

# **FORD'S WAY**

**THE FRONT AND REAR BRAKE GREASE BAFFLES  
AND OTHER RELATED ITEMS**

**BY**

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**THE REAR BRAKE GREASE BAFFLE AND ASSEMBLY**



**Fig. 1**

The first type Rear Brake Grease Baffle Assembly (**Fig. 1**) was used in Model A production from Start of Production thru April-June 1928 before the separate emergency brake system was introduced.

This assembly (A-2239) included the “thin” sheet metal plate baffle (A-2240) and four spacers (A-2241) which were attached to the inside cavity of the plate. The assembly was approximately 5/8 inches in depth.

For Standard Parts (bolts and nuts) descriptions, please see **Fig. 8 thru 11**.

Average spacer height is about 0.632 inches. Between 41/64 and 5/8 inch.

The correct placement of this part in relation to the Rear Backing Plate, (according to the wear marks viewed on the baffle itself), is to place the baffle so as the spacers and the outside lip of the baffle go against the Rear Backing Plate.



**Fig. 2**

The second type Rear Brake Grease Baffle Assembly (**Fig. 2**), which was made from surplus sheet metal of the radiator shell, was “*Adopted*” in April-1928 when the separate emergency brake system was introduced.

This assembly (A-2239-B) included the “thin” sheet metal plate baffle (A-2240-B) and four spacers (A-2241-B) which were attached to the outer face of the plate. The assembly was approximately 5/8 inches in depth but utilized shorter bolts than A-2239.

The assembly started out as being Cadmium Plated but was quickly changed to Black Enamel.

For Standard Parts (bolts and nuts) descriptions, please see **Fig. 8 thru 11**.

Average spacer height is about 0.306 inches. Between 5/16 and 19/64 inch.

It became “*Obsolete*” and “*No longer required*” on November 6, 1928.

The correct placement of this part in relation to the Rear Backing Plate, (according to the wear marks viewed on the baffle itself), is to place the baffle so as the spacers of the baffle go against the A-2600/A-2601 Emergency Brake Carrier Plate Assembly (which is then assembled to the Rear Backing Plate).

## THE EMERGENCY BRAKE CARRIER PLATE



**Fig. 3**

The second type baffle (**Fig. 2**) fit into the “new” A-2600 (RH)/A-2601 (LH) Emergency Brake Carrier Plate Assembly which had a single thickness emergency brake stop (**Fig. 3**) along with many other parts related to the new and separate emergency brake system that were all drawn up in the month of March 1928.



**Fig. 4**



**Fig. 5**

By August 1928, or there about, a second Emergency Brake Carrier Plate Assembly was adopted when a “reinforcement plate” was attached to the assembly with three rivets to strengthen the area where the two ends of the Emergency Brake Band came in contact with the Emergency Brake Band Stop on the plate itself (**Fig. 4**). This was probably due to the weakness of the initial carrier plate as seen in the damaged plate (**Fig. 5**).



**Fig. 6**

Sometime in 1930, according to the August 1930 Ford Service Bulletin, four (4)  $\frac{1}{2}$ " lugs were added to the outer flange of the A-2600/A-2601 Emergency Brake Carrier Plate Assembly (**Fig. 6**).

This final assembly of the Emergency Brake Carrier Plate Assembly is interchangeable with the previous two assemblies and lasted thru the end of the production of the Model A Ford.





**Fig. 7**

The third and final type Rear Brake Grease Baffle (A-2240-B) (**Fig. 7**), now no longer an assembly, was introduced about November 6, 1928 when the spacers were no longer required.

This was just a single stamped sheet metal plate that *“Added four pockets at the bolt holes”*. The baffle was approximately 5/8 inches in depth and used the same bolts as A-2239-B BUT with a different shank configuration because of the lack of attached spacers on the plate. It took a special castle nut for attachment as seen in **Fig. 7**.

For Standard Parts (bolts and nuts) descriptions, please see **Fig. 8 thru 11**.

**NOTE: Special Castle Nut A-21801 shows up in the Parts Price Lists (PPL) on June 1, 1929 within the Standards Parts section. HOWEVER it did not appear in the Service Brake section of the PPL until July 1, 1931. This nut was lengthened in which a “special” shoulder was added to the bottom so it would go into the cavity/pockets of the plate itself thus the change in the bolt shanks.**

The correct placement of this part in relation to the Rear Backing Plate, (according to the wear marks viewed on the baffle itself), is to place the baffle so as the four pockets of the baffle go against the A-2600/A-2601 Emergency Brake Carrier Plate Assembly (which is then assembled to the Rear Backing Plate).

## THE BOLTS AND NUTS USED

It is important to note that the Rear Brake Housing Plate Bolts, short and long, and Nuts used in these assemblies of the Rear Backing Plates, are special in that there are two sizes of bolts where the shank is concerned,  $\frac{1}{2}$ " and  $\frac{7}{16}$ ", as seen below. Using the wrong bolts, or nuts, when assembling the parts to the rear axle, may require the use of a spacer which ***was not included*** in the original assembly. The following charts indicate the approximate length of each section of bolts and the true Parts Price List (PPL) total length.





**Fig. 8 (Short bolts)**

#1 bolt on the left side (A-21211) is for #1 assembly and takes castle nut (A-21791) which measures 7/16---20 (29/64 x 5/8);

#2 bolt in the middle and #3 bolt on the right side (both A-21151) are for #2 and #3 assemblies accordingly.

HOWEVER #2 bolt uses A-21791 castle nut where #3 bolt uses A-21801 special castle nut, a 7/16---20 x (43/64 x 5/8). This is the special castle nut that fits within the cavity of the #3 baffle.

These nuts and bolts are positioned to the rear of the assembly. Two are required each assembly.

**Note the shank differences in the three bolts.**

### SHORT BOLTS

| BAFFLE TYPE | BOLT TYPE | BOLT USED | 1/2" | 7/16" | PPL TOTAL LENGTH | NUT USED |
|-------------|-----------|-----------|------|-------|------------------|----------|
| 1           | 1         | A-21211   | 3/4" | 1"    | 20---1-25/32"    | A-21791  |
| 2           | 2         | A-21151   | 7/8" | 5/8"  | 20---1-17/32"    | A-21791  |
| 3           | 3         | A-21151   | 5/8" | 7/8"  | 20---1-17/32"    | A-21801  |

**Fig. 9**



**Fig. 10 (Long bolts)**

#1 bolt on the left side (A-21210) is for #1 assembly and takes castle nut (A-21791) which measures  $7/16$ ---20 ( $29/64 \times 5/8$ );

#2 bolt in the middle and #3 bolt on the right side (both A-21152) are for #2 and #3 assemblies accordingly.

HOWEVER #2 bolt uses A-21791 castle nut where #3 bolt uses A-21801 special castle nut, a  $7/16$ ---20 x ( $43/64 \times 5/8$ ). This is the special castle nut that fits within the cavity of the #3 baffle.

These nuts and bolts are positioned to the front of the assembly attaching the Rear Radius Rods to the Rear Backing Plates. Two are required each assembly.

**Note the shank differences in the three bolts.**

### LONG BOLTS

| BAFFLE TYPE | BOLT TYPE | BOLT USED | $1/2$ " | $7/16$ " | PPL TOTAL LENGTH | NUT USED |
|-------------|-----------|-----------|---------|----------|------------------|----------|
| 1           | 1         | A-21210   | 1-1/8"  | 1"       | 20---2-7/64"     | A-21791  |
| 2           | 2         | A-21152   | 1-1/4"  | 5/8"     | 20---1-7/8"      | A-21791  |
| 3           | 3         | A-21152   | 1"      | 7/8"     | 20---1-7/8"      | A-21801  |

**Fig. 11**



**Fig. 12**



**Fig. 13**

**Figures 12 and 13** compares each side with the other of A-2239-B on the left and A-2240-B on the right.



**Fig. 14**

**Fig. 14** compares the spacers/shoulders of A-2239-B on the left and A-2240-B on the right.

## THE FRONT BRAKE GREASE BAFFLE AND ASSEMBLY



**Fig. 15**

The first type Front Brake Grease Baffle Assembly (**Fig. 15**) was used in Model A production from Start of Production and used with the forged hubs only thru about April 1928 or there after.

This assembly (A-2059 then changed to AA-2059) included the “thin” sheet metal plate baffle (A-2060) and four spacers (A-2061) which were attached to the inside cavity of the plate. The assembly was approximately 0.560 inches in depth.

The bolt (A-20919) used with this assembly was 3/8---24 SAE x 1-5/16 Hex head bolt with hole in the end. This designation or size was in all Parts Price Lists (PPL's) up thru March of 1930. Thereafter all PPL's listed it as 3/8—24 SAE x 1-1/32. This was an error.

The castle nut (A-21745) used with this assembly measured 3/8---24 SAE (13/32 x 9/16).

The correct placement of this part in relation to the Front Backing Plate, (according to the wear marks viewed on the baffle itself), is to place the baffle so as the spacers and the lip of the baffle go against the Front Backing Plate.





**Fig. 16**

The second and final type Front Brake Grease Baffle (A-2060-B) (**Fig. 16**), now no longer an assembly, was introduced about April 1928 when the spacers were no longer required. It was specified to use with the pressed steel hubs.

This was just a single stamped sheet metal plate.

The bolt (A-20949) used was a 3/8—24 NF x 13/16 Hex head bolt with hole in the end.

The castle nut (A-21745) used measured 3/8---24 SAE (13/32 x 9/16).

The correct placement of this part in relation to the Front Backing Plate, (according to the wear marks viewed on the baffle itself), is to place the baffle so as the holes of the baffle are in direct contact and against the Front Backing Plate.

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