



INSTALLATION INSTRUCTIONS

OYS-EBK AV8 Emergency Brake Cable Kit for Model A and Early Ford Hot Rods

This kit adapts the stock Model A emergency brake lever to your top loader V8 (1935-1939 Ford Passenger Car and 1946-1952 Ford Pick-up) and is designed to work seamlessly with Old Yankee Speed AV8 transmission mount and emergency brake bracket. Mounts directly to your closed drive Model A rear end. This kit is also a great universal hot rod emergency brake mount solution if you do not have the OYS transmission mount.



Attach primary sleeved brake cable to the emergency brake lever using the u-shaped mount, clevis and cotter pin. Ensure that that the emergency brake is ratcheted all the way to the OFF position.

Insert the primary sleeved brake cable into the transmission crossmember cable mount provided. The cable end slides down and through the mount. Attach spring retaining clip into groove on the sleeved brake cable

Mount the cable to your Old Yankee Speed AV8 transmission mount using the two upper left holes on the transmission mount and pass the primary cable through the e-brake access hole. If you don't have the AV8 mount, drill appropriate mounting and cable access holes into your crossmember, and secure the primary e-brake cable mount to your crossmember. NOTE: you will need to use the provided primary cable mount because the this the correct thickness for the spring clip

Mounting the primary cable to your driveshaft:

A.) If using a Model A driveshaft, find the location on the transmission side of the driveshaft where the taper of the torque tube gets larger and taper flattens out. This is where you'll secure the primary cable driveshaft mount tab. Next, drill and tap a hole for a 5/16"-18 bolt and lock washer (provided) and attach mount to the torque tube. Do not use a larger than 1/2" length bolt because it will interfere and damage the inner drive shaft. We recommend using a high temp RTV on the drive shaft bolt to avoid any leaks.

CONTENTS OF KIT:

- (1) Crossmember Cable Mount
- (1) Sleeved Primary Cable
- (1) Braided Secondary Cable
- (1) Cable Spring Clip
- (1) Model A Driveshaft Bracket
- (1) Early V8 Driveshaft Bracket
- (1) Cable Distribution Block
- (2) Primary Cable Nuts
- (2) Distribution Block Nuts
- (1) 5/16"-18 .75" Bolt and lock
- (1) 5/16"-18 .50" Bolt and lock



B.) If using an Early V8 Ford driveshaft, attach the primary cable tab mount to the U shaped V8 driveshaft mount, using 5/16" hardware (provided) then secure the mounts to the radius road mount location. No drilling of the torque tube is needed.

Now attach the primary cable to the torque tube drive shaft by inserting the threaded tube end through the primary cable, using the provided 3/16" nut to adjust tension on the emergency brake cable.

Attach secondary cable to your Early Ford emergency brake system through the backing plates. Once attached to both wheels, pull the one piece cable taught and center it to the primary cable and mount. Mark the center of the secondary cable and cut it into two sections, one for each wheel. We recommend wrapping the cable in masking tape where you will be making the cut to help with cable fray.

Then attach the threaded cable tension distribution block to the threaded primary cable end using the two 3/6" locking nuts provided. Leave the nuts loose for now. Attach the distribution block to the last 3rd of the threaded tube, leaving enough room for future cable adjustment.

Next insert all three cables into the distribution block and pull the cables tight. Once all cables are tight, tighten set screws to secure cable in distribution block. If needed, fine tune tension on distribution block by threading the tube in further. Then tighten both sets of lock nuts on both sides of both drive shaft mounts. NOTE: cable must remain tight to work properly.

Finally, pull emergency brake handle and check that the emergency brakes are working and securing the car in place and not moving. If needed, loosen nuts to use tube fine adjustment to take up any slack on the cables. Once all checks have been completed and cable is working properly, trim excess braided cable from distribution block.

