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8	.1990	48	.0760
9	.1960	49	.0730
10	.1935	50	.0700
11	.1910	51	.0670
12	.1890	52	.0635
13	.1850	53	.0595
14	.1820	54	.0550
15	.1800	55	.0520
16	.1770	56	.0465
17	.1730	57	.0430
18	.1695	58	.0420
19	.1660	59	.0410
20	.1610	60	.0400
21	.1590	61	.0390
22	.1570	62	.0380
23	.1540	63	.0370
24	.1520	64	.0360
25	.1495	65	.0350
26	.1470	66	.0330
27	.1440	67	.0320
28	.1405	68	.0310
29	.1360	69	.0292
30	.1285	70	.0280
31	.1200	71	.0260
32	.1160	72	.0250
33	.1130	73	.0240
34	.1110	74	.0225
35	.1100	75	.0210
36	.1065	76	.0200
37	.1040	77	.0180
38	.1015	78	.0160
39	.0995	79	.0145
40	.0980	80	.0135

GEARING

My Experience Is...
by Joe Rabelskie

*From 2007, a tribute to our great engine-building friend, Joe Rabelskie.



With the invention of the internal combustion engine, carriages no longer needed horses to pull them; however, unlike horses, engines did not have muscles to pull them gradually faster, so automobile makers had to devise and utilize the transmission.

Without a gearbox, a car could still move, but it would take a long time of riding the clutch to get to a speed that would be acceptable and allow for a comfortable ride. First, the top speed of the vehicle would have to be determined and the proper gear installed into the differential. Then, when the engine was started, it would have to be revved up to a speed that would keep it from stalling, at which time the clutch would have to be engaged a little at a time until the car was going fast enough to maintain its speed. Then, the clutch could be completely engaged (wasting a lot of time, gas and clutch material). Even then, this would only work on flat ground or downhill.

Using a transmission gives an engine a chance to build up power by changing the ratio between the speed the engine turns and the speed the wheels turn. For example, when first starting off, there is a lot of weight at a stand still. By placing the proper gearing between the engine and wheels, the engine can be made to turn at a much faster RPM, with the tires turning slower. Of course, this gearing will only let the vehicle get to a certain speed before the engine starts to scream. Therefore, another gear needs to be initiated to allow the vehicle to go faster. With the proper range of gears, a vehicle can get underway smoothly, increase speed comfortably, and reach a top speed without putting undue strain on the drive train. In addition, the gearing can easily be changed if the engine becomes strained (such as when on a steep incline).

Most older cars had three speeds and reverse. The first speed started the motion and brought the car to about 15 MPH, the second speed brought it to about 30 MPH, and the third speed brought it to top end (however fast that might be). Some work vehicles had what we know as granny gear. These gears are so low that

they are not practical to use except when pulling extremely heavy loads, as they will only bring a vehicle to about 5 MPH.

It was not long before engines became more powerful and cars were built sturdier, leading to the demand for higher speeds and thus more gearing. Many cars, even in the early days, would reach top end and still seem to ask for one more gear. This need for more gearing led to the invention of the overdrive. An overdrive is simply a unit that allows the output shaft of the transmission to turn faster than the engine, thus adding speed without straining the engine, increasing fuel mileage at the same time.

As time went on, engines became even more powerful and the interest in racing became more popular. Having a higher top end was no longer enough; getting to the top end faster became more important. Engines were designed to reach higher RPM's and do it faster. This led to gearing that would allow the engine to build RPM's quicker and required more gears and more choices of gearing, both in the transmission and in the differential.

In the sixties, the cubic inches of the engines became larger and the horsepower ratings varied to such a point that gearing was suited to the vehicle. Big luxury cars had low differential gears so the acceleration was not quite as fast, but they had an increased highway speed. Pickup trucks did not have very fast engines, but had a high differential gear so they could pull a heavy load without bogging down. Muscle cars had high horsepower engines that turned high RPM and were usually equipped with large differential gears for quick acceleration. In addition, four speed transmissions were very popular because they gave the driver more control over the use of power.

If you have ever noticed a tractor-trailer start on the road, you would have seen that gearing is also the key to moving heavy loads in these trucks. These drivers shift for miles before they reach high gear. These kinds of loads could not be moved without utilizing so many gears.

The automotive industry has come a long way in one century. There have been many changes in gas, many changes in cubic inch and many changes in horsepower, but gearing will probably always be a determining factor in making cars with good speed and performance.



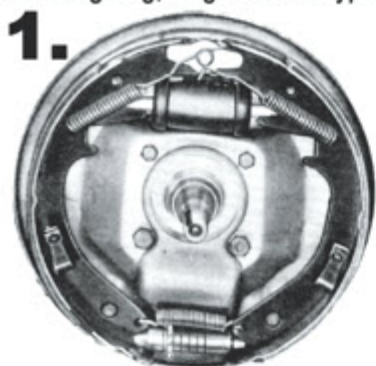
SERVICING 1955 CHEVY PASSENGER CAR BRAKES

Duo-Servo Single Anchor Type
(Bendix)

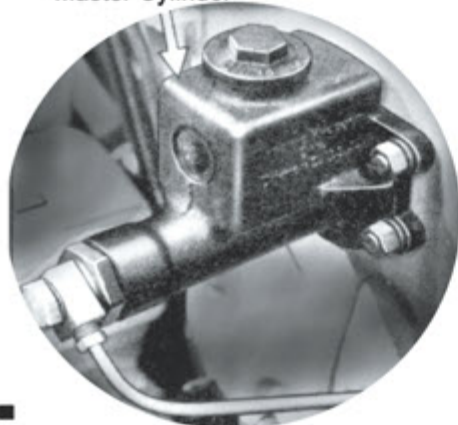
Also for 1955 Nash: Ambassador, Statesman;
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Brakes used on both the front & rear wheels of all 1955 model Chevrolet passenger cars are of the Duo-Servo, self-energizing, single anchor type.

1.



Master Cylinder



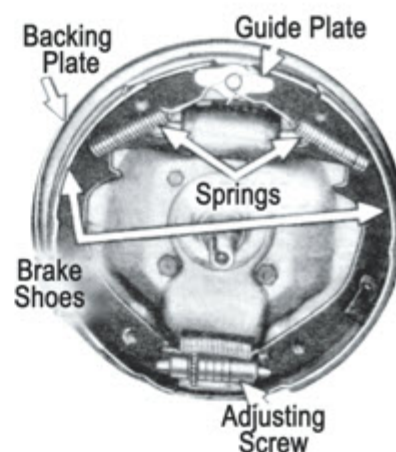
3.

Hydraulically, the brake system consists of a cowl-mounted master cylinder, as well as one backing plate-mounted wheel cylinder for each of the four wheels.

2.

Mechanically, the brake system consists of a brake drum, backing plate, primary & secondary brake shoes, guide plate, adjusting screw and springs.

Brake Drum



Wheel Cylinder



4.

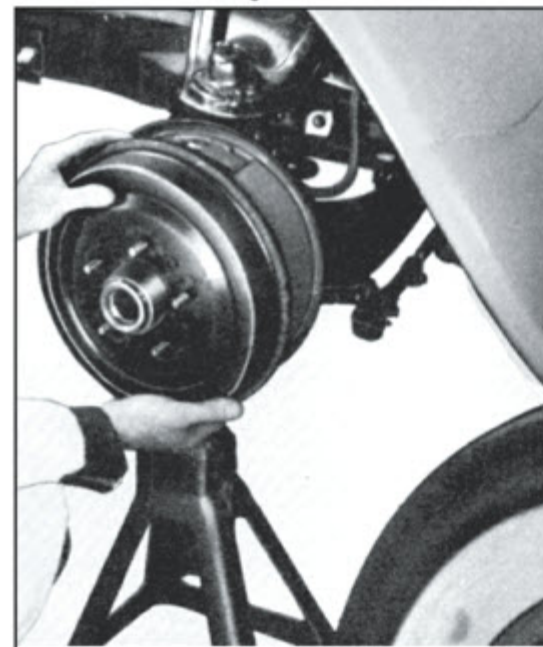
Most brake troubles, other than normal wear, are caused by one or more of these faulty conditions:

- ~Non-concentric Lining & drum
- ~Bell-mouthed Drum
- ~Out-of-Round Drum
- ~Loose Anchor Pin
- ~Loose Backing Plate
- ~Grease on Linings
- ~Improper Adjustment
- ~Improperly Adjusted wheel bearings
- ~Improper Lining Break-in

SERVICING 1955 CHEVY PASSENGER CAR BRAKES

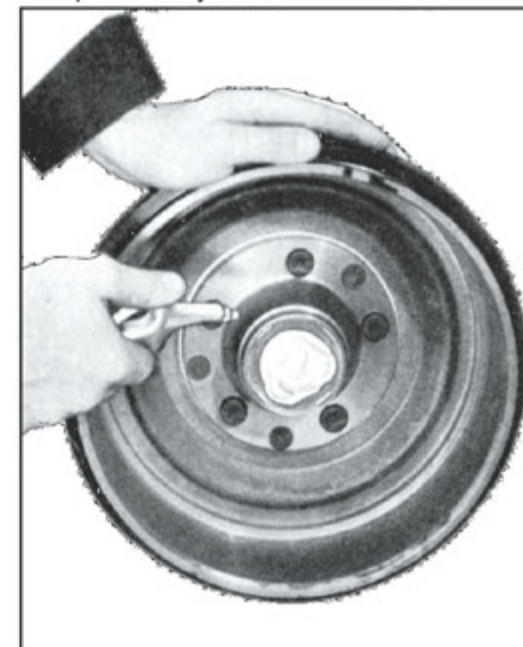
5.

To begin brake service, raise the vehicle and place it on jack stands. Remove wheel disc or hub cap, wheel nuts and wheel & tire assembly. Then remove dust cap, cotter pin, spindle nut, washer and outer wheel bearing and brake drum.



6.

Clean all dirt out of the drum. Avoid getting dirt into the front wheel bearing. Inspect the drum for scoring, glazing, cracks, heat checks, out-of-round, or bell-mouthing. IMPORTANT: Always wear a respirator and protective eye wear!



Scored Drum



7.

Scored drums should be reconditioned, or, if too badly worn, should be replaced promptly. Their continued use will result in excessive lining wear and erratic brake action.

Glazed Drum



8.

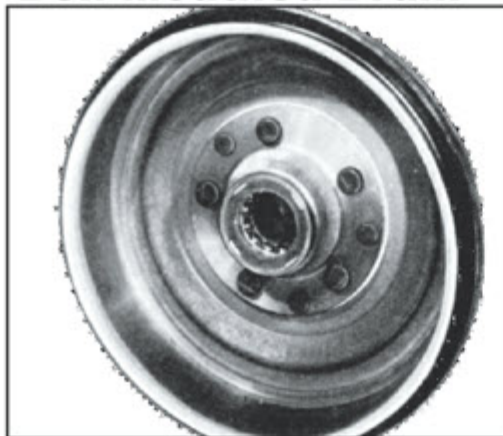
Glazed drums reduce effectiveness of braking action and cause "hard pedal." Drum glaze usually can be removed with emery cloth. IMPORTANT: Remove all traces of emery cloth before drum is reused!

CONTINUED

SERVICING 1955 CHEVY PASSENGER CAR BRAKES

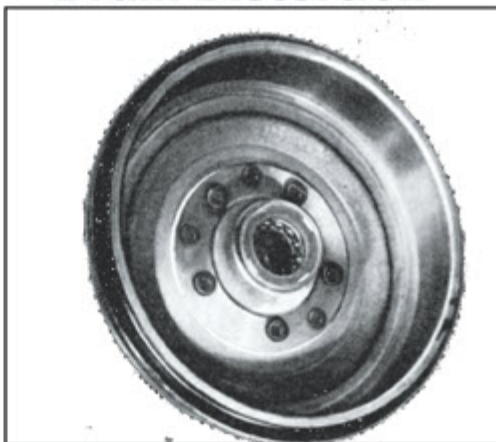
- 9.** Bell-mouthed drums are usually created by excessive heat within the brakes. Bell-mouthed condition will cause only partial lining-to-drum contact and "hard pedal." Slightly bell-mouthed drums might be able to be re-conditioned.

Bell-Mouthed Drum



- 10.** Drum distortion (out-of-round) is also caused by excessive heat. A distorted drum causes "pedal fight" when brakes are applied. A drum that is more than .010" out of round must be reconditioned.

Drum Distortion



11.

DRUM RECONDITIONING

If drum is to be reconditioned for use with standard size linings, only enough metal should be removed to produce a smooth braking surface. If the drum needs more than .010" reboring, it should be rebored to .060" oversize and the brake linings should be replaced with .030" oversize linings. **IMPORTANT:** The inside diameters of the reconditioned drums must be identical, but do not remove more than .060" from standard drum, or loss of metal will affect heat dissipation and might cause drum distortion.

12.



To begin brake drum or lining service, check the brake pedal "free play" and adjust pedal if necessary to provide 1/2" clearance. This adjustment is very important and must be made before any brake work is performed.

SERVICING 1955 CHEVY PASSENGER CAR BRAKES

What your brake servicing professional will do:

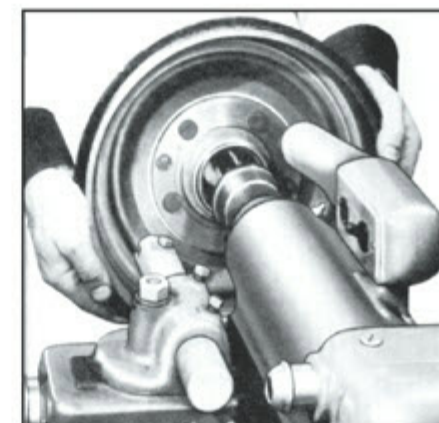
13.

Using a brake drum indicator gauge as shown below, check the inside diameter of the drums to be reconditioned. Mark down the readings obtained and machine the drum with the largest inside diameter first.

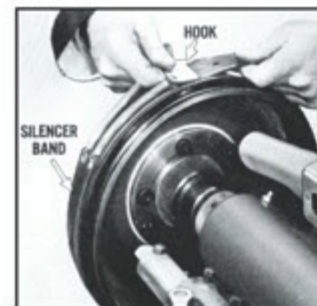


14.

Remove the grease seal and the inner wheel bearing. Choose the correct size radii and tapered cones and mount the drum into a drum lathe. **IMPORTANT:** Be sure the radii and cones are completely free of dirt or burrs.



15.



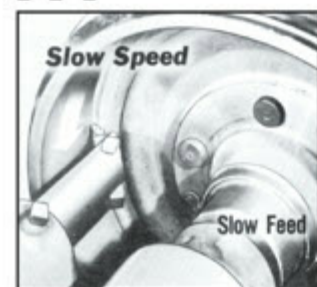
Wrap rubber silencer band around the drum, the end without a hook first. Draw it up tight and insert hook. This eliminates drum chatter which makes for an unsatisfactory finish.

16.



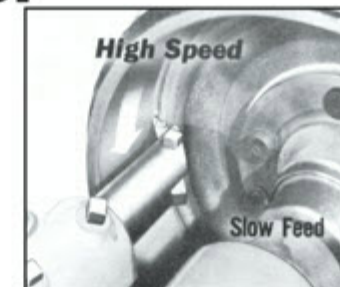
Choose a carbide tipped cutting tool suitable for the job. Use a replaceable tip for light or medium machining, or a brazed tip for heavy machining. Mount in holder securely with correct overhang.

17.



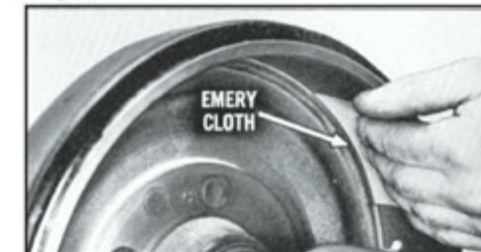
Start lathe and make first cut of tool only deep enough to remove shallow scores. Run at slow feed and speed. Start tool at extreme edge of drum and make sure entire surface is machined.

18.



Start tool again at extreme inner edge of drum and run final cut of tool at high speed and slow feed to produce a smooth braking surface. **IMPORTANT:** Never remove more than .060" from a standard drum (.030" cut.)

19.

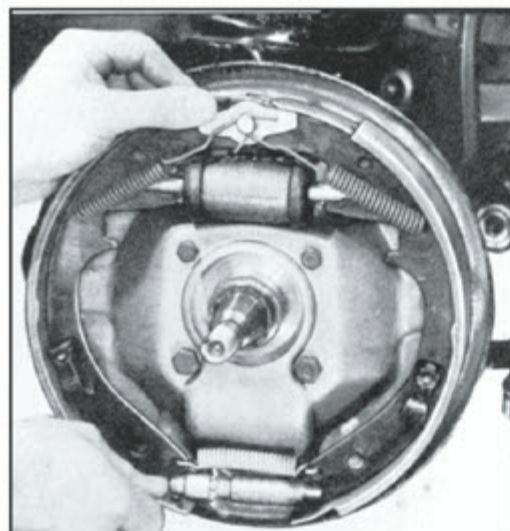


Finish drum bore by dressing the machined surface with emery cloth. When the surface is smooth and shiny, stop the lathe and thoroughly clean the drum with compressed air, then remove the drum from the lathe.

CONTINUED

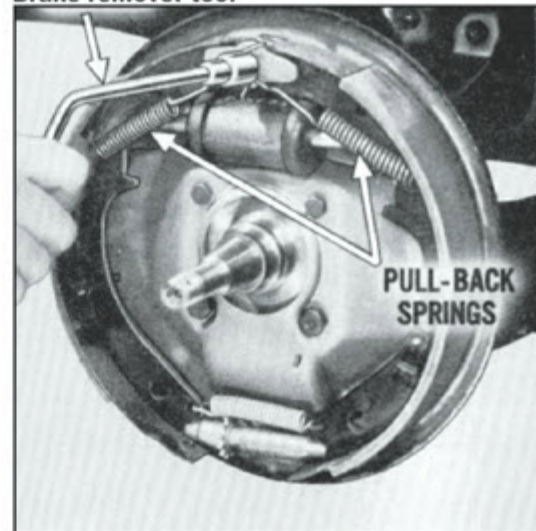
SERVICING 1955 CHEVY PASSENGER CAR BRAKES BRAKE SHOE REPLACEMENT

- 20.** Check each brake shoe to make sure it is resting on all backing plate faces. Press heel of shoe and then press the toe. If the shoe rocks, center faces are too high and must be filed down to correct height.

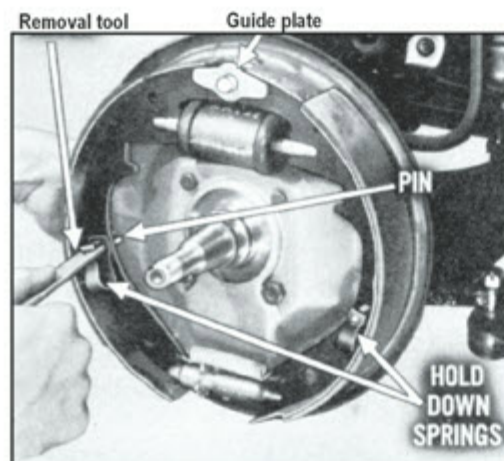


- 21.** Unhook the brake shoe pull-back springs from their anchor pin using a brake remover tool. **IMPORTANT:** Due to wheel cylinder design, it is not necessary to use clamps unless there is a possibility of the brake pedal being depressed.

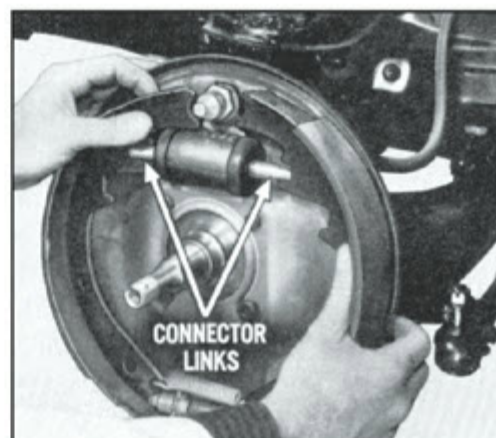
Brake remover tool



- 22.** Unhook the brake shoe hold-down springs using removal tool. Removed hold-down springs and pins, as well as the guide plate.

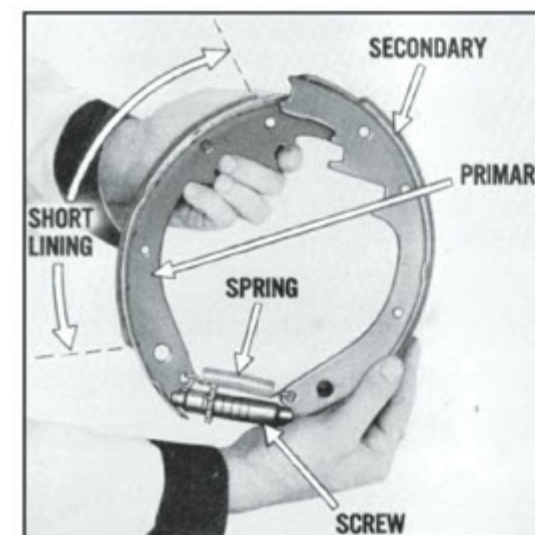


- 23.** Spread shoes to clear the wheel cylinder connector links, then remove the shoe assembly from the backing plate.

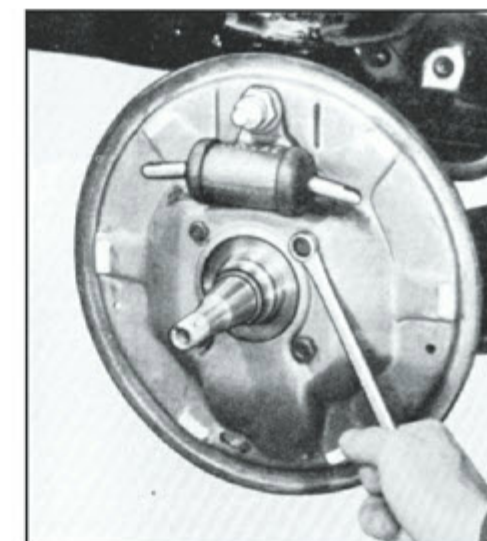


SERVICING 1955 CHEVY PASSENGER CAR BRAKES BRAKE SHOE REPLACEMENT

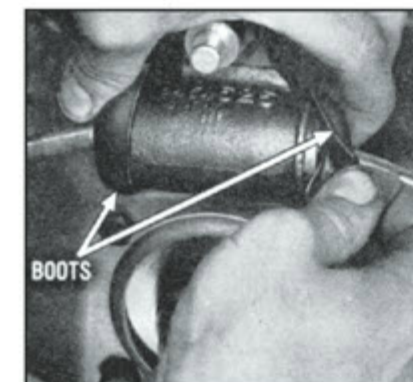
- 24.** Separate the primary and secondary shoes by removing the adjusting screw and spring. Remember that the primary shoe has a short lining and faces toward the front of the vehicle when it is installed properly.



- 25.** Check the backing plate attaching bolts to make sure they are securely tightened and not cross-threaded. Clean the backing plate thoroughly with cleaning solvent and dry with compressed air. **IMPORTANT:** Do not allow the cleaning solvent to enter the wheel cylinder.

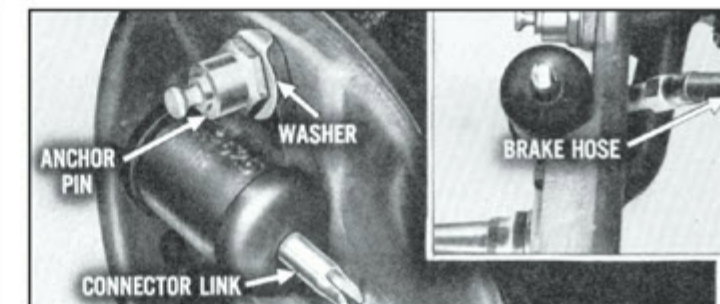


- 26.** Carefully pull the lower edges of the wheel cylinder boots from the cylinders to check for leaks. A very little amount of fluid is normal, but excessive fluid means there is leakage past the piston cups, requiring overhaul or replacement of the wheel cylinder.



- 27.** **WHEEL CYLINDER REPLACEMENT**

To replace a bad wheel cylinder, loosen the brake hose to wheel cylinder fitting about one-half turn. Straighten the anchor pin washer and unscrew the anchor pin, then remove the connector links.



CONTINUED

SERVICING 1955 CHEVY PASSENGER CAR BRAKES WHEEL CYLINDER REPLACEMENT

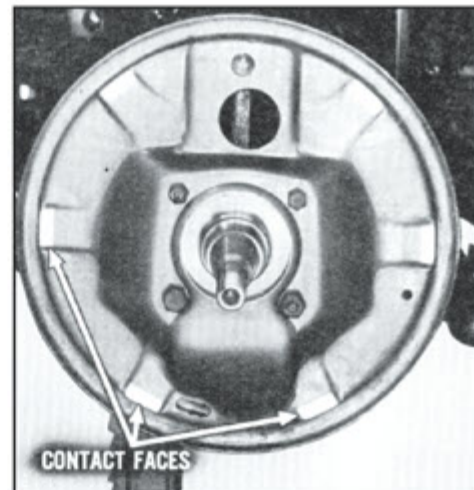
28.

Pull the wheel cylinder, anchor pin and washer, and brake hose away from the backing plate. Remove the pin and washer. Unscrew the cylinder from the hose.



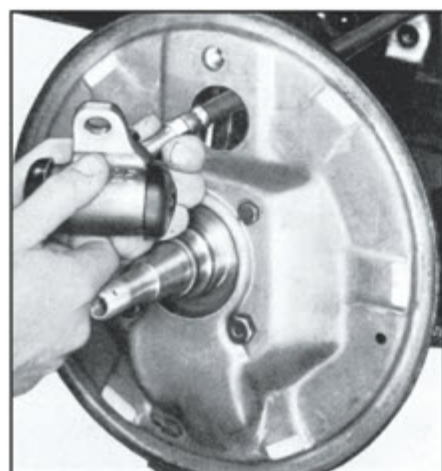
29.

Inspect the backing plate to ensure that the contact faces are clean and shiny. Use emery cloth if necessary, to remove any rust or built-up scale from the faces.



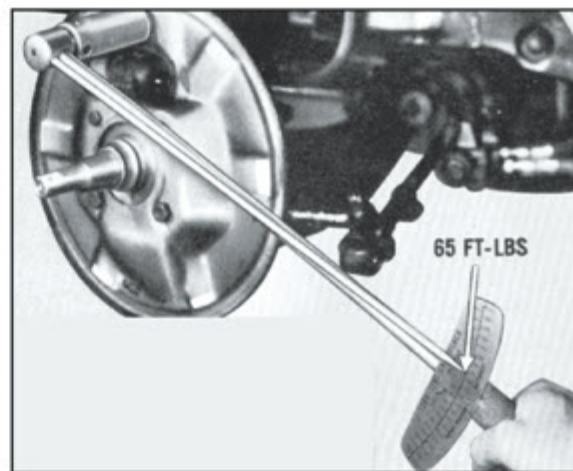
30.

To install the new wheel cylinder, insert the brake hose fitting through the wheel cylinder mounting hole. Start the fitting in the wheel cylinder and run it up snugly.



31.

Using a new washer, insert the anchor pin through the wheel cylinder and screw it into the steering knuckle threads. Torque the anchor pin to 65 ft lbs.



32.

After you have torqued the anchor pin, peen the anchor pin washer to prevent the pin from coming loose during application of the brakes. Then tighten the brake hose securely.



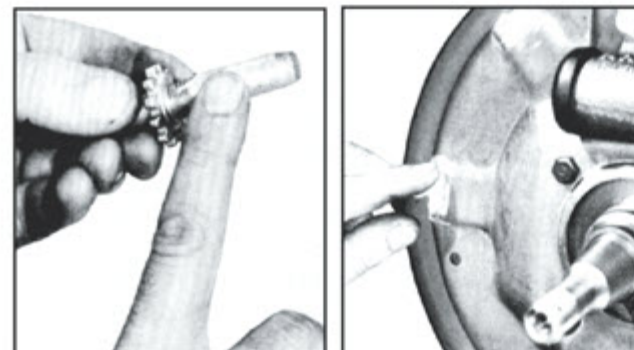
33.

Inspect the new brake shoes for nicks or burrs. Check for excess bonding material along shoe edges. **IMPORTANT:** Be sure your hands are clean when handling brake shoes. Do not permit oil or grease to come in contact with the linings.



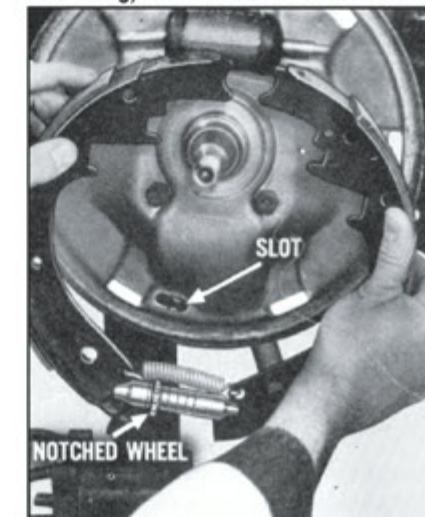
34.

Lubricate the threads and socket end of the adjusting screw with thread lubricant. Also spread a thin film of the lubricant on the backing plate contact faces and install the wheel cylinder connector links.



35.

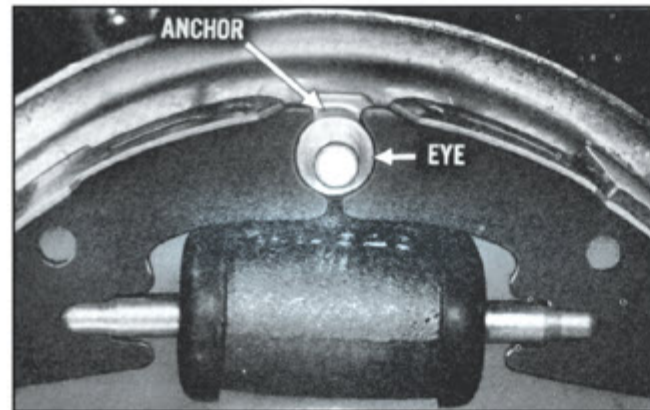
Connect the brake shoes together with the adjusting nut spring. Place the adjusting nut screw, socket and nut into position. Be sure that the notched wheel on the adjusting screw lines up with the adjusting slot in the backing plate, and that the primary shoe (shoe with the short lining) faces the front of the vehicle.



CONTINUED

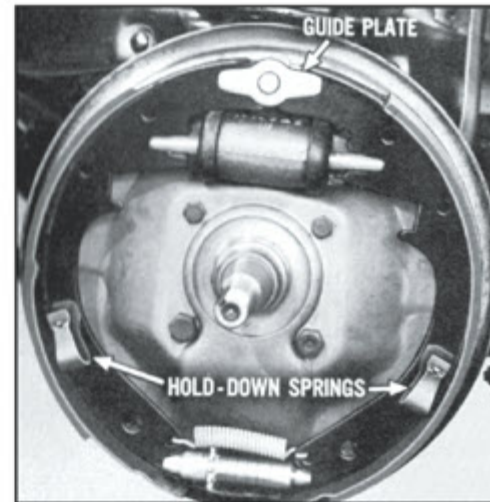
36.

Engage the brake shoes with the connector links and check the fit of the secondary shoe "eye" in relation to the anchor pin. An oversized "eye" will cause "wedging."



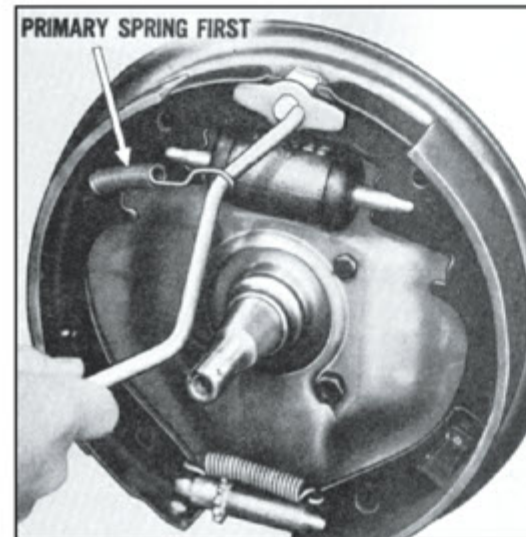
37.

Install the brake shoe hold-down springs and pins with an installation tool. Also install the guide plate over the anchor pin.



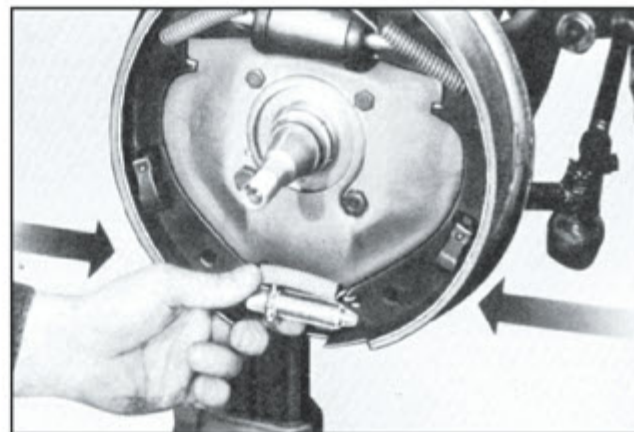
38.

Hook the primary pull-back spring into the brake shoe and install the free end of the spring over the anchor pin. Afterward, install the secondary spring using the same method.



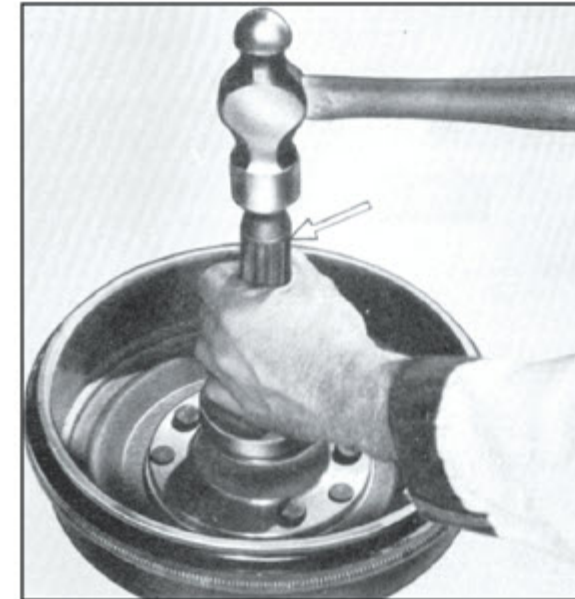
39.

Test the brake assembly to see that it is free to slide both forward and backward on the backing plate contact faces.



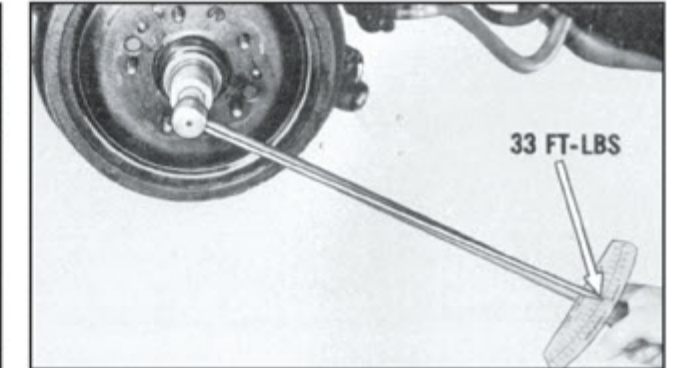
40.

Lubricate and install the inner wheel bearing and a new grease seal in the drum. Use a seal that has been soaked in light engine oil. Tap seal flush with the hub surface.



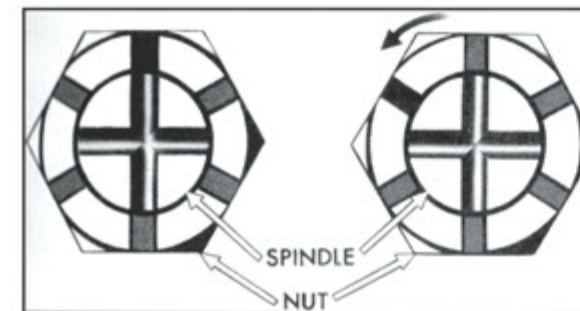
41.

Back the adjusting screw off seven notches and install the drum. Lubricate and install the outer wheel bearing, then install the washer and spindle nut. Tighten the spindle nut to 33 ft lbs while rotating the drum.



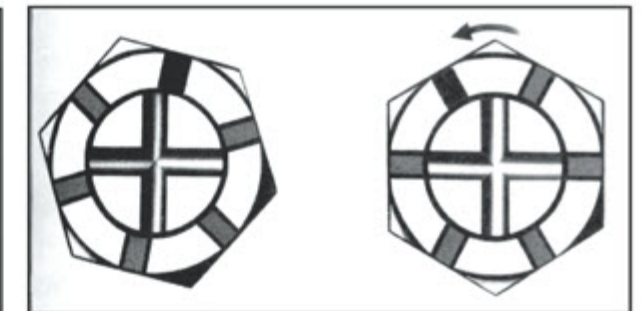
42.

Check the location of the slot in the nut in reference to the hole in the spindle. If the slot and hole are lined up, back the nut off until the slot in the nut is lined up with the same hole in the spindle.



43.

After being properly torqued, if the slot in the spindle nut is just beyond the hole in the spindle, back off the nut to align the slot with the next hole in the spindle.



CONTINUED

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44.

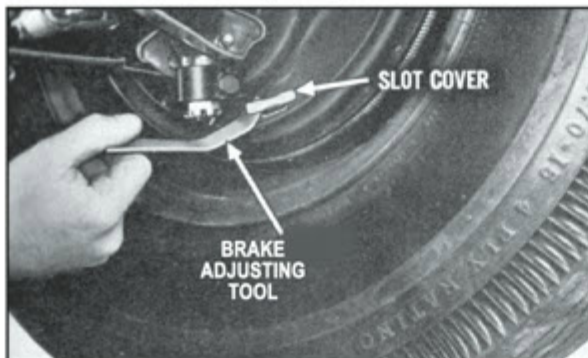
Spin the drum to make sure it rolls freely. If it does, install a cotter pin and lock it into place by spreading and bending the ends. Install the dust cap, wheel and tire assembly and wheel disc or hub cap.



Before you lower the car to the floor, recheck the brake adjustment. Proper brake shoe adjustment is very important to ensure correct brake operation. Brake shoes must be adjusted to the brake drum with just the right amount of running clearance to prevent "brake drag" or "low pedal." It is also important that the brake linings on all four wheels are adjusted to the same running clearance.

45.

To begin adjustment, remove the cover from the adjusting hole in the backing plate. Insert brake adjusting tool through the hole and engage the notched wheel on the adjusting nut.



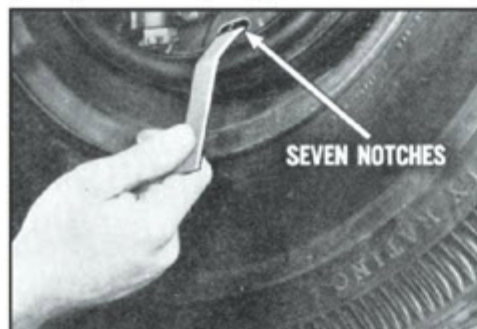
46.

Lift up on the tool to turn the adjusting screw in the "expanding" direction. Continue expanding the shoes until a light uniform drag is felt when turning the wheel by hand.

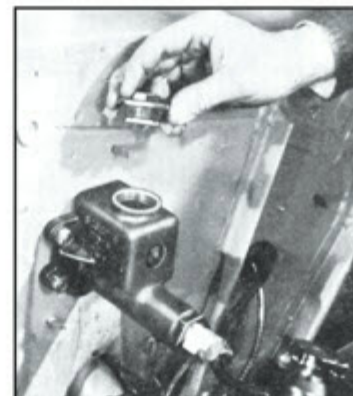


47.

Back off the adjusting screw 7 notches to establish the right running clearance between the linings and drum. Repeat for each wheel and replace the adjusting hole covers.



48.



Check the fluid level in the master cylinder. Add fluid and, if the hydraulic line was disconnected, bleed the brakes. Lower the vehicle to the floor and road-test for brake operation. **FINALLY:** A very important step is new lining break-in. Avoid severe braking until the brake surfaces have well-mated surfaces.



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SOLDERING Connections: What to Use

Lead, acid core, rosin core, solid solder and flux—enough to get someone confused. What to use on what?

First thing to remember, don't use acid core solder on electrical connections. Acid core will cause corrosion and is used for plumbing. Rosin core or solid solder and paste are best for electrical connections.

Solder wires usually have a core inside the wire containing flux. Flux is designed to improve electrical contact and mechanical strength in solder joints.

Solid wire is used with paste, although paste is helpful with rosin core wire.

The wires come either with lead or lead free. The wire with lead melts faster and is easier to use, but not environmental friendly.

(Side note: A new water-soluble flux core is starting to gain some traction as an alternative to rosin core because it is more environmental friendly.)



OK, next comes the technique. Everyone has a different way of soldering wires, so instead of me telling you the right way, I will just tell you different ways I solder wires.

Tinning the wire: Dip the wire in solder paste, Heat the wire and apply solder until the solder is soaked up into the strands of the wire.

Soldering two wires together: twist the wires together, apply paste, heat the wires with soldering gun and apply solder.

After applying paste to the wire, heat the solder first by touching the wire to the soldering gun until the solder melts into the wire works also. It can be done without paste but I find the paste works the best.

Make sure the solder draws up into the wire, otherwise you will have a cold solder joint. Not that hard, just use the correct solder.

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 <p>1972 Chevrolet Custom Deluxe short bed pickup, 350 V8, 4 BBL, dual exh, auto trans, PS, PDB, opt. wood bed, Chevy Dlx Rally wheels, RWL tires, sliding rear window, runs/drives great, \$36,500.</p>	 <p>1989 Chevrolet Camaro IROC Z-28, 5.7 tuned port injection, 51,000 actual mi, auto trans, PS, PDB, P/W, PDL, P seat, tilt, cruise, AM/FM cassette, cold A/C, 2 owner car, nice unmolested orig, \$33,500.</p>	 <p>1972 Pontiac GTO, orig 400 eng, 4 BBL, dual exh w/factor splitters, PS, PDB, 4 sp manual trans, 15,000 act mi from new, orig paperwork, title, Goodyear Polyglas RWL tires, \$75,500.</p>
 <p>1972 Chevrolet El Camino, fresh 350 crate eng, 4 BBL carb, dual exh, auto trans, PS, PDB, factory A/C, AM-FM, 15" SS wheels, solid California car, no rust ever, fresh, excellent interior, \$35,500.</p>	 <p>1977 VW Beetle Conv., manual trans, very solid orig, nice Black & White interior & new White top, paint & body very good, replaced headliner, muffler & rear brakes, runs/drives very good, \$19,500.</p>	 <p>1942 Ford F-1 short bed, only 3 1/2 months in production before everything converted to the war effort, very good cond., very orig, good running flathead V8, orig 3 sp man. on floor, \$23,500.</p>

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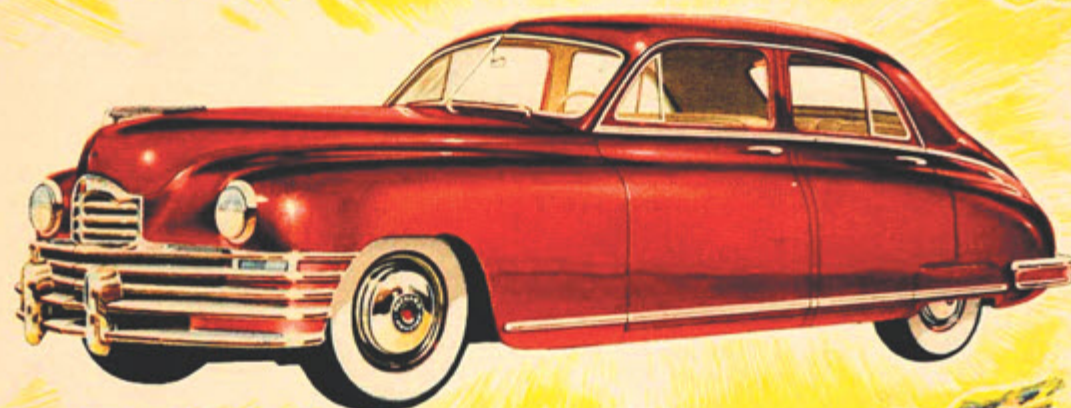
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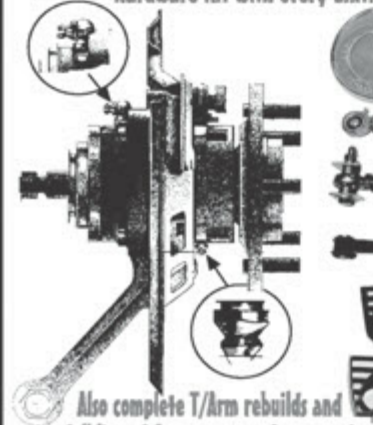
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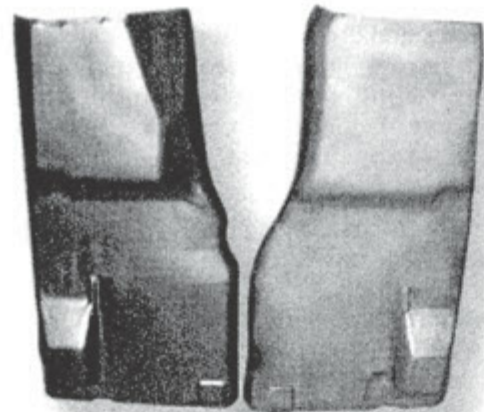
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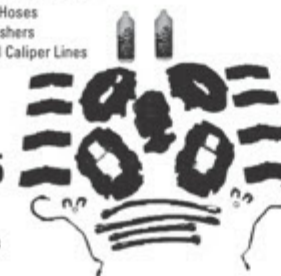
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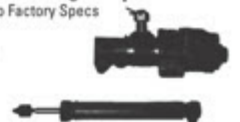
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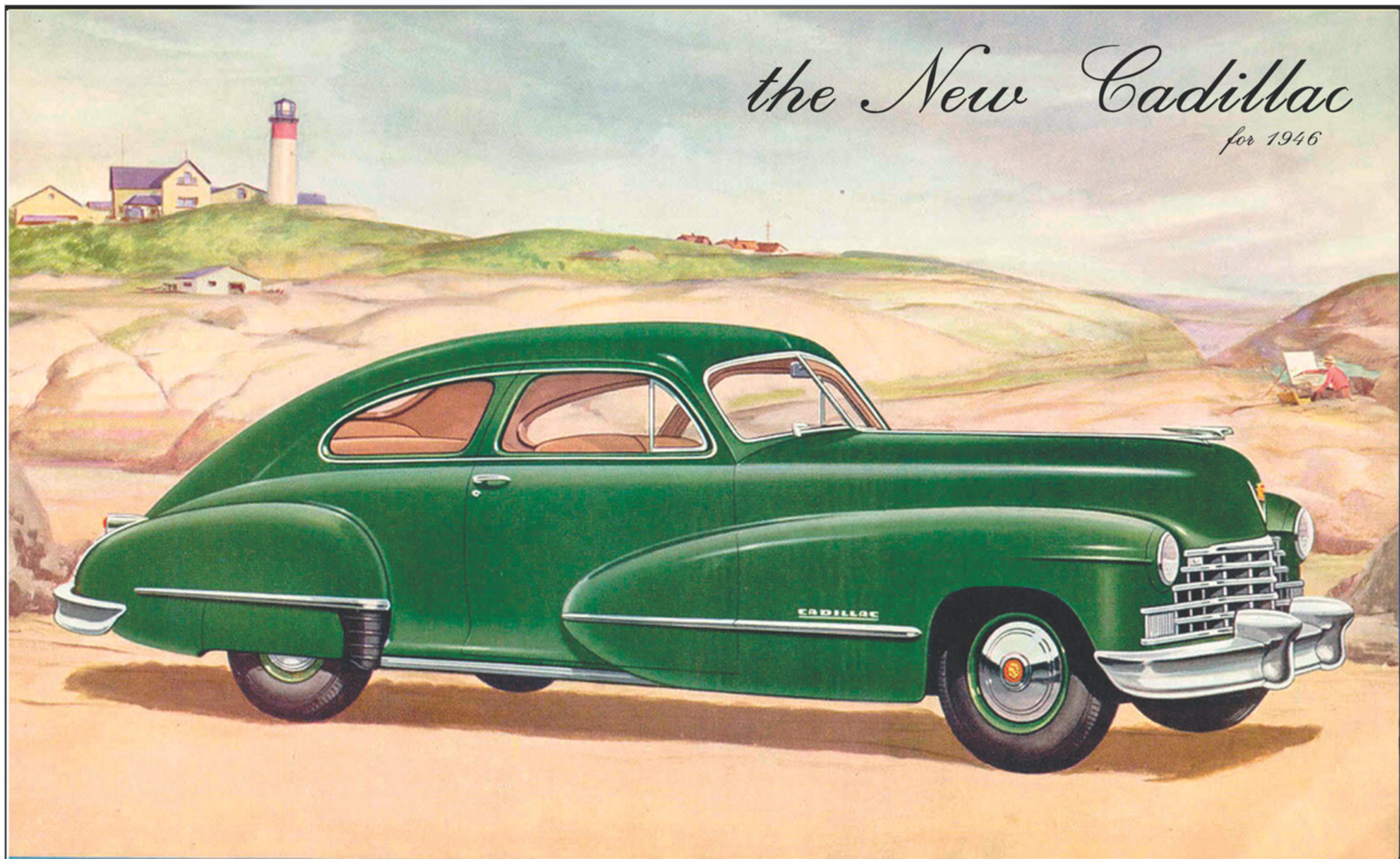
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