

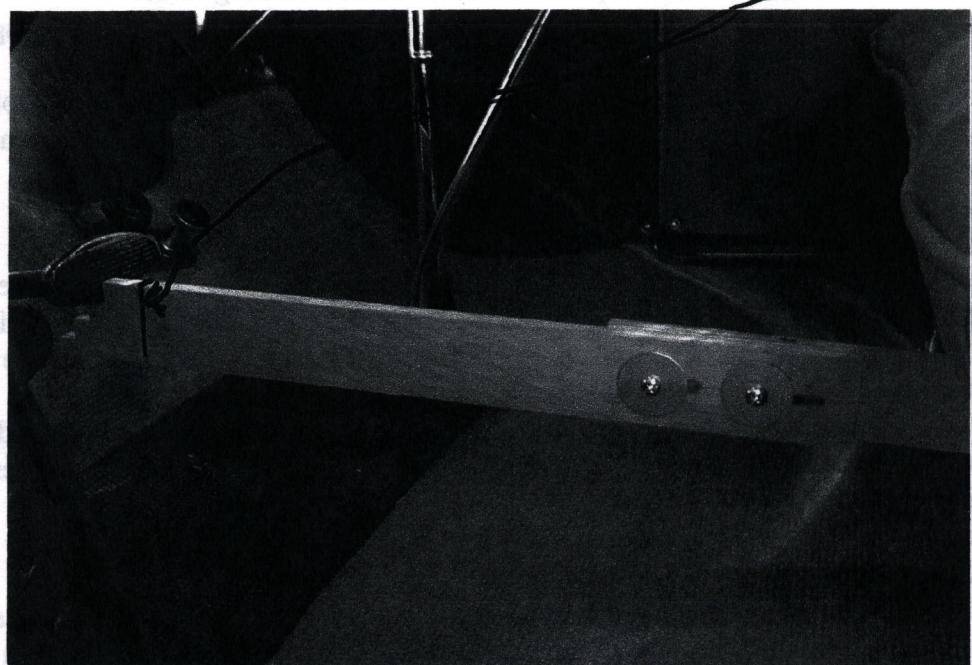
Brake Buddy Instructions

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 Parts Manual, Handbook by Lee A. Ichniowski for a complete description of servicing the brake system.

All adjustments must be made with the brakes cold.

1. Place jack stands under all four wheels under the chassis - 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 revolutions.
4. Always spin wheel in forward direction when testing.
5. At 1/2 revolution (approximately) stop and at the center of its travel.
6. Spin shaft securing lever.

ADJUST "BRAKE BUDDY" SO THAT "RELAXED" PEDAL ALIGNS WITH REFERENCE LINE



SHOWN WITH PEDAL IN NOTCH '1'

7. Turn the adjusting wedge on the rear wheels clockwise until the rear brakes just begin to hold.
8. The front rear wheels.
9. To check the brake drag in notch "2" (pedal depressed 1/2"). The two rear brakes should be very tight and not locked.
10. Adjust the front brakes until the front brakes just begin to hold.
11. Show the Model A Handbook in notch "2" (pedal depressed 1/2").
12. Rear brakes should be locked. Front brakes should have heavy drag but not locked.
13. Front brakes pressure in all four. Take an oil-jack wrench and test drive. Apply full brake pressure at about 10 mph. The front 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 a few clicks. The oil-jack wrench should be on the full an 1/2 inch.
14. Spin the top and bottom of each wheel. Spin each wheel to be sure it isn't binding.