

Rewritten by Tom Bruce

Model 'A' Flathead Teds Dead Stop Brake Energizers

Thank you for your purchase of the most significant improvement available for increasing the stopping power of your Ford Model A.

The following instructions are designed to step you through the installation quickly. Yet there are always special situations and possible questions so please do not hesitate to e mail (email address) or telephone (phone number) for personal help.

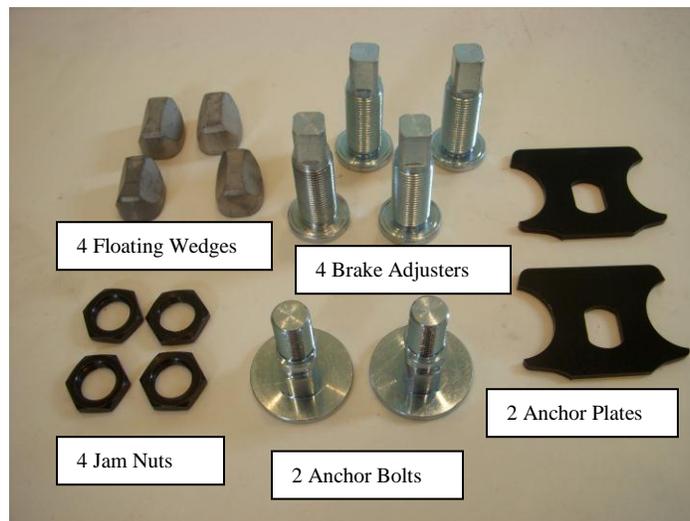
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Model A Brake Energizer Instructions.

NOTE: The basic steps for detail removal of the various components can be found in any of the current Model A Service and Repair Manuals such as Les Andrews

NOTE: Reference to “in” or “back” means kneeling at the wheel looking or placement “in” or “back” towards the frame. “out” or “forward” means looking or placement away from the frame.

STEP 1. Check contents of kit and identification of the various parts.



STEP 2. Removal of necessary components for installation, inspection and preparation of the Backing Plate.

Remove the Brake Drum.

Remove the Brake Springs.

Remove the Brake Shoes.

Remove the Brake Adjusting Wedge from the Backing Plate. (screw completely out toward the Dust Cap till it stops. Use a mallet and tap on the end until the Dust Cap pops off. Retain the Dust Cap.)

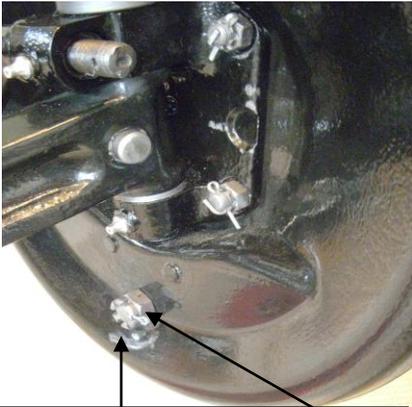
Remove the Brake Adjusting Wedge. (The Wedge is **not** reused)

Use a 5/8 NPT tap to clean out the Brake Adjusting Wedge hole in the Backing Plate. **NOTE:** This is **important** as the threads of the original Backing Plate may not continue entirely through the Backing Plate and or rust and dirt may have accumulated over time in the threads.

Clean out the Brake Adjusting Wedge hole in the Backing Plate of any chips and/or dirt.

Inspect the Brake Roller Track. (The Brake Roller Track is not removed) **NOTE:** It is **important** to grind off any burrs on the outside edge of the Track.

Remove the Brake Operating Wedge. The Operating Wedge and the Wedge Washer are **not** reused.



Remove Cotter Pin and the Wedge Stud Nut from back of the Front Backing Plate



Remove the Operating Wedge Stud, the Operating Wedge and the Wedge Stud Washer

STEP 3. Inspection and preparation of the Brake Shoes.

Inspect the gap between the bottom Brake Shoe Rollers and the Brake Operating Wedge. **IF** the Rollers lean or wobble then it is necessary to shim the Roller assembly as described below.

Remove the Roller Pin from the bottom of the Brake Shoe.

Place a shim (fiber or metal) under the head of the Roller Pin head.

Reassemble the Rollers to the Shoe and insert Cotter Pin to hold the assembly while inspecting for free movement of the Rollers. This is checked by holding the Wedge in left hand and Brake Shoe in right hand and moving the Wedge up and down on the rollers. The Rollers should move freely

If the assembly is tight then a thinner shim is required.

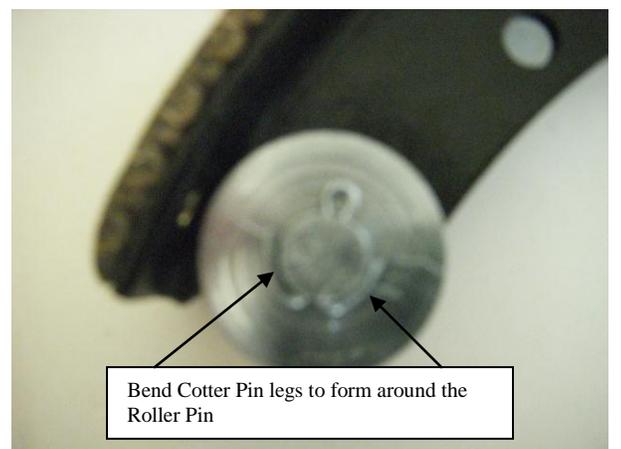
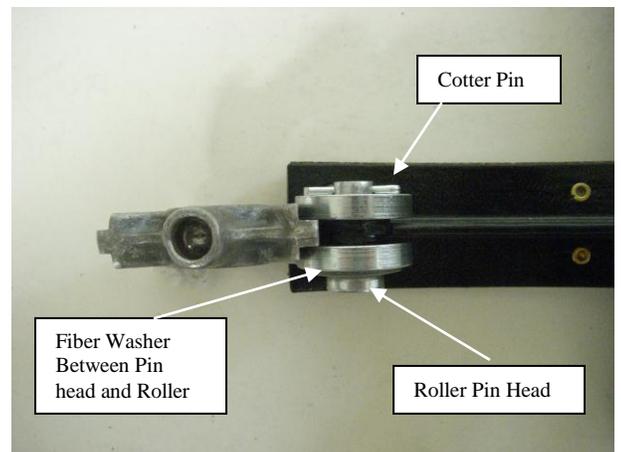
If the Rollers move freely then precede.

Use of a new Cotter pin for reassembly is recommended.

NOTE: It is **very Important** that the legs of the Cotter pin be completely formed around the stud of the Roller Pin.

Repeat the above sequence for the second Brake Shoe.

NOTE If the first Shoe did or did not require a shim under the Roller Pin head **DO NOT** assume that the second Shoe is the same. Check each separately.

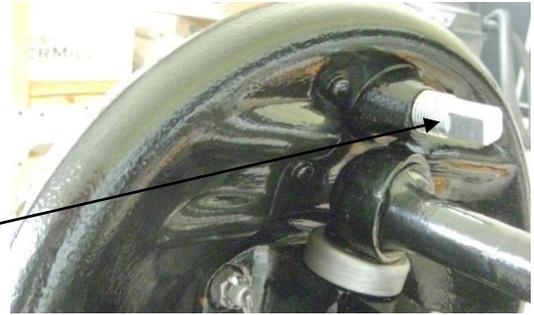


Bend Cotter Pin legs to form around the Roller Pin

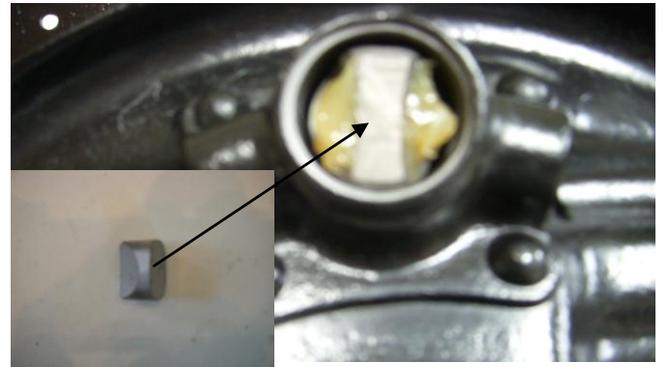
STEP 4 Assembly of the new Brake Adjuster and Floating Wedge

Insert the new Brake Adjuster into the Backing Plate.

Grab the Brake Adjuster from the back and thread it in until it stops.



Place a finger full of grease on each side of the Floating Wedge and insert it over the Brake Adjuster with the narrow side out.



STEP 5 Assembly of the new Anchor Plate, Brake Operating Wedge the new Anchor Bolt into the Backing Plate

Place the Anchor Plate **with the flat side up** against the two pins of the old Roller Track.

Insert Operating Pin into the Operating Wedge and place Wedge Over the Anchor Plate.

Insert the new Anchor Bolt into the Wedge and the new Anchor Plate

Insert the assembly into the Backing Plate

Fasten the Castle Nut to the Wedge Stud on the back side of the Backing Plate

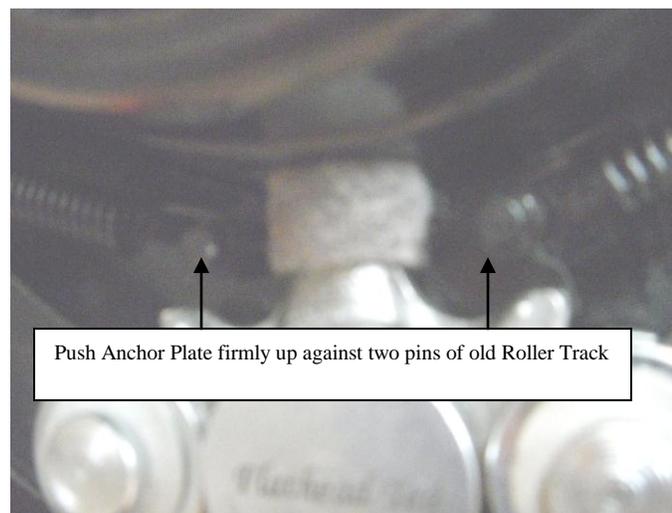
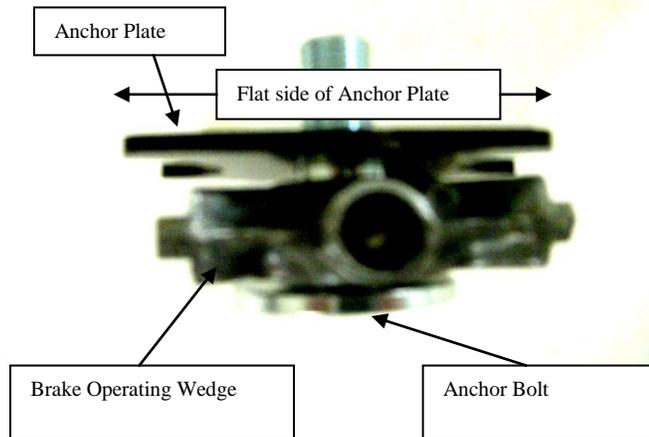
IMPORTANT: While tightening the Castle Nut push the Anchor Plate up completely against the two pins of the old Roller Track.

Insert cotter Pin but do not bend legs.

IMPORTANT: Inspect the operation of the Brake Operating Wedge by moving the Brake Actuator forward and back to insure the Wedge is moving freely and does not bind on the head of the new Anchor Bolt

Bend leg of Castle Nut if there is no binding.

Stack up of parts as they are inserted into the bottom of the Backing Plate



Binding Solutions:

File or grind the back side of the Castle Nut to gain clearance. Proceed in small steps to insure Castle Nut will tighten firmly.

Or replace Cotter Pin with a Lock Washer

STEP 6 Assemble the Brake Shoes, Short Springs and Dust Cap

Place some grease on the Brake Adjusting Shaft and insert the shaft into the top of the Backing Plate

Assemble the Shoe to the Brake Operating Wedge

Assemble the short Spring to the Brake Shoe and over the Roller Track Pin. **IMPORTANT:** Hook the Spring on the Shoe from the back side of the Shoe

IMPORTANT: Push the Brake Shoe so the Brake Adjusting Shaft moves in and out several times. It is important the Shafts move freely

Solution for binding: Disassembly and hone Shafts in the Backing Plate

Repeat for second Shoe

IMPORTANT: DO NOT replace the long Spring

Replace the Dust Cap

STEP 7 Final Inspection

Be sure the Brake Shoe Rollers are on the Brake Operating Wedge and **do not** wobble (see Step 3 if any wobble)

Check that the short Spring is securely fasten over the Pin of the Roller Track.

Be sure the long Spring is **NOT** installed.

Double check the operation of the Brake Operating Wedge by moving the Brake Actuator forward and back to insure the Wedge is moving freely and does not bind. (see Step 5 if any binding)

