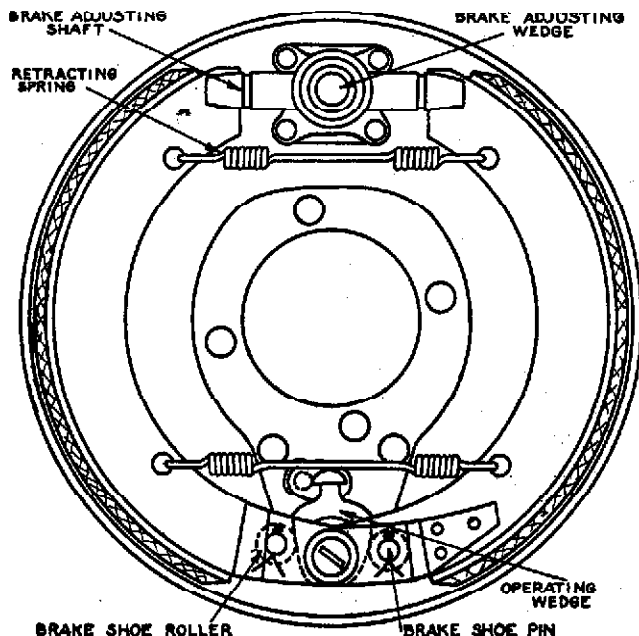


FORD (OWN) MECHANICAL TYPE 1934-36 TYPE

ALL PASS. CAR & TRUCK MODELS (1934-35-36)

DESCRIPTION & OPERATION:—Wheel Brakes—Two shoes per wheel, anchored at adjusting wedge end and actuated by brake operating wedge at other end (front brakes for all models, rear brakes on 1935-36 models) or brake lever cam (rear brakes on 1934 models). Shoe wedges or cams actuated by cranklevers on backing plate (rear wheels) or by lever on spring hanger through operating pin extending down through hollow kingpin (front wheels). Shoes returned to off position by retracting springs hooked between shoes at both ends.

Linkage:—Rod to each wheel from cross-shaft mounted on rear of 'X' member center connector. Linkage adjustment (clevis and locknut) at wheel end of each rod.



Hand Brake:—Hand lever connected to cross-shaft and actuates all service brakes (passenger and commercial cars) or connected to second cross-shaft and actuates independent internal expanding brake bands in each rear wheel (trucks). Hand brake must be adjusted separately on trucks (instructions below).

ADJUSTMENT:—For Wear—Jack up all four wheels, check front wheel bearings, spindle bearings, spring shackle studs, shock absorber links, and radius mountings for looseness. Release hand lever, disconnect brake rods by taking out clevis pins at each wheel.

1—At each wheel, screw in adjusting screw all the way then back off until wheels are just free of drag. Brakes must be cold.

2—See that hand lever is full released. Cross-shaft levers on all 1934 models should be vertical (passenger cars) or 1" behind vertical (trucks). Disconnect brake pedal rod, adjust length of rod by turning clevis until pedal rests against rubber stop on the floor (1934 models), or until clearance be-

tween rear end of hand lever rod clevis slot and rear face of cross-shaft lever pin is $\frac{1}{8}$ " (1935-36 passenger cars), or rear face of pedal rod lever on service brake cross-shaft is $1 \frac{29}{32}$ " in front of cross-member (1935-36 trucks). Reconnect pedal.

3—Adjust length of each brake rod at wheel so that rods are $\frac{1}{32}$ " short (levers must be pulled in $\frac{1}{32}$ " to insert clevis pins). Reconnect brake rods.

4—Set hand lever in first notch (passenger and commercial cars) or apply brakes with pedal jack (trucks). Turn each wheel at least one revolution and equalize by backing off adjusting screw on tight wheels. When brakes equalized, back off adjusting screw on each rear wheel exactly 2 notches on 1934 models only (to equalize action on front wheel wedge-operated brakes and rear wheel cam-operated brakes). On 1935-36 models with all brakes operated by wedges this setting not necessary and all screws should be backed off evenly.

New Shoes or Relined Brakes:—When installing shoes, use brake gauge to check shoe clearance. Clearance at all points (except chamfered ends) must be .010" minimum and must not exceed .030" at any point. Turn up adjusting screws until clearance at adjusting screw end is .010". Check wedge end clearance. If less than .020", install new brake shoe pins with oversize heads which raise shoe .010" and increase clearance by this amount. Adjust brakes as directed above.

Hand Brake (Trucks):—Take up brake rods to rear wheels equal amount so that wheels are just free of drag with hand lever released. Equalize by applying brakes and slacking off rod to tight wheel.

RELINING BRAKES:—New lining should be ground concentrically on special fixture and linings should be chamfered for distance of $\frac{1}{4}$ " back from each end.

FORD (OWN) MECHANICAL TYPE 1937-38 TYPE

Used On:

FORD V8 '60', MODELS 73, 74, 75 (1937)

FORD V8 '85', MODELS 77, 78, 79 (1937)

'60' MODELS 82A, 82C, 82Y (1938)

'85' MODELS 81A, 81C, 81Y, 81T, 81U, 817T (1938)

NOTE:—75, 79, 81T, U, 817T Trucks. Hand brakes on these models are entirely independent, hand lever applying separate internal-expanding brake band in each rear wheel brake drum.

DESCRIPTION & OPERATION:—Wheel Brakes—Two shoes per wheel, anchored at adjusting screw end and actuated by wedge at opposite end. Shoes returned to off position by retracting spring at either end (see illustration).

Linkage:—Wheel brakes operated by cable from cross-shaft at rear of 'X' member on frame. Cables enclosed in conduit between frame and wheel. Hand lever linked to cross-shaft by conduit enclosed cable, brake pedal by adjustable rod.

Hand Brake:—Hand lever, under the instrument panel linked to cross-shaft by cable in conduit and applies all four service brakes.

ADJUSTMENT:—For Wear—Jack up all four wheels, check front wheel bearings, spindle bearings, spring shackle studs, shock absorber links, and radius rod mountings for looseness. Release hand lever. See that lower or front brake cable lever is against bottom of cross-shaft bracket (cars), operating

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