



ROCK-FORD A's *MANIFOLD NEWS*

P.O. Box 4001, Rockford, IL 61110
Region of MARC - Chapter of MAFA
www.rockfordas.org
March - April - May, 2020



ADDENDUM

Hello again! I'll blame it on the coronavirus that I forgot 2 pages of the newsletter! My apologies to Ron & Linda Lanquist, and my own husband, George! Sorry, friends! Sue

Give Me A "Brake" by Ron Lanquist

Each winter I select a car related project to keep active. I have replaced the brakes on my '55 Thunderbird and 66 Mustang. I re-wired the Thunderbird (quite a task), had the engine rebuilt for the Mustang and added a right-hand drum brake light to the Model A and converted them to LED. Last year I sent my transmission case to Mitchell for a rebuild and to convert to synchromesh. None of these projects came without secondary problems and issues, but I always had help with my Model A projects. It's great to be a Rock-Ford A's member... there's always help out there.

This year I chose to keep it simple. My goal was to remove the brake drums and then inspect and repack the bearings. After setting the "A" on jack stands, I removed the front drums. The bearings looked great as well as the brake shoes. I'm in! Jim Morley (mister parts man) came over with his rear hub tool. The drums came off easily. After prying out the lock-ring and seal, we found one of the bearings showing wear and scalding. New ones were ordered. When inspecting the brake linings, the rivets appeared to be too close. New linings were ordered as well as seals and such. We chose to do one side at a time to avoid re-assembly confusion. (I'm Swedish!) The rivets punched out easily which removed the lining from the shoes. Heating the linings allowed them to be shaped to the shoes easily. Re-riveting was also easy. The drums looked great and smooth. The shoes were then fit to the drums by sanding them with a belt sander (high tech). The brake assembly was re-installed. Then trouble began! The drums would not fit over the shoes... too tight! We removed the brake and emergency brake assembly again... then took the drum and shoes over to the Auto Clinic (Brad Stauffer). After getting a good laugh, he arched the shoes to the drums. Voila! ... the service shoes were reinstalled before installing the emergency brake assembly and the drum now fits over the shoes. We then completed the brakes on the opposite side. This time having the shoes properly fit to the drum and checking the fit prior to re-installing the emergency brake assembly. Maybe this is why I had problems with other projects?



My Winter Project...and now it's Spring!

By George Brunson

My intent this winter was to rebuild my engine and have it installed for spring, but...as all good intentions go, this one didn't seem to materialize the way I had planned. My engine is a whole story in and of itself...that saga continues!

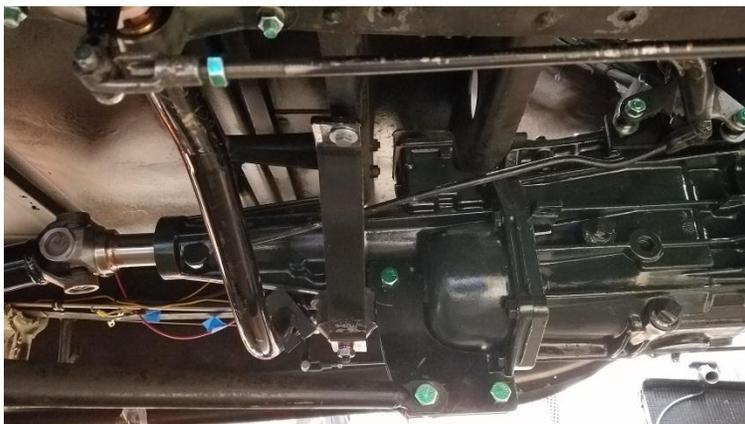
So, in the mean time, to fill the time, I decided to buy and install a T5 Borg Warner transmission in the Ford. So I got the transmission from a place called A & B Salvage in South Beloit (AKA junk yard – and I really mean JUNK yard!) The transmission was in excellent shape and just needed cleaning. The installation kit came from a company called Transmission Exchange out of Monticello, Kentucky. The man who owns the business, Johnny Baker, was most helpful in supplying all the equipment I needed and all the advice I wanted. The installation didn't exactly go as planned – why would it?! Several things needed to be modified from the original plans, like the location of the brake cross shaft, the length of the brake rods, and a few small odds and ends to make it come out correctly. All in all, it was a pretty simple installation, and a great project for the winter, being that it was just completed today, April 17th! The pictures below will give you some idea of the end results. And a special thanks to Phil Hodges for all of his help!



New pinion housing installed on rear end; the little gray item on top is the speedometer drive



Drive shaft attached to the pinion shaft



Transmission mounted under car; the brake cross shaft is mounted 1" forward of the E brake shaft



View of the transmission from the passenger seat

Stay safe, stay sane, stay healthy, and stay at home until we meet again!
Sue Brunson, Editor