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Model 'A' & v8 Dead Stop Brake Energizers ©

Front Brakes Top Adjuster Fitting

First read paragraph 8 and 26

1. Remove Brake Drum
2. Remove Shoes and Springs. (Replace any stretched Springs)
3. Back out the Top Adjuster. (Picture 1-A) Work it back and forth to loosen and free the thread.
4. Screw in the Top Adjuster in fully to push out the Dust Cap and remove. The old Adjuster may need to be drifted out to knock the Dust Cap out.
5. Clean and grease the Adjuster Housing Hole.
6. Fit the new Gold Adjuster and Silver-Floating Wedge (from the Kit) into the hole with the narrow side out. If you have difficulty fitting the new Top Adjuster due to tight threads, you can run a tap through it. Or it can be first screwed in from the back with the hex head to clean out the threads in the hole on the backing plate.
7. From the lower part of the Shoes remove the Roller Pins and Rollers.
8. Clean and replace the Rollers and Roller Pins with the head side out and the cotter pin side in (picture 2-C) The cotter pins should be bent as in (picture 5-E)
9. Shim under the Roller Pin head with a metal or fiber washer to tighten the Rollers if they are loose. This is important as it helps to keep the Rollers on the track.

Fitting the Lower front

10. Remove-the lower Wedge Anchor Pin and Spacer Washer by unscrewing the Nut on the Backing Plate in (picture 1-D).
11. The Anchor Plate (from the Kit) in (Picture 7-M) controls the centering of the Shoes up and down, the lower Sliding Track is no longer used. Be sure to grind off burrs on the old Track.. The Cotter Pin end of the Roller Pin now faces into the corner of the old Roller Track.
12. With the flat edge of the Anchor Plate to the top, fit the Wedge, new Anchor Plate and Anchor Pin (from the kit). Be sure Brake Operating Pin that descends from the King Pin through the Backing Plate is in the detent on the top of the Wedge. Tighten the lower Anchor Bolt finger tight while holding up the plate
13. Trial fit the Shoes first with the top Push Rods not placed in their holes, but overlapped with no springs attached, check that the Rollers fit freely in the half Refit round of the Anchor.

14. Check that the cotter end of the Roller Pin does not hold the Shoe out by rubbing on the Backing Plate. If so, a small amount of the end of the Pin can be ground off.

15. Check that the lower lining brass rivet does not bind on the Anchor Plate.

16. The lower Anchor Plate should be tight and not move after final installation and the drum on.

17. Refit the Shoes and Lower Springs, checking that the Shoe Rollers rest into the half round

portions of the Anchor Plate and that the Wedge is positioned within the two Rollers of both the Front and Rear Shoes.

Tighten the lower Anchor Bolt (picture 1-D) to 15 ft lb while lifting the plate

18. Check that the push rods are centered in the adjuster housing and move freely.

19. Rock the Top Wedge back and forth at the top of the Shoes (Picture 6-F). Pull the Shoes out at the top and release. They should return back in to their seating position against the Top Adjuster Wedge with no binding or restriction on the Top Adjuster Housing.

20. Retighten the Lower Anchor Bolt anything up to 40PSI while checking with a ribbon gauge till there is about 8 thousands of an inch between the wedge and Head of the Lower Anchor Bolt.

21. Check the Shoe and Lower Wedge for movement at (Picture 7-M)

22. Check again the Top Wedge at the top of the Shoes (Picture 6-F) for binding or restriction. 23. The floater relies on the top of the Rear Shoe pushing the Front Shoe on to the Drum as it

rotates. The Shoes are now able to float and are nudged back to center by the Drum, as are modern disk brakes.

24. There is no need to replace the long Top Spring (Long spring) (Picture 4-G) as this will restrict the floating action from working.

25. Replace the Dust Cap over the Top Adjuster Housing. And the gold lock nut on the out side as (picture 1 -A) then the wheel and drum.

Rears Fitting.

26. The rears are a repeat of the front (top adjuster fitting) from (1) to instruction (6) The roller pins stay in the regular way, Cotter out, or you can fit the new square height adjuster pin.

27. Including instruction (24) the top (long spring).

28. Leaver out the parking brake plate to fit the adjuster bolt

Note; Clevis arms should be 15% forward of centre if not due to wear in drums and shoe and king pin push rods, this can be taken up with new ones, or push rods built up with hard weld or over size linings to optimize push Rod to upper brake wedge contact.

Disclaimer.

While all care has been taken in the Manufacture of this product the supplier accepts no responsibility for how they are fitted and perform. Performance is based on the Vehicle's brake components being in reasonable condition.

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Fitting Description

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