

A Pre-Check before Adjusting the Model A Brakes

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If you desire quick acting brakes here is a pre check list of items that should be carefully looked at before attempting to adjust the brakes on a Model A.

- Unhook and remove all service brake rods and emergency brake rods.
- Grab the brake pedal to check for side way movement. (Fig.1) If the pedal moves, then replace the pedal shaft bushings.



Fig.1

- Set the length of the service brake rods to 51 15/32 on an inch. Set the emergency brake rods to 42 inches. I use a homemade fixture for this purpose. Figure 2a shows the fixture in use on an emergency brake rod, while figure 2b shows a close up of the fixture. These measurements are from center to center of the eye holes. Also check to be sure there is no play in brake rod pins A-2462. If there is play there are two choices for repair. Either drill the holes oversized to .340 (11/32), or weld, grind, and re-drill to the original size of .310 (5/16).



Fig.2a



Fig.2b

- Check the brake shaft bushings in the front by grabbing the front brake lever arm A-2084 to see if there is any movement or play. I use a 3 inch long bolt inserted into the lever holes to gain more leverage for the test. (Fig.3). If they have play, replace the two bushings in the lever.

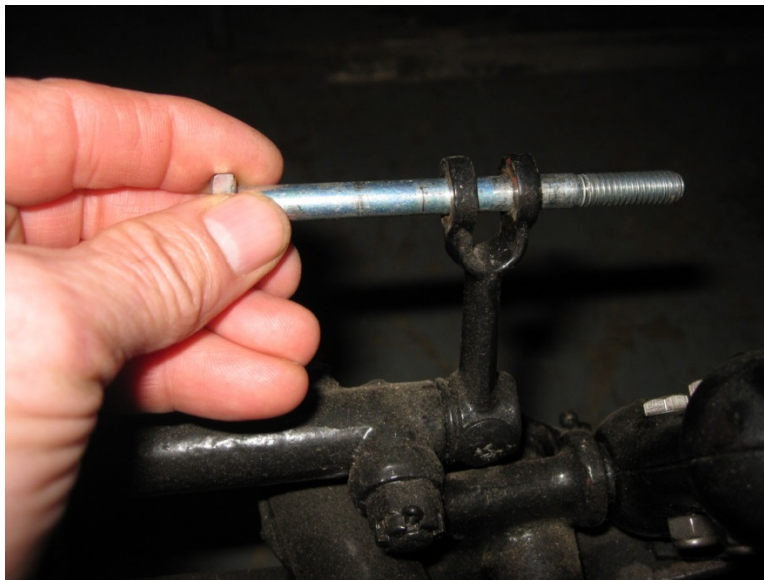


Fig.3

- Do the same test as above on the rear brake levers A-2235.
- Grab the cross shaft and check to see if it moves up and down. (Fig. 4) If it moves then the cross shaft bushings should be replaced.



Fig.4

I would recommend that if you have found worn parts on the above test, the front brake operating pins A-2075 be checked for length and straightness. These parts tend to wear with time and become short. Shims or pills are available (A-2075-SH or A-2052-S) to take up the slack. (Fig.5). The original length of these pins were 7.250 inches ($7 \frac{1}{4}$). I have found that if the operating pins are bent, it is due for two reasons. First, the pins were bent due to incorrect assembly or disassembly. Hammers and excessive force were being used. Second, check to see if there are multiple shims or pills in the brake wedge. Too many shims can cause the operating pin to be too long and bend.



Fig.5

Reattach all of the brake rods, making sure the cross shaft is in a vertical position (Fig.6). The connecting rod from the brake pedal to the cross shaft A-2465 should be adjusted to hold the brake pedal at the top step on the bell housing. The brakes are now ready to be adjusted.



Fig.6