

Late Model Ford Trucks New Friction Material

Since all pickup trucks are subject to wide variations of cargo weight, rear brake sensitivity (or lock-up) may be experienced when the truck is unloaded or lightly loaded.

Typically, the brake balance (front to rear) is established by the vehicle manufacturer to obtain the most effective braking at rated load capacity. The rear brakes then will become aggressive when the payload is removed from the truck. This makes the unloaded or lightly loaded truck more susceptible to rear brake lockup during hard braking.

To help reduce this tendency, Ford has recently revised the friction material used on several light truck applications (w/rear drum brakes). The secondary shoes use a new friction material (designated by the "N" suffix on the Wagner part number) with a "DD" friction rating. By comparison, the usual friction rating for a secondary lining is "FF" (coefficient of friction of .35 to .45). The "DD" friction material (coefficient of friction of .15 to .25) represents a significant change.

By using the lower rated friction lining, the rear brakes will be less aggressive, reducing the tendency for lock-up on a lightly loaded truck, while still maintaining good braking on a fully loaded truck.

The vehicles affected by this change and their corresponding rear shoe applications are as follows:

263N (11-1/32 x 2-1/4)
84 - 85 Bronco (Full size)
84 - 85 E100 / 150
84 - 85 F100 / 150 4x2, 4x4

357N (12 x 2-1/2)
84 - 85 E200 / 250
84 - 86 F200 / 250 4x2, 4x4

Additional information pertaining to application can be found in the Wagner HU-800 Catalog. As always **DO NOT SUBSTITUTE** lining sets where they are not called for by catalog application.