

From: Charles Aulgur <cwa...@sbcglobal.net>

Date: Tue, 25 Sep 2007 18:56:59 -0700

Local: Tues, Sep 25 2007 8:56 pm

Subject: [gmclist] REAR BRAKE MODIFICATION CREATES LITTLE INTEREST

When I'm at various GMC rallies, I often hear people say "I don't attend the technical seminars because they are the same old stuff we have heard numerous times at other rallies". It is very hard to come up with any subject related to the GMCs that hasn't been covered many times. I have had a GMC for over 22 years and have attended many technical seminars and have given many myself on various subjects. However, the last GMCWS and GMCMHI had technical seminars on a new modification, that has never been presented before, that can increase the maximum braking capability on the rear brakes by more than 100% and I have not seen a single comment on the GMC net about the subject. One could assume the seminar presenters didn't do an adequate job of creating interest in the subject, or people no longer have any interest in improving their brakes. The two seminar presenters were myself and Jim K.

The modification I invented, manufactured and installed on our GMC completely eliminated the adverse affects the swing arm suspension causes during moderate to maximum braking. When the rear suspension brakes are applied, almost half of the energy created by the mid axle brakes goes into lifting the rear end of the GMC and does not cause any slowing action. Even worse, anything more then moderate braking caused the mid axle to rise to its upper limit (shock fully compressed) and take most of the load off the rear wheels. If you have good brakes and do heavy braking, the rear tires will first slide and then be lifted completely of the road surface. In affect, when hard braking we have a vehicle that utilized only four wheels, same as on your car, and almost half of the mid axle braking is not being utilized to slow the vehicle. GM probably realized during the development phase that the rear swing arm suspension could not safely handle to much braking, and that may be why we ended up with 2-inch shoes in 3-inch wide drums.

The modification I am talking about uncouples the torque generated during braking from applying any rotational load to the suspension arm. The braking torque is reacted back to the vehicle frame through a separate reaction bar. On our GMC, I used my mid axle anti-sway bar to due this function, along with its normal function. This modification results in the braking action being transfered to the vehicle through a 4-bar linkage that is free to rotate at each of the four pined corners. The suspension arm is the top horizontal link, The rear vertical link goes from the axle to the reaction bar pined connection, the lower horizontal link is the brake reaction bar, and the other vertical link goes from where the reaction bar is connected to the vehicle frame to the suspension arm pined connection. There will be a tech article in the next GMCWS newsletter with much more details and there may be some videos of brake testing and photos available on the net soon.

Chuck Aulgur
La Mesa, CA
With a new 1977 455 crate engine with fewer than 10K miles

Hi Chuck, sorry I wasn't at the rally to hear about your invention, sounds like a marvelous thing. I'll be down in the next couple of months and would like to talk to you about it then. Best, geo. -- geo groth '73 260 Sequoia Carson City

From: George Groth <grggr...@sbcglobal.net>
Date: Tue, 25 Sep 2007 21:35:58 -0500
Local: Tues, Sep 25 2007 9:35 pm
Subject: Re: [gmclist] REAR BRAKE MODIFICATION CREATES LITTLE INTEREST

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Best, geo.

--

geo groth '73 260 Sequoia
Carson City Nevada

From: "Hal Kading" <halkad...@fastwave.biz>
Date: Tue, 25 Sep 2007 21:25:31 -0600
Local: Tues, Sep 25 2007 10:25 pm
Subject: Re: [gmclist] REAR BRAKE MODIFICATION CREATES LITTLE INTEREST
Chuck,

I saw your presentation at the WS rally. I'm impressed. Only waiting to hear when we can buy the kit.

Hal Kading 78 Buskirk Stretch
Las Cruces NM

From: "Ken Henderson" <ken0hender...@gmail.com>
Date: Tue, 25 Sep 2007 23:52:38 -0400
Local: Tues, Sep 25 2007 10:52 pm
Subject: RE: [gmclist] REAR BRAKE MODIFICATION CREATES LITTLE INTEREST
Chuck,

Your mockup was one of the most-anticipated exhibits at Amana for me. Unfortunately, Jim K.'s allotted time didn't allow him to spend as much time explaining the modification as I'd have liked. And since I didn't have wrenches in hand to disassemble your hardware and see all the details, I didn't really get to learn as much as I'd hoped, nor to build the enthusiasm which would have had me posting details here. :-)

I'm anxious to see the final design, because I believe, as your writeup

indicates, that this is the ultimate solution to the GMC's rear braking problems.

I hope you'll post your movie of the suspension action at www.gmcmhphotos.com for everyone to see. There are those who don't understand, or believe, that it can work. I never was able to explain the dynamics involved to one observer at Amana.

One statement in your email confused me: "On our GMC, I used my mid axle anti-sway bar to due this function, along with its normal function." That does not sound like the mockup I saw at Amana, but more like the illustrations prepared by Norm Jestico. Have you abandoned that concept in favor of the parallelogram on the mockup?

I'm curious: Did you make any effort to build anti-dive characteristics into the geometry, or just accept what the existing hardware dictated?

Ken Henderson
Americus, GA
76 X-Birchaven
76 X-Palm Beach
www.gmcwipersetc.com

Chuck I saw your presentation in Benson and it looks like a really good idea. From some of the comments I heard there it sounded like it was down the way, because you had change your design at that presentation and jimmy said he was going to have engineering look at it. I will be interested in looking at it when its ready for release. Are you projecting any time frame for its availability?. Gary Wingerter 75 Eleganza Prescott,Az > Chuck Aulgur > La Mesa, CA

From: "gary wingerter" <garlin...@msn.com>
Date: Tue, 25 Sep 2007 21:16:57 -0700
Local: Tues, Sep 25 2007 11:16 pm
Subject: Re: [gmclist] REAR BRAKE MODIFICATION CREATES LITTLE INTEREST
Chuck

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Gary Wingerter
75 Eleganza
Prescott,Az

> Chuck Aulgur
> La Mesa, CA
> With a new 1977 455 crate engine with fewer then 10K miles

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> <http://www.gmcnet.org/settings.htm>
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Ken Coit

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Thanks for the posting. I still long for a modified braking system that will stop the coach like a modern 20,000 GVW truck. The U-Haul 2006 GMC 26 footer I rented over the weekend was a dream to drive compared with 30-year old technology. Granted, we weren't driving it while loaded to anything close to capacity, but.... Cost and availability

More options Sep 26 2007, 7:10 am

From: "Ken Coit" <ktc...@gmail.com>

Date: Wed, 26 Sep 2007 08:10:09 -0400

Local: Wed, Sep 26 2007 7:10 am

Subject: Re: [gmclist] REAR BRAKE MODIFICATION CREATES LITTLE INTEREST

Thanks for the posting. I still long for a modified braking system that will stop the coach like a modern 20,000 GVW truck. The U-Haul 2006 GMC 26 footer I rented over the weekend was a dream to drive compared with 30-year old technology. Granted, we weren't driving it while loaded to anything close to capacity, but....

Cost and availability please.

--

Ken Coit, ND7N

Raleigh, NC

1978 Royale Rear Bath, 403, 3.07

Ken Henderson

[View profile](#)

Ken, I wish you'd looked under the hood to see if it had a Hydroboost! :-) 'Though that's certainly not the only source of the good brakes: those big ol' wheels enclosing big 'ol discs have even more to do with it. Maybe we'll have to go to those wagon wheels that are so popular -- but I WILL NOT have those things that keep spinning when I stop! Ken H. > -----Original Message----- > From: Ken Coit [mailto:ktc...@gmail.com] > Thanks for the posting. I still long for a modified braking > system that will stop the coach like a modern 20,000 GVW > truck. The U-Haul > 2006 GMC 26 footer I rented over the weekend was a dream to > drive compared with 30-year old technology. Granted, we > weren't driving it while loaded to anything close to capacity, but....

From: "Ken Henderson" <ken0hender...@gmail.com>

Date: Wed, 26 Sep 2007 09:19:29 -0400

Local: Wed, Sep 26 2007 8:19 am

Subject: RE: [gmclist] REAR BRAKE MODIFICATION CREATES LITTLE INTEREST

Ken,

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we'll have to go to those wagon wheels that are so popular -- but I WILL NOT have those things that keep spinning when I stop!

Ken H.

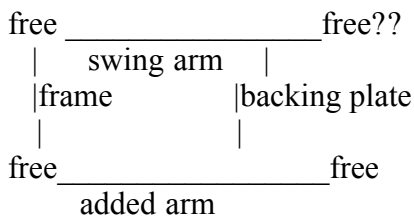
Ray Swartzendruber
View profile

Chuck, I wanted to go to your seminar, but simply could not, and to make things worse, I forgot to go study the model you and Jim had in the seminar room, so I have only the description below to go on. The mechanics of what you describe below is what is difficult to understand. As I visualize this four bar linkage in an over simplified form, the backing plate is the front vertical link to which both horizontal links (swing arm and your added lower link) are attached some distance apart, and must be free to rotate relative to the front vertical link (backing plate). Otherwise you would get a mechanical lock, right? So my question is, what did you do to make the front vertical link (backing plate in this over simplification) to rotate relative to the upper link (swing arm). In stock form, of course, the backing plate, swing arm, axle, and all associated parts are a rigid assembly. free _____ free?? | swing arm | frame | backing plate | | free _____ free added arm If the joint marked free?? is not free to rotate, things go into a heck of a bind on any kind of suspension travel. This is really difficult to talk about without a pencil and scratch pad, but do you understand what I am asking? How have you accounted for this? Thanks, Ray Charles Aulgur wrote: >clip.....This modification > results in the braking action being transfered to the vehicle through a > 4-bar linkage that is free to rotate at each of the four pined corners. > The suspension arm is the top horizontal link, The rear vertical link > goes from the axle to the reaction bar pined connection, the lower > horizontal link is the brake reaction bar, and the other vertical link > goes from where the reaction bar is connected to the vehicle frame to > the suspension arm pined connection.....clip > Chuck Aulgur > La Mesa, CA > With a new 1977 455 crate engine with fewer then 10K miles

From: Ray Swartzendruber <redru...@gmail.com>
Date: Wed, 26 Sep 2007 09:18:55 -0400
Local: Wed, Sep 26 2007 8:18 am
Subject: Re: [gmclist] REAR BRAKE MODIFICATION CREATES LITTLE INTEREST

Chuck, I wanted to go to your seminar, but simply could not, and to make things worse, I forgot to go study the model you and Jim had in the seminar room, so I have only the description below to go on. The mechanics of what you describe below is what is difficult to understand.

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If the joint marked free?? is not free to rotate, things go into a heck

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Thanks, Ray

Charles

Ken and others, There are some of us that weren't lucky enough to get to Amman and hear about this brake upgrade first hand. Can someone enlighten us as about this? Charles

From: "Charles" <gc...@sbcglobal.net>

Date: Wed, 26 Sep 2007 08:23:56 -0500

Local: Wed, Sep 26 2007 8:23 am

Subject: Re: [gmclist] REAR BRAKE MODIFICATION CREATES LITTLE INTEREST

Ken and others,

There are some of us that weren't lucky enough to get to Amman and hear about this brake upgrade first hand. Can someone enlighten us as about this?

Charles

John Wyatt

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Quote: > However, the last GMCWS and GMCMMHI had technical seminars on a new modification, that has never been presented before, that can increase the maximum braking capability on the rear brakes by more than 100% and I have not seen a single comment on the GMC net about the subject. The 100% caught my attention. More info please on availability and cost. -- John Wyatt - 78 Royale "Miss Daisy" Chapel Hill, NC

From: John Wyatt <rockysk9...@rockypuppytraining.com>

Date: Wed, 26 Sep 2007 08:33:28 -0500

Local: Wed, Sep 26 2007 8:33 am

Subject: Re: [gmclist] REAR BRAKE MODIFICATION CREATES LITTLE INTEREST

The 100% caught my attention. More info please on availability and cost.

--

John Wyatt - 78 Royale "Miss Daisy"

Chapel Hill, NC

<http://www.rockypuppytraining.com/missdaisy.html>

Larry

View profile

Charles, What is your email address. I would like to contact you privately. Mine is: <mailto:Weidn...@wwt.net> -- Larry :) 78 Royale w/500 Caddy Menomonie, WI.

From: Larry <weidn...@wwt.net>

Date: Wed, 26 Sep 2007 08:34:37 -0500

Local: Wed, Sep 26 2007 8:34 am

Subject: Re: [gmclist] REAR BRAKE MODIFICATION CREATES LITTLE INTEREST

Charles,

What is your email address. I would like to contact you privately. Mine is:

<mailto:Weidn...@wwt.net>

--

Larry :)

78 Royale w/500 Caddy

Menomonie, WI.

Ken Henderson

Chuck, While you're affirmatively answering Ray's questions, how about addressing the attachment of the backing plate to the swing arm? That's one of the construction issues that most concerns me from a durability standpoint. Perhaps the fact that I couldn't see the details is because of the way you've protected that pivot. Thanks for working this! Ken Henderson - Hide quoted text -- Show quoted text -> -----Original Message----- > From: Ray Swartzendruber [<mailto:redru...@gmail.com>] ... > As I visualize this four bar linkage in an over simplified > form, the backing plate is the front vertical link to which > both horizontal links (swing arm and your added lower link) > are attached some distance apart, and must be free to rotate > relative to the front vertical link (backing plate). > Otherwise you would get a mechanical lock, right? So my > question is, what did you do to make the front vertical link > (backing plate in this over simplification) to rotate > relative to the upper link (swing arm). In stock form, of > course, the backing plate, swing arm, axle, and all > associated parts are a rigid assembly. > free
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From: "Ken Henderson" <ken0hender...@gmail.com>

Date: Wed, 26 Sep 2007 09:37:36 -0400

Local: Wed, Sep 26 2007 8:37 am

Subject: RE: [gmclist] REAR BRAKE MODIFICATION CREATES LITTLE INTEREST

Chuck,

While you're affirmatively answering Ray's questions, how about addressing the attachment of the backing plate to the swing arm? That's one of the construction issues that most concerns me from a durability standpoint. Perhaps the fact that I couldn't see the details is because of the way you've protected that pivot.

Thanks for working this!

Ken Henderson

Ken Henderson

From: "Ken Henderson" <ken0hender...@gmail.com>

Date: Wed, 26 Sep 2007 10:02:13 -0400

Local: Wed, Sep 26 2007 9:02 am

Subject: RE: [gmclist] REAR BRAKE MODIFICATION CREATES LITTLE INTEREST
Charles,

The diagram that Ray just posted is about as good as anyone could do with only ASCII characters. The whole point of the modification is to eliminate the present situation where brake torque is counteracted only by the swing arm. That, of course, means that the swing arm must transfer the torque on somehow, but it's only connection is a pin, about which no torque can be transferred. So, it "pole vaults" to alleviate the forces by raising the rear of the coach.

Chuck's approach is to allow leave the brake backing plate free to rotate about the swing arm. Then, to counteract the braking torque, a reaction arm, parallel to the swing arm, transfers the torque force to the coach frame, a much longer lever than the swing arm.

Perhaps a look at Norm Jestico's illustrations will help clarify the principles even though his physical approach is a little different, with the reaction arm on the top instead of the bottom.

<http://www.gmcmhphotos.com/photos/showphoto.php?photo=18208>

Norm's actual implementation is still different than that, but that shows the principals.

Ken Henderson

Americus, GA

76 X-Birchaven

76 X-Palm Beach

www.gmcwipersetc.com

Larry

Larry wrote on Wed, 26 September 2007 08:58:34 > Charles, > What is your email address. I would like to contact you privately. Mine is: > Weidn...@wwt.net I should clarify this...I am looking fo r Chuck Aulgur's email address...sorry for the confusion. -- Larry :) 78 Royale w/500 Caddy Menomonie, WI. To unsubscribe or change your settings - <http://www.gmcnet.org/settings.htm>

From: Larry <weidn...@wwt.net>

Date: Wed, 26 Sep 2007 11:01:05 -0500

Local: Wed, Sep 26 2007 11:01 am

Subject: Re: [gmclist] REAR BRAKE MODIFICATION CREATES LITTLE INTEREST

Larry wrote on Wed, 26 September 2007 08:58:34

> Charles,

> What is your email address. I would like to contact you privately. Mine is:

> Weidn...@wwt.net

I should clarify this...I am looking fo r Chuck Aulgur's email address...sorry for the confusion.

--

Larry :)
78 Royale w/500 Caddy
Menomonie, WI.

Hi Chuck Your presentation is available for the world at http://www.gmcws.org/Tech/ultimate_rear_brakes/index.html
Thanks for all your work on this. It looks very promising. bdub At 08:56 PM 9/25/2007, Charles Aulgur wrote:
>...snip... >However, the last GMCWS and GMCMHI had technical seminars on a new >modification, that has never
been presented before, that can increase >the maximum braking capability on the rear brakes by more than 100% >and
I have not seen a single comment on the GMC net about the >subject. One could assume the seminar presenters didn't
do an >adequate job of creating interest in the subject, or people no longer >have any interest in improving their
brakes. ...snip...

More options Sep 26 2007, 10:07 pm

From: Billy Massey <b...@pgrb.com>
Date: Wed, 26 Sep 2007 22:07:20 -0500
Local: Wed, Sep 26 2007 10:07 pm
Subject: [gmclist] Chuck Aulgur's Rear Brakes Modification
Hi Chuck

Your presentation is available for the world at
http://www.gmcws.org/Tech/ultimate_rear_brakes/index.html

Thanks for all your work on this. It looks very promising.
bdub

Mr.erf ERFisher

Yahooooo way to go big guy I am sure Chuck is going to be pleased gene -- Gene Fisher -- 77PB/ore/ca "Give a man
a fish; you have fed him for today --- give him a URL and ----- <http://gmcmotorhomeinfo.com/> Alternator Protection
Cable <http://gmcmotorhomeinfo.com/APC.html>

From: "Mr.erf ERFisher" <mr.erfis...@gmail.com>
Date: Wed, 26 Sep 2007 21:10:33 -0700
Local: Wed, Sep 26 2007 11:10 pm
Subject: Re: [gmclist] Chuck Aulgur's Rear Brakes Modification
Yahooooo way to go big guy

I am sure Chuck is going to be pleased

gene

--

Gene Fisher -- 77PB/ore/ca
"Give a man a fish; you have fed him for today --- give him a URL and -----
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Alternator Protection Cable
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Charles

Bill, Thanks for putting up Chuck's Brake Mod. When I asked for an explanation yesterday I didn't expect this good of a reply. Until I saw this I was satisfied with an explanation I received from Ken H. Thanks to both of you for bring me up to date. Charles Wersal

Sep 27 2007, 9:18 am

From: "Charles" <gc...@sbcglobal.net>

Date: Thu, 27 Sep 2007 09:18:22 -0500

Local: Thurs, Sep 27 2007 9:18 am

Subject: Re: [gmclist] Chuck Aulgur's Rear Brakes Modification

Bill,

Thanks for putting up Chuck's Brake Mod. When I asked for an explanation yesterday I didn't expect this good of a reply. Until I saw this I was satisfied with an explanation I received from Ken H.

Thanks to both of you for bring me up to date.

Charles Wersal

Ulmer, James D - Denver, CO

Just a big of general information. I had a small Chevy chassis short nosed school bus in my driveway for a couple of days a week ago. I was bust doing other things to it so I didn't get to explore deeply but I did discover that it was equipped with rear disc brakes and a hydroboost system that was mounted sideways under the short hood. I'll try to get some further information on exactly what model and vintage as well as some more details on how the system was set up.

Big Jim - Hide quoted text -- Show quoted text -----Original Message----- From: Ken Coit

[mailto:ktc...@gmail.com] Sent: Wednesday, September 26, 2007 6:10 AM To: gmclist Subject: Re: [gmclist] REAR BRAKE MODIFICATION CREATES LITTLE INTEREST Thanks for the posting. I still long for a modified braking system that will stop the coach like a modern 20,000 GVW truck. The U-Haul 2006 GMC 26 footer I rented over the weekend was a dream to drive compared with 30-year old technology. Granted, we weren't driving it while loaded to anything close to capacity, but.... Cost and availability please. -- Ken Coit, ND7N Raleigh, NC 1978 Royale Rear

Bath, 403, 3.07 Sep 27 2007, 9:57 am

From: "Ulmer, James D - Denver, CO" <james.d.ul...@usps.gov>

Date: Thu, 27 Sep 2007 09:57:24 -0500

Local: Thurs, Sep 27 2007 9:57 am

Subject: RE: [gmclist] REAR BRAKE MODIFICATION CREATES LITTLE INTEREST

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Big Jim

- Hide quoted text -

- Show quoted text -

-----Original Message-----

From: Ken Coit [mailto:ktc...@gmail.com]

Sent: Wednesday, September 26, 2007 6:10 AM

To: gmclist

Subject: Re: [gmclist] REAR BRAKE MODIFICATION CREATES LITTLE INTEREST

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Ken Coit, ND7N

Raleigh, NC

1978 Royale Rear Bath, 403, 3.07

Hardie Johnson

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Ken Henderson wrote on Wed, 26 September 2007 09:19 > Maybe we'll have to go to those wagon wheels that are so popular -- but I WILL NOT have those things that keep spinning when I stop! > Ken H. Why not?! You already have the jumping bouncing system built in to the rear anyway!! The big stereo is no problem, of course. [hip-hop singers] "My name is Hen-der-son, I got the new sus-pen-sion I mash the brakes and give her all she takes" [/singing] -- Hardie Johnson "Crashj" 1973 26 foot Glacier, White Thing Raleigh NC

From: Hardie Johnson <hardi...@gmail.com>

Date: Thu, 27 Sep 2007 10:10:57 -0500

Local: Thurs, Sep 27 2007 10:10 am

Subject: Re: RE: [gmclist] REAR BRAKE MODIFICATION CREATES LITTLE INTEREST

--

Hardie Johnson "Crashj"

1973 26 foot Glacier, White Thing

Raleigh NC

Larry

"My name is Hen-der-son, I got the new sus-pen-sionI mash the brakes and give her all she takes" [/singing] Boo - PoP PoP - boop - Pop PoP - Boop Boop Boo A star is born! :lol: :d :lol: :lol: :d :twisted: -- LarC - Sep 27 2007, 10:27 am

From: Larry <slawrence...@yahoo.com>

Date: Thu, 27 Sep 2007 10:27:46 -0500

Local: Thurs, Sep 27 2007 10:27 am

Subject: Re: RE: [gmclist] REAR BRAKE MODIFICATION CREATES LITTLE INTEREST

"My name is Hen-der-son, I got the new sus-pen-sionI mash the brakes and give her all she takes" [/singing]

Boo - PoP PoP - boop - Pop PoP - Boop Boop Boo

A star is born! :lol: :d :lol: :lol: :d :twisted:

--

LarC - N/E Illinois

Ken Henderson

Yuukk! There are times when I'm glad I can't hear much. Unfortunately I can still feel the bass reverberations. :-) Ken H. > -----Original Message----- > From: Hardie Johnson [mailto:hardi...@gmail.com] > [hip-hop singers] > "My name is Hen-der-son, I got the new sus-pen-sion I mash > the brakes and give her all she takes" [/singing] >

From: "Ken Henderson" <ken0hender...@gmail.com>

Date: Thu, 27 Sep 2007 13:24:39 -0400

Local: Thurs, Sep 27 2007 12:24 pm

Subject: RE: RE: [gmclist] REAR BRAKE MODIFICATION CREATES LITTLE INTEREST

Yuukk!

There are times when I'm glad I can't hear much. Unfortunately I can still feel the bass reverberations. :-)

Ken H.

Jim Kanomata

The problem in developing any product is the cost factor. If we can not produce one where the cost is such that it invites others to introduce a similar unit at lower prices, then we wasted time and effort. I want to have a product out this year, but it will be for those with Disc brakes first since it will be the simplest to do. The one for the std. brake shoe will require more time to do.

From: "Jim Kanomata" <jimkanom...@gmail.com>

Date: Thu, 27 Sep 2007 18:28:36 -0700

Local: Thurs, Sep 27 2007 8:28 pm

Subject: Re: RE: [gmclist] REAR BRAKE MODIFICATION CREATES LITTLE INTEREST

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Ken Henderson

Jim, "If we can not produce one where the cost is such that it invites others to introduce a similar unit at lower prices, then we wasted time and effort." I hope you meant to say "... it does NOT invite...lower prices...". :-) The "design help" begins: I sure hope your production version is modular so it can be applied to center, rear, or both axles. I'd be willing to remove the bogie to install a hard point for the reaction arm to attach to. Don't much care for the

attachments I've seen to the bogie itself. Don't let anything cause you to forfeit the Tru-Trac provisions; I wouldn't want to have to do without either mod. Consider piping the Zerks out to where they can be reached without getting underneath. Ken H.

From: "Ken Henderson" <ken0hender...@gmail.com>

Date: Thu, 27 Sep 2007 21:52:21 -0400

Local: Thurs, Sep 27 2007 8:52 pm

Subject: RE: RE: [gmclist] REAR BRAKE MODIFICATION CREATES LITTLE INTEREST

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