

MODEL A FORD CAST IRON BRAKE DRUM INSTALLATION

Before tearing the whole car apart, make sure you have all the necessary parts to install the drums. New wheel studs are always required. Swedging tools are required for swedging the studs in place. Most parts suppliers carry the swedging tool to do this job. Lastly, a hydraulic press will be required to knock out the old studs as well as install the new ones.

After the old drums and hubs have been removed from the car, you will have to press out the old studs. Be sure to back up the hub with a piece of pipe or some steel blocks around the head of the stud so that when you press out the old stud it does not distort the old wheel hub.

Once all of the old wheel studs have been pressed out, thoroughly clean your old hub and paint if desired. Slip the old hubs and the new drums together. Make sure that the hub goes all the way against the drum.

Now is the time to swedge the new studs in place. When swedging, it will be necessary to have a steel pin, or a steel block backing up the head of the stud. When you swedge you want all of the force of the press to be pushing on the stud and not the hub. So always be sure that your bucking pin or block are touching only the head of the stud. With the stud slipped through hub and drum, slip your swedging tool over the threaded end and swedge shoulder of stud down until the end of the tool is against the drum.

Now that you have swedged all of the studs in place, you can move to the next step. Take the drums to a brake shop and have them true up the braking surface. The new drums are turned true, but you want them to be true in relation to the hub. This is not totally necessary, but it does make them perfect. Once this is complete, you are ready to install them on your car.

If your old drums were worn excessively, your old linings may be thicker than normal and requiring some grinding down. Even if you are putting new brake linings on, you will probably have to grind them down somewhat to get the new drums on. To fit the drums to the shoes properly, you can do one of two things. If you have an old brake shop in town, take your lined brake shoes and the new drums to them, and they can grind the lining to mate to the new drum perfectly. The other method takes more time, but does the same job! With the brake shoes on the car, put masking tape around the diameter of both brake shoes. Now slip the drum in place and put the axle nut on. Spin the drum. Now remove the drum and examine the tape. The tape will be worn off where you have high spots on the lining. Grind down the high spots until you can assemble the drum and not have any drag from the lining. You may end up putting the drum on and off several times, but that is the only way of doing the job.

After you have your shoes fitted and the drums installed, adjust the brakes just as you normally do. End of job!

WARNING: Never tack weld the heads of the studs in place instead of swedging them in place. If they are not swedged in place, the shoulder on the stud allows the wheel nuts to bottom out on the shoulder instead of the wheel which can be a very serious problem driving down the road.