

# Rocky Mountain Brakes

## 1926 -1927 INSTALLATION

### ALSO "T" TRUCKS

CORRECT REAR AXLE FOR THE ABOVE YEARS HAS AN 11" BRAKE DRUM AND HOUSING (EXCEPTION BEING "T" "T" TRUCK WORM DRIVE) AND DO NOT INTERCHANGE WITH THE 1909-25 8" REAR AXLE ASSEMBLY. HASSLER SHOCKS CAN NOT BE USED WITH THE ADDITIONAL BRAKES. BEFORE STARTING, CHECK TO SEE IF THE STOCK DRUM IS CLOSE TO THE BACKING PLATE. ANY LARGE GAP HERE (TOO MANY SHIMS, INCORRECT PARTS) WILL SHOW UP LATER AS BRAKE BANDS WILL NOT LINE UP ON DRUMS. THIS ASSEMBLY IS DESIGNED FOR "T" S AS FORD MANUFACTURED. ANY MODIFIED FRAMES, AS WITH SPEEDSTERS, YOU WILL HAVE TO MAKE YOUR OWN ALTERATIONS. START BY REMOVING REAR WHEELS.

### BRAKE ASSEMBLY INSTALLATION

BANDS ARE TAGGED LEFT SIDE UP-RIGHT SIDE UP (LEFT SIDE IS DRIVERS SIDE -U.S.A.). START BY REMOVING THE 2 BOLTS FROM RADIUS RODS. USING BOLTS SUPPLIED, PLACE THE FRONT BOLTS THRU THE WHEEL SIDE OF THE BACKING PLATE AND RADIUS ROD, KEEPING RADIUS RODS IN SAME LOCATION AGAINST BACKING PLATE. **DO NOT ATTEMPT TO PLACE CASTING BETWEEN BACKING PLATE AND RADIUS RODS!** THE 2 REAR MOST 1/4" RIVETS MUST BE REMOVED FOR THE REAR SUPPORT BRACKETS USING 1/4" BOLTS SUPPLIED (NOT REQUIRED ON "T" "T" ONE 5/8" BOLT) .NOW PLACE CASTING AND BAND ASSEMBLY ONTO BOLTS. THE REAR SPRING BRACKETS, THE SHORTEST GOES ON FIRST TO THE TOP, THEN THE LONGER FACES TO THE BOTTOM. LEAVE FINAL NUTS OFF THESE FOR NOW ("T" "T" BRACKETS ARE INSTALLED AS ASSEMBLED). PLACE WHEEL ON AXLE WITHOUT AXLE KEY. RUN NUT UP TO HUB AND SLIP COTTER PIN IN PLACE. THIS WAY YOU MAY SPIN WHEEL WITHOUT TURNING THE WHOLE GEAR ASSEMBLY. CHECK FOR ANY PARTS THAT MAY BE DRAGGING AGAINST DRUM BECAUSE OF WORN AXLE SURFACES OR HUBS CAUSED BY BROKEN AXLE KEYS. OVER TIME, WHEELS MAY GO ON FURTHER THAN ORIGINALLY. YOU MAY SOLVE THIS BY GRINDING FACE OF OFFENDING PART SLIGHTLY OR ADD AN AXLE SHIM. INSTALL FINAL NUT ON REAR SUPPORT BRACKETS AND ADJUST TOP BRACKET SO THERE IS SPACE BETWEEN BRACKET AND BAND TAB TOWARDS REAR OF CAR. BOTTOM BRACKET IS ADJUSTED WITH SPACE BETWEEN BRACKET AND BAND TAB TOWARDS FRONT OF CAR. THE REASON FOR THIS IS TO ALLOW BAND TO TRAVEL FORWARD WITH THE ROTATION OF THE WHEELS WHICH IS WHERE THE SELF ENERGIZING FEATURE IS OBTAINED.

### ADJUSTING BAND

RUN DOWN THE TOP MAJOR ADJUSTMENT NUT UNTIL LINING IS TIGHT AGAINST THE DRUM. NOW ADJUST THE NUTS THAT ARE BELOW ON THE THREADED 6 1/2" BOLT TO GIVE THE SPRING ABOUT 1" IN LENGTH. BACK OFF THE TOP ADJUSTMENT NUT SO THE WHEEL NOW WILL SPIN FREELY WITH APPROXIMATELY 20 THOUSANDS CLEARANCE. THE BAND AND LINING WILL CONFORM AFTER DRIVEN A FEW MILES AND SHOULD BE RE-ADJUSTED FOR A MORE PRECISE ADJUSTMENT, BUT ALLOWING FOR DRUM EXPANSION.

REMOVE THE WHEEL AND REPLACE THE AXLE KEY. WHEN DOING THIS, BE SURE THE AXLE KEY DOES NOT SLIDE FURTHER UP IN THE KEYWAY, THEREBY NOT ALLOWING THE WHEEL TO GO TO IT'S SEATED POSITION! YOU CAN CENTER PUNCH ON EACH SIDE OF THE KEYWAY TO HOLD IT IN PLACE.

## **INSTALLING WHEEL AND COTTER PIN**

CHECK ALL THE BOLTS FOR TIGHTNESS AND SPACING ON THE REAR SPRING LOADED BRACKETS. REMEMBER, THE LEFT BAND ROTATES COUNTER-CLOCKWISE, THE RIGHT BAND ROTATES CLOCKWISE. DO NOT ATTEMPT TO BURN IN THE LINING. STOPPING EASY TO BREAK THEM IN WILL ASSURE YEARS OF QUALITY BRAKING. ALWAYS REPLACE THE AXLE SEALS WHENEVER YOU HAVE YOUR WHEELS OFF. LINING IS COSTLY! REMOVE THE PEDAL BY TAKING OUT THE 6 BOLTS IN THE HOGS HEAD. (TRANS COVER) PLACE RAGS IN ALL THE SPACES IN THE OPENINGS AROUND THE DRUMS. TIE WIRE AROUND THE BRAKE BAND EARS PUSHING DOWN ON THE PEDAL TO GET THE WIRE VERY TIGHT. REMOVE THE NUT FROM THE SHAFT AND THEN THE PEDAL. IT HELPS TO BACK OFF THE REVERSE NUT WHEN REPLACING THE BRAKE PEDAL. ADJUST THE NUT ON THE BAND SO THE PEDAL WILL BE **ABOUT 2" FROM THE FLOOR BOARD** WHEN PRESSED TIGHT. THIS WILL ALLOW THE USE OF THE REAR BRAKES AND, WITH A FULL PRESSURE OF THE PEDAL, WILL ENGAGE THE BAND BRAKE. ALSO, ABOVE ASSUMES THE WELDING HAS BEEN COMPLETED ON THE BOTTOM OF THE PEDAL WITH THE EXTENSION SUPPLIED. (UNLESS THE OPTIONAL PEDAL HAS BEEN PURCHASED WITH ALL REQUIRED ITEMS CAST IN WITH THE NEW SHAFT).

## **PEDAL WELDING**

THE EXTENSION IS TO BE ARC WELDED TO THE BOTTOM OF THE PEDAL IN LINE WITH THE RIVET AND BETWEEN 6 AND 7 O'CLOCK. IT MAY BE REQUIRED TO REMOVE THE STARTER COVER AND/OR BENDIX TO REPLACE THE PEDAL ASSEMBLY.

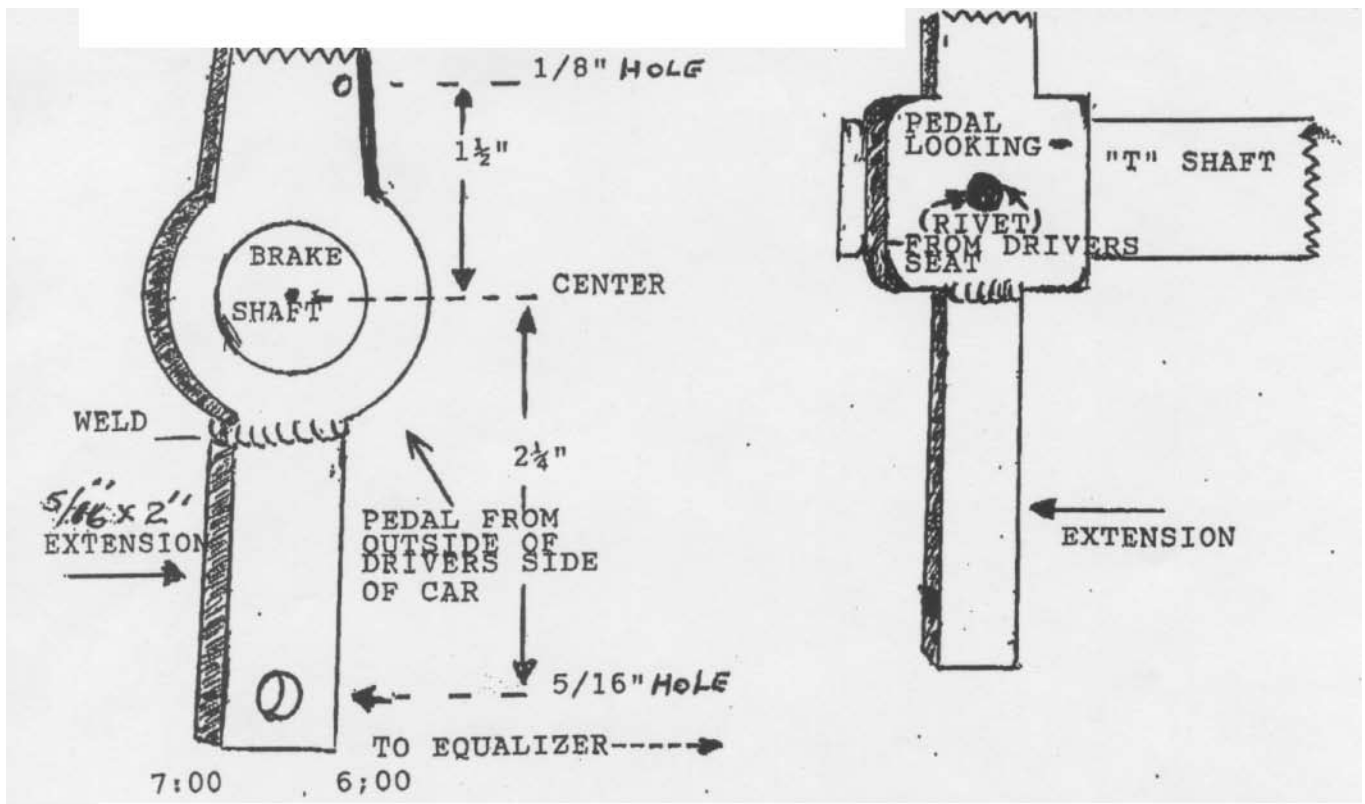
## **EQUALIZER ASSEMBLY**

NEW DESIGN SLIDING CLEVIS ATTACHES TO THE ARM OF THE EQUALIZER. HANG THE EQUALIZER IN FRONT OF THE PARKING BRAKE CROSS SHAFT SO IT JUST SWINGS FREELY WITH THE SELF-LOCKING NUTS. WITH THE BOTTOM PORTION OF THE EQUALIZER MORE INCLINED TO THE REAR OF THE CAR, ADJUST THE PEDAL LINKAGE SO THE PIN IN THE SLIDING CLEVIS STARTS TO MOVE THE EQUALIZER ARM. HOOK THE SPRING SUPPLIED TO THE PEDAL AND TO THE RADIUS ROD JUNCTION WHICH IS WHERE THE RADIUS RODS MEET ON THE DRIVE SHAFT BEHIND THE UNIVERSAL JOINT.

## ADJUSTING BRAKE RODS

BENDING MAY BE REQUIRED ON SOME MODELS (NOTE! DO NOT SUPPORT RODS OR BEND NEAR THREADS. DAMAGE MAY OCCUR) .ADJUST TO TAKE UP PLAY BETWEEN BRAKE ARMS AND EQUALIZER. IT IS BEST TO REMOVE STOCK RODS WHILE ADJUSTING AND THEN REPLACING. CHECK TO SEE IF EQUALIZER ASSEMBLY HITS OIL PAN WITH PRESSURE APPLIED. IF SO, SHORTEN RODS. THE FOLLOWING IS TO CLARIFY THE WELDING AND DRILLING OF BRAKE PEDAL.

MEASUREMENTS ARE FROM CENTER OF BRAKE SHAFT. FROM CENTER DOWN TO EXTENSION 2 1/4" DRILL 5/16THS HOLE. FROM CENTER UP 1 1/2", DRILL A-1/8TH Hole NEAR EDGE FOR PEDAL SPRING



FINAL NOTES: BRAKES DO NOT SELF ENERGIZE IN REVERSE AS WITH SOME MODERN CARS. HAVE YOU EVER BACKED UP WITH THE BRAKE ON ONLY TO FIND OUT TO GO FORWARD THE EMERGENCY BRAKE WAS ON ? ALSO, LARGE AMOUNTS OF WATER WILL CAUSE BRAKE FADE ON ANY BRAKE SYSTEM. EXERCISE CAUTION UNDER THESE CONDITIONS. RIDING PEDAL A SHORT DISTANCE HELPS RETURN BRAKING.

Rocky Mountain Brake Co ., Inc. assumes no responsibility for the installation or use of Rocky Mountain Brakes. There is no expressed or implied warranty of fitness for a particular purpose. Purchaser understands this product is intended for use in addition to the standard original brake system.

**ROCKY MOUNTAIN BRAKE CO., INC.**  
**ADDITIONAL INFORMATION**

**DO's and DON'T's**

OUR PRODUCT IS MANUFACTURED WITH THE FINEST MATERIALS AVAILABLE. WITH CARE, YOUR NEW BRAKING SYSTEM WILL LAST MANY YEARS. WE RECOMMEND THE FOLLOWING MAINTENANCE PROCEDURES.

**DO's**

KEEP ALL MECHANICAL MOVING PARTS LUBRICATED. ON THE 1926-27 AND "T T", CLEAN BRAKE DRUMS OF ANY PAINT , RUST OR ANY OTHER FOREIGN MATTER. IF YOU FIND YOUR EQUALIZER YOKE ASSEMBLY HITS THE ENGINE PAN, YOU HAVE NOT MADE YOUR ADJUSTMENT OF THE EMERGENCY BRAKE CORRECTLY .BRING LEVER BACK FOR THE PAWL TO JUST TOUCH THE CLUTCH ADJUSTMENT BOLT. BRAKE PEDAL CLEAVISES CAN NOW BE ADJUSTED WITH THE FOOT PEDAL THAT IS IN IT'S COMPLETELY SEATED POSITION. INSTALL BRAKE RODS TO EQUALIZER AND BRAKE ARMS. RECOMMENDED CLEARANCE BETWEEN LINING AND DRUMS IS AT LEAST .020 (TWENTY THOUSANDTHS), COLD. A FEELER GAUGE IS A GOOD TOOL FOR THIS, IF AVAILABLE. REMEMBER HEAT EXPANDS DRUMS WHICH MEANS LINING ACTUALLY WILL BECOME CLOSER WHEN HOT .

MECHANICAL BRAKES, AS IN DAYS OF OLD, ARE SUSCEPTIBLE TO FADE OUT WHEN LARGE AMOUNTS OF WATER ARE ENCOUNTERED. TO OVERCOME THIS, RIDE BRAKE PEDAL A SHORT DISTANCE TO DRY OUT .

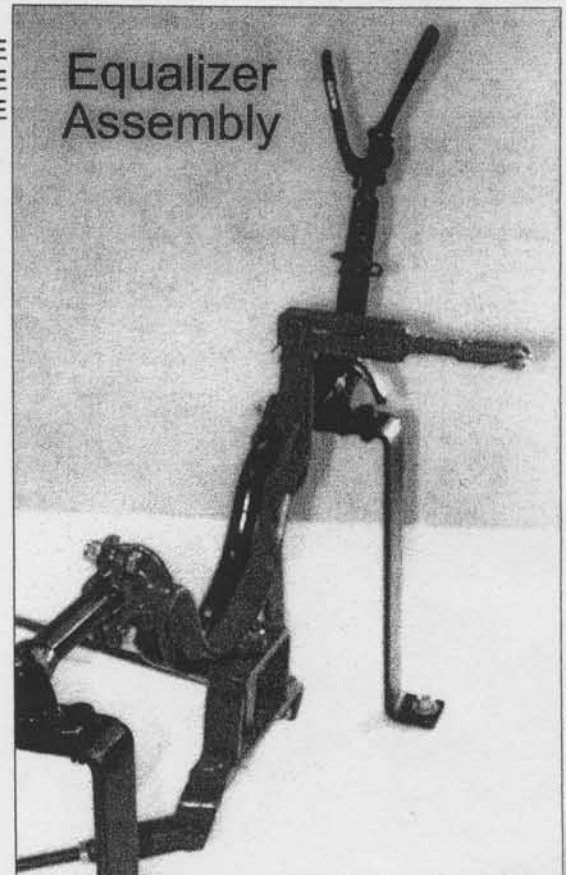
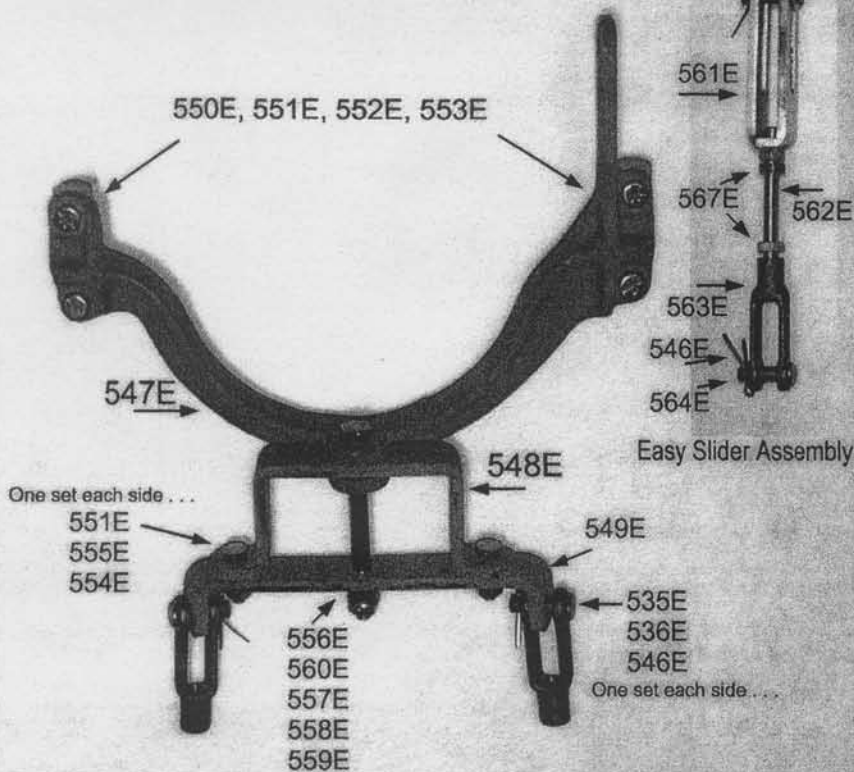
FOR THE FIRST 100 MILES, ALLOW LINING TO "BREAK IN" STOPPING WITH SLIGHT PEDAL PRESSURE. BURNING THEM IN WILL CAUSE LINING TO GLAZE AND POOR STOPPING WILL OCCUR.

**DON'Ts**

DON'T ALLOW PAINT TO BE SPRAYED ON LINING OR LINING CONTACT SURFACE OF BRAKE DRUMS. USE MASKING TAPE TO PROTECT THESE AREAS WHEN PAINTING. THE SMALL AMOUNT OF PRIMER ON THE 1909-25 DRUMS IS INSIGNIFICANT. DON'T INSTALL YOUR NEW BRAKES IF YOUR AXLE SEALS SHOW ANY SIGN OF LEAKAGE. IT IS BEST TO REPLACE THEM AT THIS TIME.

THANK YOU FOR YOUR PURCHASE.

## Complete Equalizer Assembly



Above: Complete Equalizer Assembly includes Easy Slider Assembly.

self locking nuts on clamps are adjusted so equalizer swings freely on emergency brake cross shaft, without binding.

Qty.	Part No.	Description
2	535E	3/8" Clevis Pin
2	536E	3/8" Clevis Yoke
4	546E	1/8" Cotter Pin
1	547E	Equalizer
1	548E	Hat
1	549E	Extender
2	550E	Clamp
6	551E	5/16" x 1" Bolts
4	552E	5/16" Nyloc Nuts (self locking)
6	553E	5/16" Flat Washers
2	554E	5/16" Nuts

Qty.	Part No.	Description
2	555E	5/16" Lock Washers
1	556E	3/8" x 4" Bolt
1	557E	3/8" Nut
1	558E	3/8" Jam Nut
1	559E	3/8" Lock Washer
1	560E	3/8" Flat Washer
1	561E	Easy Slider
1	562E	5/16" Allthread
1	563E	5/16" Clevis Yoke
2	564E	5/16" Clevis Pin
2	567E	5/16" Jam Nut