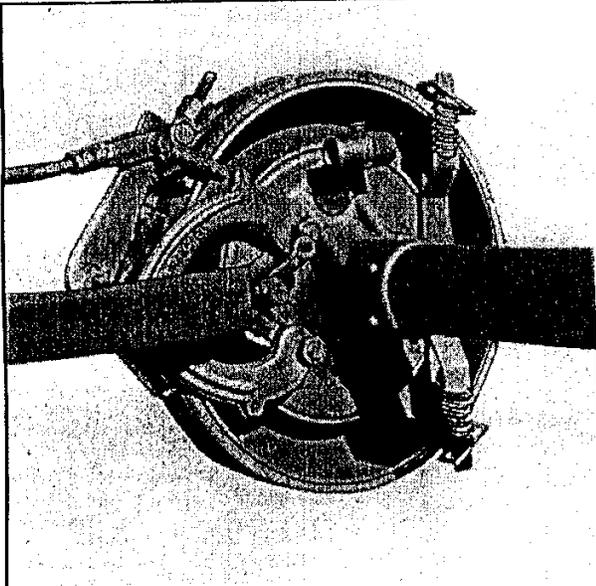
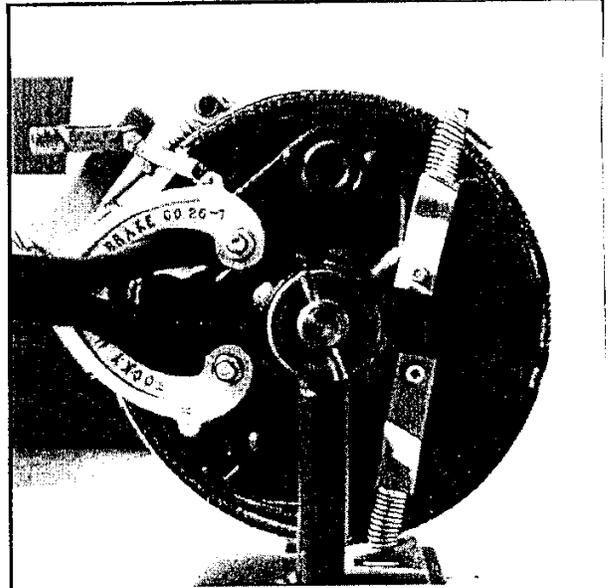


ROCKY MOUNTAIN BRAKE CO., INC.

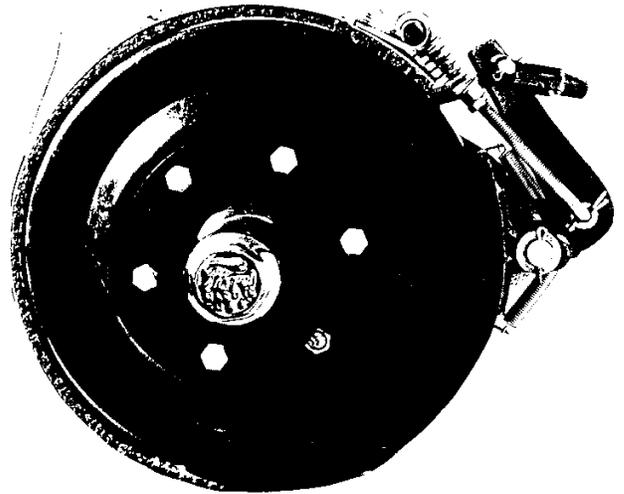
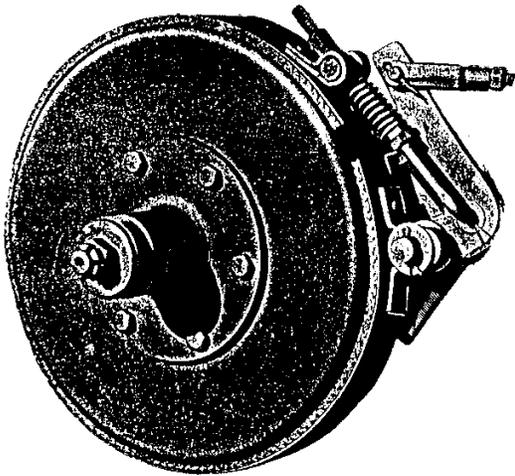


1909 - To - 1925
With Additional Drums



1926 - 27 Style
Use Your Existing Drums

*Note: T-Truck similar to 1926 - 27.
all parts being larger*



ROCKY MOUNTAIN BRAKE CO., INC.

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1909-TO 1925 INSTALLATION

CORRECT REAR AXLE FOR THE ABOVE YEARS HAS A 8" BRAKE DRUM AND HOUSING. THE 1926-27 DRUM AND HOUSING IS 11" AND DO NOT INTERCHANGE WITH THE 09-25 BRAKE 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 BAND WILL NOT LINE UP ON THE 11 3/4" DRUM SUPPLIED. 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 THEN NUTS FROM 8" DRUMS. PULL OFF DRUMS AND INSTALL 11 3/4" DRUMS OVER BOLTS AND THEN PLACE 8" DRUM INSIDE OF THE LARGER DRUM. REPLACE NUTS AND PEEN OVER END OF BOLTS. IF ORIGINAL BOLTS END UP TOO SHORT FROM BEING PEENED TOO MANY TIMES, A STANDARD CARRIAGE BOLT MAY BE PURCHASED AT ANY HARDWARE SUPPLY. KEEP END OF BOLTS CLOSE TO NUTS AS POSSIBLE.

BRAKE ASSEMBLY INSTALLATION

BANDS ARE TAGGED LEFT SIDE UP - RIGHT SIDE UP (LEFT SIDE IS DRIVERS SIDE - U.S.A.). START BY REMOVING THE 3 BOLTS FROM BACKING PLATE. USING BOLTS SUPPLIED, PLACE THE FRONT 2 THRU FROM WHEEL SIDE THRU 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 REAR BOLT THAT SUPPORTS THE INSIDE BRAKE SHOE CAN NOW BE INSTALLED. NOTE: SOME REPRODUCTION SHOES ARE THICKER WHERE THIS BOLT GOES THRU AND MAY REQUIRE THE GRINDING DOWN OF THE HEAD TO AVOID RUBBING AGAINST BRAKE DRUMS. NOW PLACE 2 FLAT WASHERS ON EACH OF THE FRONT BOLTS AND INSTALL CASTING AND BAND ASSEMBLY ONTO BOLTS. THE REAR SPRING BRACKETS, THE ONE WITH THE MORE PROFOUND BEND, GOES ON FIRST AND TO THE TOP WITH SPRING, THEN THE BOTTOM BRACKET WITH SPRING. LEAVE NUT OFF THESE FOR NOW. 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 DRUMS 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 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 TOP ADJUSTMENT NUT UNTIL LINING IS TIGHT AGAINST DRUM. NOW ADJUST NUTS THAT ARE ON THE THREADED 6 1/2" BOLT TO GIVE THE SPRING ABOUT 1" LENGTH. BACK OFF TOP ADJUSTMENT NUT SO WHEEL NOW WILL SPIN FREELY WITH APPROXIMATELY 20 THOUSANDS CLEARANCE. BAND WILL CONFORM AFTER DRIVEN A FEW MILES AND SHOULD BE RE-ADJUSTED.

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

INSTALLING WHEEL AND COTTER PIN

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

PEDAL WELDING

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

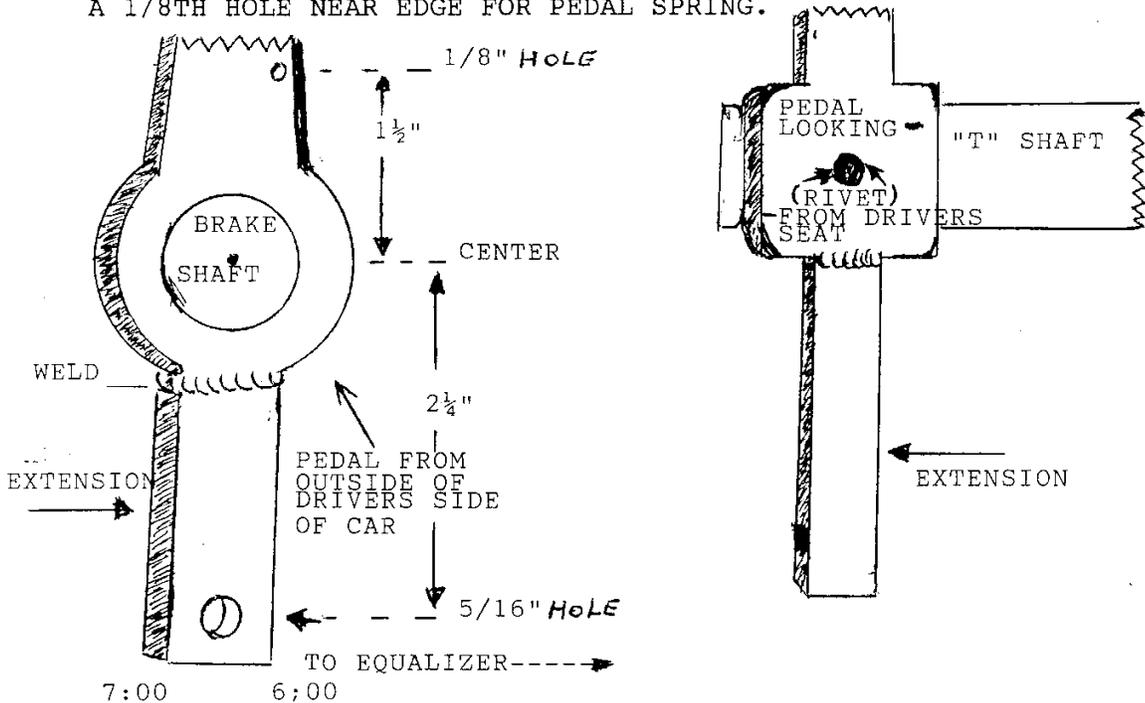
EQUALIZER ASSEMBLY

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

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 SYSTEMS. EXERCISE CAUTION UNDER THESE CONDITIONS. RIDING PEDAL A SHORT DISTANCE HELPS RETURN BRAKING. ROCKY MOUNTAIN BRAKE COMPANY, INC. ASSUMES NO RESPONSIBILITY FOR THE IMPROPER INSTALLATION OR USE OF THIS ACCESSORY BRAKE. THERE IS NO EXPRESSED OR IMPLIED WARRANTY. PURCHASER UNDERSTANDS THIS PRODUCT IS TO BE USED IN ADDITION TO THE STANDARD ORIGINAL BRAKE SYSTEM.

ADDITIONAL INFORMATION

DO'S & DONT'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 & "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 ITS COMPLETELY SEATED POSITION. INSTALL BRAKE RODS TO EQUALIZER & BRAKE ARMS. RECOMMENDED CLEARANCE BETWEEN LINING & 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 "BRAKE 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.

ROCKY MOUNTAIN BRAKE CO., INC.

PRICES SUBJECT TO CHANGE
WITHOUT NOTICE.