

Thanks Again

TESTIMONIAL

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As an alternative, I had the perfect opportunity to test the effectiveness of the Brake-Guard device. Of course, Brake-Guard is not a substitute for proper brake lining fit up nor a way to avoid the replacement or repair of worn and glazed brake drums. However, as this device can compensate for the inherently non-concentric shape of a brake drum (especially characteristic under high apply loads), there was a chance to convincingly test the effectiveness and limits of the Brake-Guard device.

To my surprise, after installing the two Brake-Guard units on the dual master cylin-

der and performing the several recommended hard stops, I could feel the rear brakes functioning under normal driving conditions. At this point, it was too early to expect the lining to re-shape. Although the rear braking worked adequately on the road, as expected, the emergency/parking brake still did not perform well. Within 1,200 miles of normal stop-and-go and highway driving, however, this too changed.

At approximately 1,200 miles, Brake-Guard had conclusively enabled the rear brake lining to wear-in/seat properly and follow the drums' contours. The emergency/parking brake was now functional, and brak-

ing continued to improve. Soon it was apparent that the vehicle could stop better than any of the estimated dozen CJ Jeep models I had driven or tested.

While I say "better," let me be more specific: 1) the stopping distance under hard braking was much shorter, 2) pedal apply pressure was significantly lessened under all braking conditions (even less pedal pressure required than CJ brake sys-

under hard braking were markedly shortened.

In the time I towed the trailer to Las Vegas (nearly 400 miles), the brakes continued to improve, with less pedal effort required to affect a straight, sure stop under heavy load. This dual braking system truck does not have front or rear ABS but rather a "height sensing proportioning valve" (governed by chassis load and height) at the

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tems that had retrofit vacuum assist power boosters and no Brake-Guard device) and 3) Brake-Guard eliminated the tendency for such as short wheel base (84-inch!) vehicle to pull toward one side or the other during hard braking. This last point is of extreme significance, as the 1981 CJ-5 test vehicle's chassis was similar to the 1983 model that 60 Minutes tested and condemned as prone to rollover.

For my Suburban, with only one day before a heavy trailer pulling event, I opted for Brake-Guard. I installed the two-unit kit in fifty minutes, including easy bleeding of air from the system, and drove to a safe area for initial hard braking attempts. Within two hard stops, as expected, the braking effort was dramatically improved while chatter and vibration at the rear brakes and massive rear axle were reduced dramatically. (I knew that these mechanical conditions would require time to completely resolve.) I was confident, from the initial testing and my past experience with Brake-Guard, that the brake lining would now seat properly against the brake drums. Even at this early stage, the brakes felt safe, sure and effective. Stopping distances

rear braking system. In this pristine test, I was able to test Brake-Guard without the need to account for any other factors.

Within 1,200 miles, the truck had no signs, whatsoever, of brake chatter or vibration from the rear axle. Stopping is now smooth and straight with noticeably less pedal effort. Like my past experience with Brake-Guard, I find the device capable of drastically reducing the risk of wheel lock-up or skidding, even under the hardest braking effort. Brake "pull," left or right, has been non-existent under all reasonable braking tests.

The Brake-Guard units on our '86 3/4-ton Suburban 4x4 performed much like those on my earlier CJ-5 test vehicle during the winter months. As expected, we found the 8600-pound GVWR Suburban making safer and surer stops on ice, snow, and slippery wet pavement.

My wife and I entrust our safety, and that of our children and grandchildren, to the care of Brake-Guard. I would not want a passenger vehicle or truck without this protection. Thanks, again, for your continued effort to provide a quality product for consumers. May the Brake-Guard device receive the credit it so rightfully deserves. ■

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