From: gmclist-bounces@temp.gmcnet.org on behalf of Ken Henderson
To: gmclist@temp.gmcnet.org
Subject: Re: [GMCnet] AUBURN RALLY ATTENDIES
Date: Friday, June 04, 2010 9:09:16 AM

Rick,

Good to see you posting here. I hope you'll continue and will divulge more details of the design and configuration of the system. I've always been a big proponent of the concept since Chuck and Norm Jestico almost simultaneously and independently introduced it to us. What I've been missing (thanks largely to being absent from the past few rallies) is the details of the design such as:

1. The specific configuration of the brakes on your test vehicle (which you've just given us).

2. The extent of the disk brake modifications necessary to convert to the system; i.e., I've already got disk brakes -- can I just mount my calipers on the mounts which I ASSUME are a part of the reaction arm kit? In other words is the reaction arm kit my only new cost?

3. The bearing arrangement for the rotating caliper mount is a mystery -- what type bearing is used? Does it require periodic adjustment? Is it an off-the-shelf part or will JimK be saddled with support for the next 30+ years of GMC life? How is it protected from the hostile environment? I understand that there are Zerk fittings -- where (accessibility)? Will there be any other preventative maintenance?

4. The pivots for the reaction arms -- are they bushings, ball joints, what?

5. Probably more I'm not thinking of at the moment...

These are all questions which anyone considering the system should be interested in, and those of us who are really greasy-handed will be. You are the most qualified to give us the answers. I think having it all publicized will generate more adoptions.

Thanks,

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