



THE MODEL T FORD

ITS REPAIR, SERVICE, & RESTORATION

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Re-Lining Large Drum Brake Shoes

For the Improved Ford, 1926-1927, the new large drum emergency brake shoes were made of pressed steel and featured woven lining that could be replaced when worn. These shoes are a real change from the smaller all iron brake shoe.

Re-lining the big brake shoe is rather straightforward for the hobbyist, but these tips may help with the installation. Remember to wear gloves, as the new vendor-supplied lining is woven with brass wires and can be prickly to the hands! The lining is supplied with partial hollow brass rivets, unlike the split brass rivet used for transmission band lining. The more solid partial hollow rivet is the better choice for securing the new hard lining.

The first step is to mark the lining from the inside of the shoe, laying it against the metal shoe at each hole for a rivet. Since the countersunk hole must be drilled through the dense woven/wire lining on the outer face, having a pilot hole pre-drilled helps to locate that rivet hole.



Tools that are helpful to have are gloves, an ink marker, countersink drill bit (available at hardware stores, it's a wood worker's bit, #8 size), electric drill, rivet punches, and hammer. Clamps are nice for temporarily holding the lining to the shoe.

Drill with the bit to make a small pilot hole at the ink markings, on the inside face of the lining. Don't counter sink on this inside face, just make the small pilot holes for each rivet.



Now countersink each hole drilled on the outside face of the lining using the countersink portion of the bit. Only go half way deep, just enough to sink the rivet head into the lining and to have the solid barrel of the brass rivet just at the rim of the metal shoe band.



Place a rivet into each hole and crush the hollow barrel with the rivet tool, folding over the rivet to form a circular flat crush and securing the lining neatly to the metal shoe. Use a punch as the backing bar in the vise jaw to support and seat the rivet head in the woven lining.



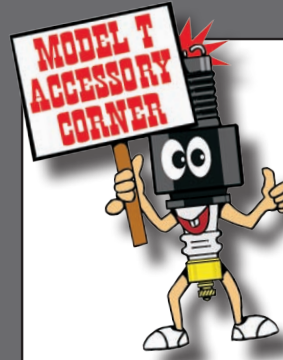
The brass partial hollow rivet head is now countersunk into the woven lining.



Shown below, the completed large drum brake shoes with new linings. These large drum brake shoes mount to the backing plate and are held by the four lugs around the perimeter of the plate. When installing them, be sure to engage the shoe channel edge into those lugs. Each shoe is held with one large spring at the brake lever cam.



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Aftermarket accessories from the past, often found on the Ford. Many thousands of inventive products were sold to dealers and owners to upgrade, customize, or improve over the factory parts...in most cases not so much!

By Dan Treace, *Technical Editor*

UPCO Timer

This timer replaced the regular Ford roller-type contact rotor with a circular contact strap, reducing roller bounce, but likely resulted in more wear on the timer housing contacts.



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