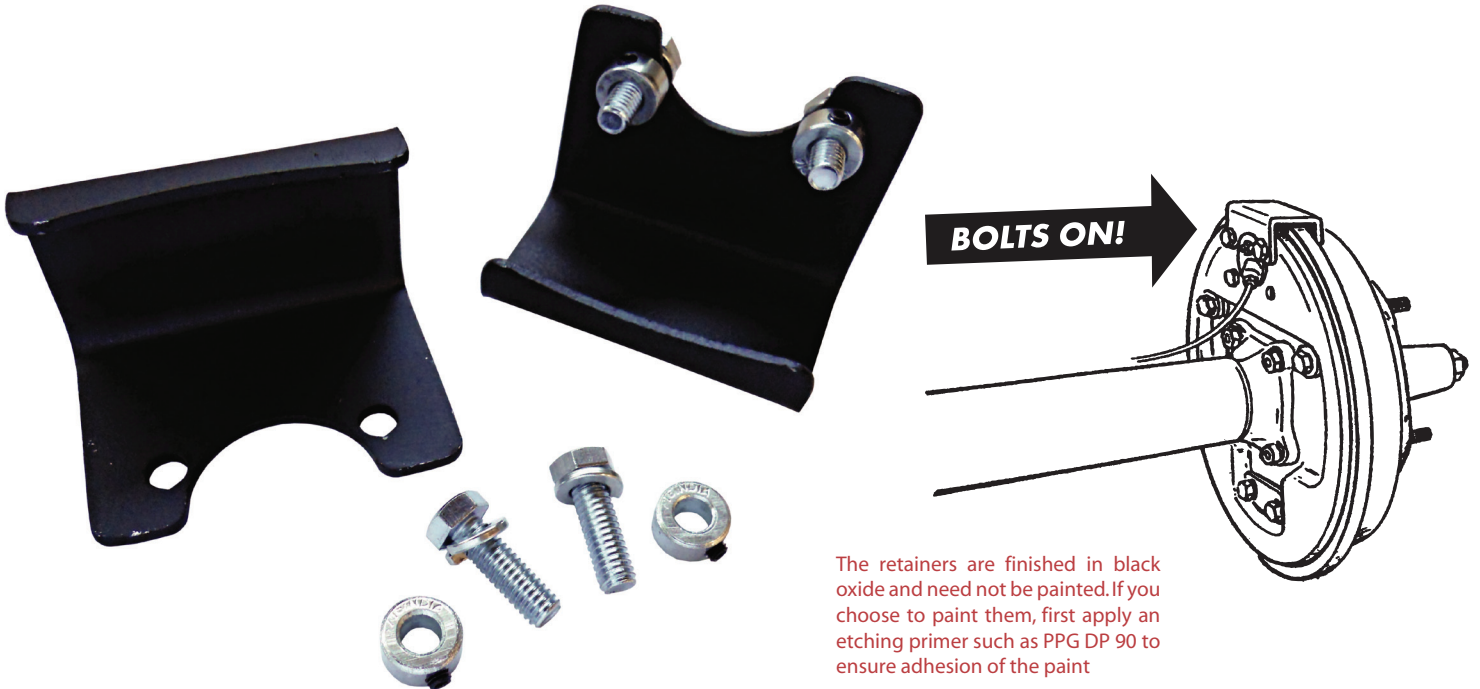


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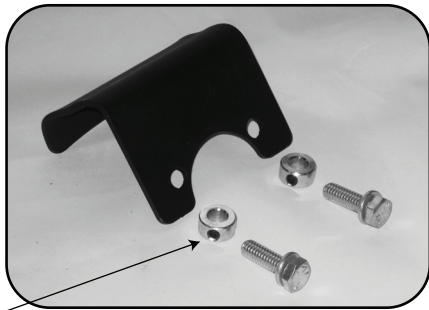
GENUINE PARTS

DRUM BRAKE RETAINERS



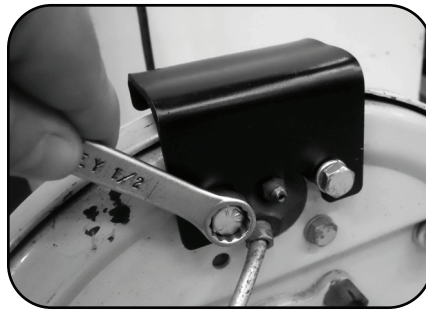
The retainers are finished in black oxide and need not be painted. If you choose to paint them, first apply an etching primer such as PPG DP 90 to ensure adhesion of the paint

Helps prevent accidents due to axle failure! Bolts on...no machining, no welding and no drilling. Fits all early Ford hydraulic systems, 1939-1948. Keeps the rear axle, brake drum and wheel on the car and maintain brake function during axle failure.



Spacers included in the kit must be installed on the drum side of the retainer.

NOTE: Remove and discard the set screws from the spacers before installation.



Remove the two bolts that hold the wheel cylinder to the backing plate, and install the retainer using the bolts, spacers and lockwashers supplied in the kit.



Check the clearance between the retainer and the drum, all around the circumference of the drum as you rotate it. Clearance should be 0.080 inch at all locations. If necessary file or grind the edge of the retainer to provide the required clearance.

VERN TARDEL ENTERPRISES

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