127-90 Front—Dodge, M6 & S-D & S 600, 1957; L6-D & S 600; 1958; M6&8-D & S 500, M6 & 8-C, D & S 600, M8-C 500, C, D & T 700, D & T 800, D 900, 1959
F.M.S. #102 16 x 3	F.M.S. #1265-102 Rear—Dodge, C3HW, 1956; K6 & 8-W 500, 1957
F.M.S. #103 16 x 3	F.M.S. #1223-103 Rear—Dodge, C3H, 1955-56









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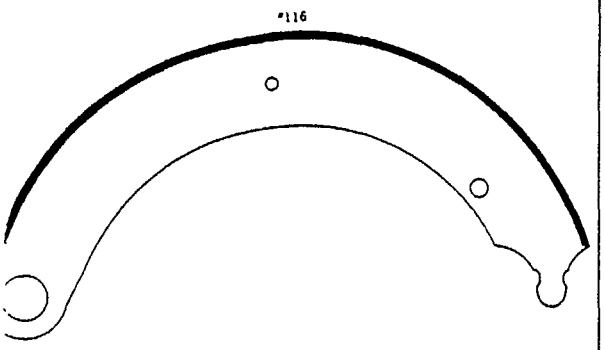
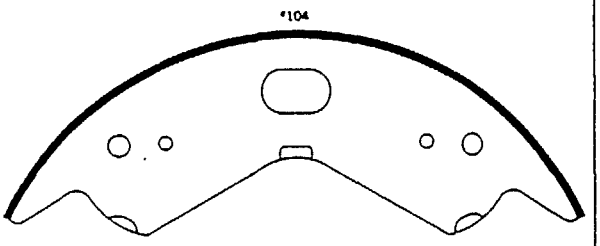
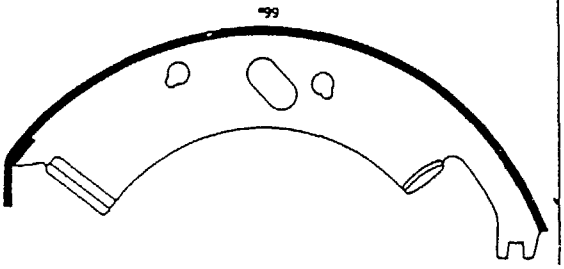
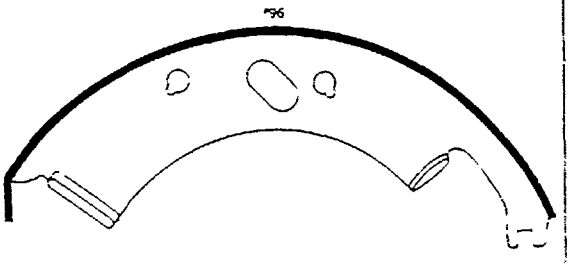
F.M.S.—Unlined Shoe Number	F.M.S.—Bonded Shoe Set Number
F.M.S. #116 16 x 3  	F.M.S. #1223-116 Rear—Dodge, B1F-FA-FM-FMA-FS, B1H-HA-HR-HRM-HRMA-HM-HMA, B1J-JA-JMA, B1K-KMA, 1948-49; B2F, B2[illegible]M, B2H-HRM, 1949-50; B2J-JM, B2K-KM, 1950; B3F, B3C-CM, B3HH-HRM, B3J-JM, B3K-KM, 1951-52
F.M.S. #104 16 x 3½  	F.M.S. #1248-104 Rear—Dodge, C3J, 1936
F.M.S. #99 16 x 5  	F.M.S. #1196-99 Rear—Dodge, M8 - C & D 700, D & T 800, 1959
F.M.S. #96 16 x 6  	F.M.S. #1199-96 Rear—Dodge, M8 - D & T 800, 1959

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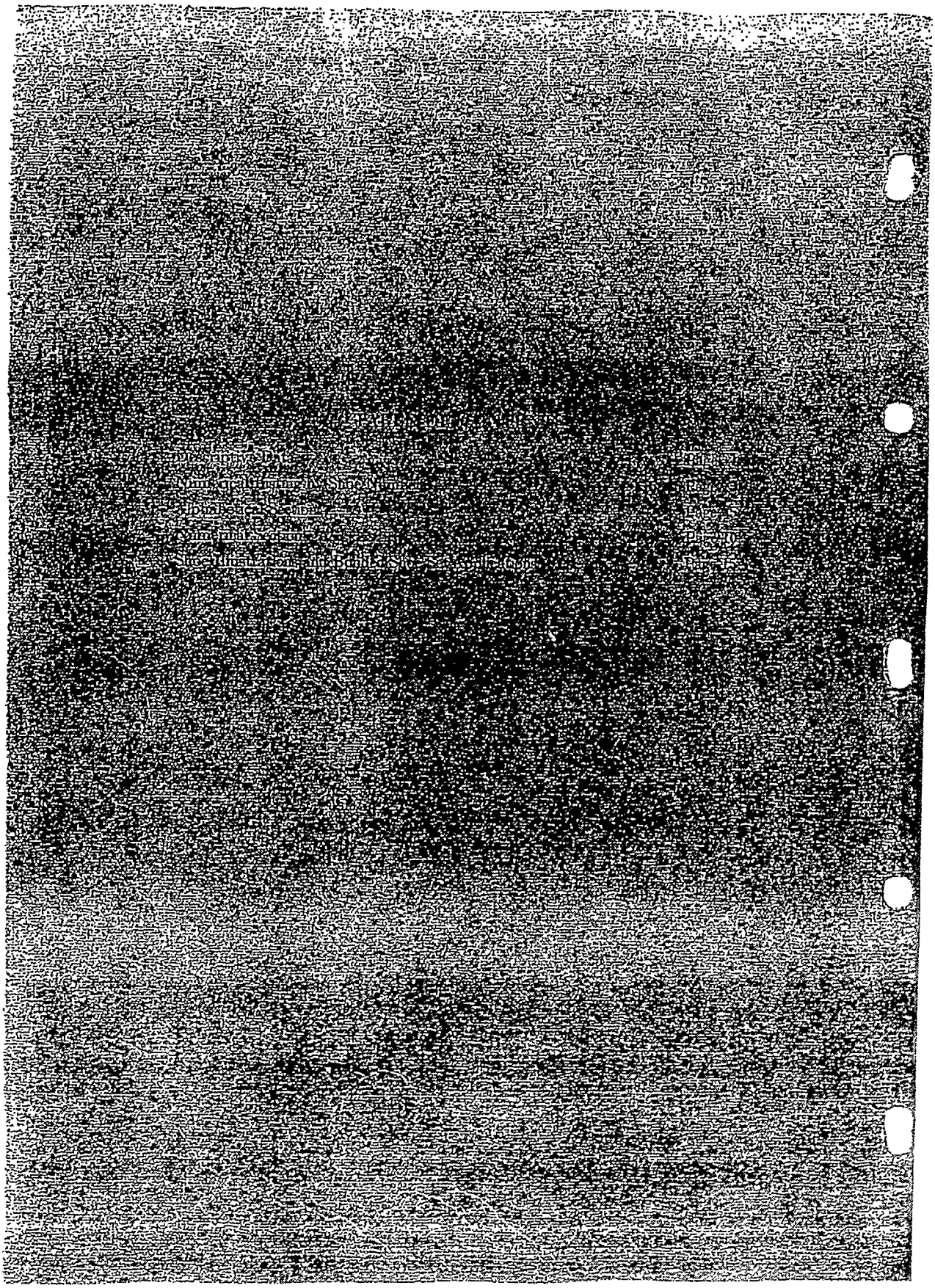

Friction Materials Standards Institute, Inc.

1959-60

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