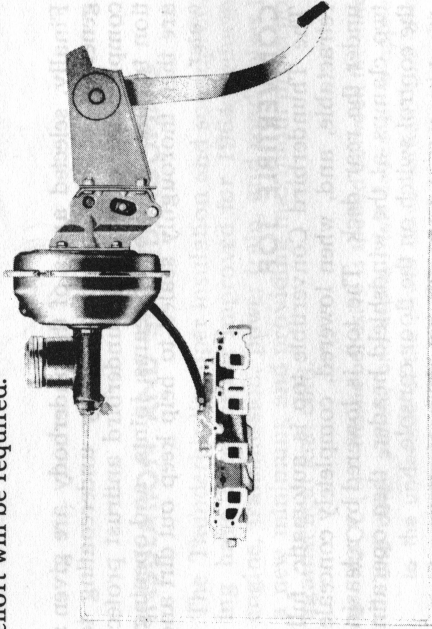


THUNDERBIRD CHASSIS

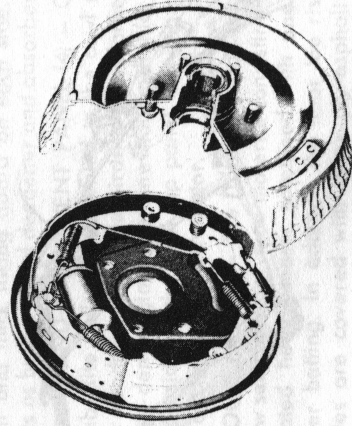
POWER BRAKES

Another extra-value feature of Thunderbird is the standard equipment vacuum-powered, self-adjusting brakes. The vacuum power reduces pedal effort—up to 40 percent over conventional brakes—and provides smoother, quicker braking with minimum effort. The amount of assist supplied by Thunderbird's vacuum-power braking system is a direct multiple of the amount of pressure being applied to the brake pedal; thus, gradual application of the brakes is possible for super-smooth stopping. The system retains enough vacuum for several power-assisted brake applications after the engine has stopped. In the event of complete loss of vacuum, Thunderbird's hydraulic brakes will remain effective, although greater pedal effort will be required.



THUNDERBIRD POWER HYDRAULIC SYSTEM

The mechanical portion of Thunderbird's braking system is of the Duo-Servo design, self-energizing, single-anchor, internal-expanding type with self-adjusters. The self-adjusters help to maintain proper pedal height for easy brake application and are effective for the service life of the linings.



THUNDERBIRD SELF-ADJUSTING BRAKES

Brake self-adjustment is accomplished as the brakes are applied when the car is moving in reverse. A remarkably simple cable, adjusting screw, and "star" wheel are actuated by movement of the secondary shoe to keep the brakes in constant adjustment.

All Thunderbird brake drums are the composite steel and iron type and are annealed for quiet operation, then machined to a microfinish for superior stopping

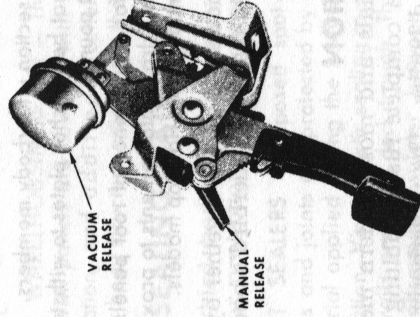
smoothness and rapid seating-in of the linings. Thunderbird's brake drums are externally flared with cast-in cross ribs to provide additional cooling surface for more efficient braking. Ford-engineered brake lining material is "tailored" specially for the Thunderbird to provide the most desirable frictional and heat conduction characteristics to prevent brake "grab" or "fade" and to extend the service life of the lining.

The hydraulic portion of the Thunderbird braking system features the master brake cylinder mounted on the vacuum booster and large-bore hydraulic wheel cylinders "tailored" for maximum front-rear braking balance.

Thunderbird for 1964 features a new unique automatic releasing mechanism for its rear wheel parking brakes, providing more positive protection against driving with the brakes in a locked or partially applied position.

Like other cars, Thunderbird's parking brakes will remain locked in the applied position with the car stopped and parked. Unlike other cars, however, the brakes do not have to be manually released before moving. When the engine is started and the gear shift selector is moved from "Park" or "Neutral", a vacuum cylinder on the foot pedal linkage is energized, automatically releasing the pedal to disengage the brakes. A lever under the instrument panel can also be used to release the foot pedal, if desired.

The automatic releasing system also has an important secondary advantage. When driving, the parking brakes can be applied without the foot pedal remaining locked in position, thus providing a safer, more controllable emergency brake system.



AUTOMATIC RELEASE PARKING BRAKE

BRAKE SPECIFICATIONS

Brake Drum Diameter	11.09"
Lining Material	Molded Asbestos
Lining Attachment	Riveted
Lining Width — Front	3.0"
— Rear	2.5"
Total Lining Area — Gross	238.0 sq. in.
— Effective	208.0 sq. in.