

Brake Bushing Replacement

By Bill Damm

After having the 1929 service brake cross shaft assembly alkali cleaned of rust it was found that the process ate the pot metal bushings too. Now these bushings must be replaced. To avoid having to remove the levers swaged on the ends of the cross shafts to install whole bushings, the bushings would have to be installed in two halves (similar to crankshaft bushings). These bushings would have to be made. Normally brass would be the bushing material of choice, but brass requires lubrication and this lubrication collects dirt. I was encouraged to consider making the bushings out of a self lubricating MDS nylon (Molybdenum Disulfide Filled Nylon) which is less costly and machines well. This MDS material is dark gray in color, similar in color to the original material and most of the bushing is inside the metal plates that hold the bushings, so the replacement material would not be obvious to someone looking at it. The first step in replacing these bushings is to remove the rivets that hold together the two plates that hold the bushings. The 1 ¼ inch diameter MDS stock was purchased at Post Plastics. It was then cut in half lengthwise and then the bushing machined from the 2 halves while they were clamped together. Cutting the material in half before machining, ensures the bushing will not bind against the shaft, like a brake band. The two bushing halves are then assembled around the shaft and between the two metal plates that hold them in place. Nuts and bolts, or rivets to be authentic, can be used to assemble the metal bushing brackets.

MDS bushings can also be used on the service brake idler levers, similar to above. These levers originally had no bushing, but had metal-to-metal contact. An MDS bushing can be inserted between the two-piece idler levers. The pivot shaft is first unbolted from the frame so a one-piece bushing can be slipped over the shaft. This bushing replaces the felt oil pad that was here originally.

The use of these MDS bushings has not been road tested at this time, but no adverse problems are anticipated. In the mean time, these suggestions might work for someone else's project, or they might prompt someone to experiment a little and find another place to use MDS Nylon.

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Large Car Trunk \$75. Bill Barker (425) 643-0698 bill@barkerville.net

1938 Grill Gene Sovar (206) 3262-2491 esovar@msn.com

1954 Chev automatic transmission, 2 speed powerglide. It is a good running transmission. The car that it was in was modified to a manual transmission. The owner is Chuck Adler. Please contact him on cell phone 253-405-0520, make an offer.

WANTED

1962-67 327 Chevrolet Engine core, Dave Roberts, (425) 822.-6831

1937 Grill, Gene Sovar 206.362,2491, esovar@msn.com

Chevrolet Rim— one 6-hole 15" with hub cap clips—Jon 253-8414137or 253-380-5086