

## Brake Buddy Instructions

The entire braking system must be within tolerance and in specified operating condition in order for the Model A brakes to be properly adjusted. If adjusting the brakes doesn't provide satisfactory braking, see *Model A Ford Mechanics Handbook* by Les Andrews for a complete description on servicing the brake system.

All adjustments must be made with the brakes cold.

1. Place jack stands under all four wheels; under the axles – not the frame.
2. Transmission in neutral – hand brake off
3. Turn brake adjusting wedge clockwise until brake starts to drag, then back the wedge out 2-3 clicks allowing wheel to spin without drag. Always spin wheel in forward direction when testing for drag. (A slight drag in a couple of spots at  $\frac{1}{4}$  or  $\frac{1}{2}$  revolution is acceptable.)
4. Brake cross shaft must be in a vertical position and at the center of its travel.
5. Remove the rear brake rod clevis pin at the cross shaft actuating lever.
6. Unlock the clevis jam nut on the brake rod. Pull the rear brake rod forward enough to take up all slack without actuating the brakes.
7. Adjust the clevis on the brake rod until the hole in the clevis lines up with the hole in the cross shaft lever arm pin hole, allowing the clevis pin to be inserted. Tighten the jam nut against the clevis.
8. Repeat steps 5,6 and 7 to remove free travel from the other brake rod.
9. Remove the front brake rod clevis pin at the front brake rod actuating arm.
10. Pull the front brake actuating arm back to take up the free travel. Without any free travel the actuating arm should be 15 degrees *forward* of perpendicular. This is extremely important for correct adjustment of the front brakes. If you are not 15 degrees forward, replace the worn brake operating pin.
11. Back off the front brake rod clevis locking nut. Pull the brake rod forward and adjust the clevis to line up with the front actuating arm pin hole and reinsert the clevis pin. Tighten the lock nut against the clevis.
12. Repeat steps 9, 10 and 11 to remove free travel from the other front brake rod.
13. Install new cotter pins in all four clevis pins.
14. Insert the Brake Buddy between the front seat cushion and the brake pedal. Adjust the length so the fully extended brake pedal is at the reference line. Now set the brake pedal in notch '1' of the board (pedal depressed 1").
15. Turn the adjusting wedge on the rear wheels clockwise until the rear brakes just begin to hold. Do both rear wheels.
16. Move the Brake Buddy to notch '2' (pedal depressed 1  $\frac{1}{2}$  "). The two rear brakes should be very tight but not locked.
17. Adjust the front brakes until the front brakes just begin to hold.
18. Move the Brake Buddy to notch '3' (pedal depressed 2").
19. Rear brakes should be locked. Front brakes should have heavy drag but not locked.
20. Check tire pressure in all tires. Take car off jack stands and test drive. Apply full brake pressure at about 25mph. The rear wheels should skid evenly without pulling. The front should leave little or no skid marks. If the car pulls to one side during this test, turn the adjusting wedge clockwise one click on the opposite side of the pull and retest.
21. Return to the shop and jack up each wheel. Spin each wheel to be sure it isn't binding.