

# THE FREEWAY NEWSLETTER

published by:  
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Summer 1984 ☀

HOWDY,

Here is another freeway newsletter, hot off the press just waiting to be opened and devoured! Well this is what a few of you have told me you do when you get it! (It is rumor that some of you have passed up your wife's hugs and kisses awaiting you at your door when you have arrived home and have found out first that the new Freeway Newsletter has just arrived!) This seems hard to believe but is encouraging me to press on in the endeavour of the newsletter.

Thank-you all who wrote to me in the last few months, giving us all a chance to hear what kind of helpful solutions and experiences you have been in. If I hadn't heard from you I would be sending a newsletter nearly empty or full of the malarkey I opened this letter with. It is very important that if you have an idea, a problem, or have an opinion about the Freeway, the newsletter, the parts company, or anything related to these that would be valuable to the rest of us, please write. (Right Away)

The last few months I have been doing a lot of thinking and reconsidering our parts dilemma. Many of the ideas that people had written to me about as far as the handling of the parts problem, had been considered previous to the last letter in which I had explained the problem we are facing. In the following letters from newsletter readers, you will find some ideas as to how they would overcome this problem. Most of the feedback I have had has been in agreement to a parts package as proposed. I still believe this is the best all around solution that covers most or possibly all of the bases.

I would like to get started taking orders for this parts package now, since it may take some time to receive 100 orders. I will not at this time state a cut off date for ordering. When 100 orders have been received, I will at that time, place the orders and notify you that the orders have been placed. I will let you know approximately when you will be receiving your parts package at that time. Some of the suppliers take 45 - 60 days to fill orders so it may be over two months from the time I place the orders till the time you will receive them. Depending on how long it takes to receive 100 orders will determine how often this parts package will be offered. ( every 6 mo. or 12 mo. )

Here is the parts package I am offering.

1 Salsbury Drive Belt	18.75
1 Chain	19.00
1 14 tooth Sprocket	14.00
1 52 tooth Sprocket W/drum	48.50
2 Jackshaft bearings	38.00
1 Jackshaft	24.00
1 Salsbury Driven Clutch	75.00
1 Coast Driver Clutch	63.00
2 sets Front Brake Shoes	26.00
1 set Rear Brake Shoes	13.00
2 Rear Shocks W/springs	34.00
2 Front Shocks	16.00

sub total	389.25
UPS-handling	10.50
<u>Total</u>	399.75
Minnesota residents Only - Tax	23.36
Minnesota residents Total	423.11

Most of these parts will need to be replaced on your vehicle approximately every 10,000 miles or sooner. All other parts as listed in the Spring '84 parts price list, (not including these parts in the parts package mentioned above) will be in stock and available anytime.

Someone has suggested to me that we try to have a get together for any interested Freeway owners. Just a day gathering, like a picnic or something and then have time to share experiences and show off our vehicles. I'm not sure how this would work out for everyone since we are all scattered apart over thousands of miles. The gentleman who suggested it to me has said he would be willing to organize such an event. If you have any suggestions or are interested in something like this, let me know and I will give this man a list of those interested. He will contact you about further details.

Well, I think thats it for now.

*Jerry*

Dear Jerry,

Thanks for the newsletter. Very interesting and informative. Keep up the good work. I look forward to receiving it.

I'm surprized at the figure of only 100 - 200 people actively using their freeways. I use it everyday commuting to work and enjoy it. I'm not a great mechanic but enjoy tinkering with the car and get a "bang" out of repairing it properly.

I have about 10,000 miles on my freeway so I figure the clutch will have to be replaced soon.

I go along with your idea of parts packages as I can visualize your problems.

Best Regards,  
Dave Gessford - E. Orleans, La.

Dear Jerry,

I designed a solid state voltage regulator for the Freeway, added an electric fuel pump, added an extra car battery and charger for winter starting, increased tire pressure, and I will be adding a diode with manual override so that the electrical equipment will go off with the alternator. I am an engineer so I will be happy to report on them for your newsletter if you wish.

Don Novak - Chisholm, Mn.

CHANGE YOUR FUEL FILTER EACH YEAR. I've had many questions concerning stalling vehicles after a few miles of driving. This is one of the most frequent minor problems that has an easy solution. Also check your gas cap air vent. If it is painted, the paint may have clogged the vent. While on the subject of gas and such, if you ever have a hard time starting your vehicle and it has been sitting around for a few days without you driving it, try blowing in the gas filler tube. (like blowing a tuba) Be careful not to inhale any fumes! When the vehicle sits around for awhile, the gas tends to siphon itself out of the carburetor and the choke and fuel pump are not enough to get gas back up the gas line.

Jerry,

I had to adjust my belt yesterday and I find a "crows foot" socket works just as well as your special bent wrench for those two hard to get at bolts.

I also replaced my rear shock upper bushings. Their the same as '59 Rambler American rear shock lower bushings.

The next thing I have to do is get rid of that rear brake hopping and sloppy rear wheel bearing.

Took the whole rear wheel assembly out of my car. I had a noise. Turns out the hub was machined wrong and let the seal fall out on the brake side. This let dirt get in the bearing which in turn made noise. The worst thing is a piece of the hub broke off. I'm kind of glad I took it apart as the brake shoes were just about shot. I put new bearings in and Mickey Housed a seal. The bearing adjustment leaves much to be desired. I believe someone has already made mention to this in the newsletter. Mine wasn't even drilled on center. What I did was to drill the holes out on center, and tap them. I used brass set screws so not to damage the internal threads of the axel nut. Seems to be OK. I also left the brake adjustment totally backed off as suggested.

Freewayingly  
Bill Hossfeld - Ringwood, WJ

Dear Jerry,

First let me say that I appreciate, indeed feel the crucial need, for your parts and information business regarding Freeway II owners.

Apparently, I acquired one of the last Freeway IIs. After two years on the road, it's odometer reads just over 2800 miles. I have had no particular problems, except that I had to recaulk the sun roof to prevent leakage. It's stored in the garage when not in use. I only use it in fair weather.

Someone had asked you about insurance. I have paid \$387 for each of the last two years, which is excessive. Many insurance companies will not insure it at any price. However, I just contracted with American Standard Insurance Company for full coverage for only 102.50 per year. Locally it is called American Family Insurance.

Very truly,  
David Kennedy - Racine, WI

We Freeway owners really need you Jerry. The quarterly ordering / shipping sounds good to me. Take orders up to Jan 1st for April delivery. Take orders up to April 1st for July delivery... etc. This could lower your inventory to near zero. Thanks a bundle for your excellent service all along.

Larry Lemert - Neenah, WI.

Dear Mr. Kraft,

Since I am more or less a beginner mechanic, some questions may be quite basic, so...

Am I correct in saying that when adjusting the clutch belt or chain that one affects the other? In other words, when you add a shim to tighten up the chain does this loosen the belt some.

Would one of the permanently lubed chains that are used on some motorcycles work and there by eliminate the chore of lubing every 100 miles?

If one has a vehicle without the torsion tube zirk is there any other way to lubricate the torsion rod?

What type of lube should be used on the driver & driven clutch bushings?

Keep up the good work Jerry, I need your info and tips and parts to keep my vehicle running.

Thank you  
Pete Rinaldi - Sloan, Ia.

I am glad for the questions asked. Most of the Freeway owners are Beginner Mechanics and many have the same questions as these.

Yes, when adding shims to tighten the chain you are at the same time loosening the drive belt. You should readjust the belt after adjusting the chain. You can do this by taking off the fiberglass engine panel and then loosening the 4 engine mount bolts, sliding the engine forward or backward to take up the slack or to increase the slack in the belt.

I am not personally familiar with permanently lubed chains but as long as the chain is the same size you can use it. O ring type chains, I've heard are good and last long but are very expensive. ( 70 - 80 dollars )

I know of no other way to lube the torsion rod and tube without taking it all apart. I bought a drill bit a zirk, a tap to fit the zirk, a tap handle, and a tube of grease to fill the torsion tube, all for about \$10.00. It really is easy and inexpensive.

The type of lubricant that should be used on the driver and driven clutch is a dry lube, or one that is not greasy. Any wet lubricant will allow dirt to cling to it and thus causing a sandpaper action to take place. The clutch lube I have listed in my parts list was designed for clutches by Comet Clutch Ind. It is the only type that I recommend. I do not recommend Never-Seize as had been recommended by M-K-V because this will pick up dirt.

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Hello Jerry!

I ment to thank you for your newsletter of last April and also for your May letter relative to parts and parts kits - been so busy.

As you know I got this three wheel Freeway car from Art Gline. It's speedometer shows only 2100 miles - seems to run ok except above 35 - 40 mph. It seems to pendulem (sway or swing from side to side) and build up so have to slow down (brake) quick, otherwise one feels like you will loose control or roll over- I want none of that. Could the steering joints be tightened up? It really should not be worn out as yet with only such low mileage should it?

Also the drive chain has I think a lot of slop, about  $1\frac{1}{4}$  -  $1\frac{1}{2}$  inches up and down play. Is this about proper, seems to loose, I've ridden cycles and about  $\frac{1}{2}$  -  $\frac{3}{4}$  inches is about right. How do I take up this chain slop on the Freeway. Just a quick glance looks like a poor laborious task to tighten the chain. Any suggestions?

Also the light switch and the heater switch sticks and will not pop back or out. I have to use a sharp knife to pry them up. What do I need to do? Is it just a lousy switch that needs a working over?

I kept blowing the light fuses and found one of the fuse terminals was loose and ran hot (would burn your fingers) so I resoldered them but I had to take the headlight bulb assy. out to get to it and ever since when it rains I get an inch or so of water on the floor compartment. Do I need a new headlight rubber gasket or can I use winter door weather stripping or something to keep the water out?

With only 2100 miles on the 3 wheeler just what would you suggest I may need (or will be needing in the way of parts or parts kits.

As you say if I decide to sell it which I think I will it may help sell it if I have a few extra essential parts. It is a 1981 Deluxe orange, black int. Please tell me what you think would be a fair selling price. Looks nice - good shape.

I know you are a busy man, but would be happy to hear from you and any suggestions. I sure would like a reverse gear arrangement for backing up. Any suggestions? Do you have a reverse kit?

It would be nice if the inside motor compartment lifted up like a lid so one could service the motor to change plug, adjust points drain and replace oil. ( editor's note: no points in this motor, but adjustment of lifters in valve cover is necessary so a lid is also necessary to service the lifters.)

I still think the three wheel "tear drop" design is the ideal design for a car only much larger than a Freeway. I drew designs for a three wheeler back in the '20s when I left the engineering college in Cincinnati, Oh. Took out a Dealership in '37 for the Airmobile - by Paul Lewis in the lower Rio Grande Valley Corpus Christi, Tx. area. Invested 3000.00 stock etc. but he never got off the ground with it. Except for the one test model, it is now in the museum of Las Vegas Nevada. Enclosed is a picture of it. Five passenger. franklin 4 cyl. air cooled motor, front wheel drive. You may want to put this in your file collection on three wheel cars.

The early part of this year I heard an announcement of a three wheel car co. going to start to build them in Ia., somewhere but never heard any more about it. Do you have the latest info. ?

I'm very much interested in them and would like to build a three wheeler, Steam propelled and not use the combustion engine. I've built three very simple rotary engines, hope to get this very latest model off the drawing board and in the shop sometime in the near future. To me simplicity is the keynote of life- there is only two moving parts in my rotary. I hope to have a dream come true someday. With Best Wishes,  
Vernie Swan - Neb.

To assist us all who have many of the same questions, this is a reply to the previous letter.

Vernie,

Check your rear wheel bearing. This may be causing the pendulum effect. Also check the rubber seng arm bushings that hold the swing arm to the frame. Also Also check the rubber engine carriage mounts. One of these may be loose or broken. If all these quick take a look methods fail to produce any results, have someone follow you while you drive the freeway. If the rear wheel wobbles, the hub may be warped or may not be machined true. Wheel may wobble because of loose bearings too. Wheels out of alignment may be the problem too.

To align your front wheels, at H-M-V we used to use two bars approx. 4 ft. long. We put these bars along the outside of each tire aligning the back of the bar with the back of the tire. (Straight 2"x4"x4' studs have worked ok for me.) The inside measurement between the bars at the front of the tires should be approx. 53 inches. The inside measurement out at the ends of the bars should be approx. 53 1/2 inches. By loosening the steering rod jamnuts you can turn the rods ( each equal distances) to make any necessary adjustments. No two vehicles ar exactly alike so this may take some experimenting on your part, to find the best setting for your vehicle.

For taking up chain slack, put 1 chain shim behind each pillowblock that holds the jackshaft. Then you will need to move the engine ahead to take up the slack just made on the belt, because of the chain shim added.

For your headlight leak, I do not see any problem with using a thick door weatherstripping. Also you may want to try some clear silicone around the outside edge of the headlight and body.

Sounds like you may need to replace your dash button switches. I don't think they can be taken apart and lubricated in any way.

The parts package is made up of parts you will need approx. every 10,000 miles. Other things like clutch buttons will be available anytime. (you'll need clutch buttons approx. every 3000 miles.)

The average selling price that I know of has been going for \$2500 - 3000. Less, if in bad shape mechanically or physically.

There is a vehicle somewhat like our Freeway that is using a reverse. Most people probably wouldn't be interested in it because you would need to make a new swing arm brace and relocate your jackshaft bearings. This is not a job for a light mechanic. I test drove one with a reverse myself. This reverse is a small transmission with shafts out of each end that would replace our jackshaft. They are using a Salisbury Clutch and a small sprocket on the other side like we are. If you would be interested in trying one, I think they are about \$175.00 - 200.00.

You can make a service door entrance by cutting a hole in the rear shelf and using the cut out for a door. Get a couple of hinges and a hasp for hardware. I know of some who have done this.

I haven't heard of any company starting in Iowa, but I have heard of one starting in St. Cloud, Mn. which is where I drove a vehicle with reverse, like the Freeway.

Thanks for your letter and photo. May your dreams come true, Sir!

Jerry Kraft

Page #9 of the "Jerry's Freeway service manual" Under Driven clutch Assy. When reassembling the clutch you need to make the can have 1/3 rd turn instead of 1/3 th turn of tension on the spring.

Freeways for Sale

1981 Freeway Jerry Kraft 4301 W. 124 St. Savage, Mn  
(612) 394-5839  
1980 H-V Gary Nelson 4723 Upton Ave So. Mnpls., Mn.  
(612) 929-6949

Deluxe Freeway Robert Loudon 4597 Drusilla Dr.  
Baton Rouge, La. (504) 926-7710

→ \* 1982 H-V David L. Kennedy 1316 Russet St. Racine, Wi.  
(414) 632-4934  
Freeway-Stock Doug Smith 2911 Sutton St. Louis, Mo.  
(314) 645-1359  
Freeway#41 Ed Riemann Rt. 1 Box 594 Borden, In  
(312) 923-5726

If you are a subscriber to the Freeway Newsletter you may place an add for your vehicle at no charge. One line and a telephone number.

Dear Jerry,

Regarding your proposed structural change in One Way Parts my reaction is - we are used to paying "outrageous prices" for parts and service and most of us know what it costs to live and run a business. I for one will happily pay an outrageous price for real service such as you have provided. It is shoddy merchandise and Big Corporation institutionalized Ripoffs that hurt to pay for.

However I would go along with any plan favored by other Freeway owners or, most important, any plan that will enable you to continue One Way Parts Co., while keeping your sanity, home and family.

Busy time here on "the farm" - no time for careful penmanship!

Regards,  
Dave Spier - Styvesant Falls, NY

Dear Jerry,

First the good news! Thanks for the Service manual. Sure a lot of good tips and instructions there. I think it is a good idea to buy things in a package. I sure like the news letter and don't know what we would do if we couldn't buy parts from you.

The Driver Clutch dont seem to worn. I felt in side where the belt rides and there seems to be a small ridge on the outer edge.

Should it be replaced?  
Should pucks be replaced?

How often?  
How about the 52 tooth sprocket  
w/drum?

Should set screws on 14 tooth sprocket be locktightened in?  
Should I install a chain tensioner? I see one in J.C. Whitney. How do you remove Driver Clutch from PTO?

Installed the grease zirk in front torsion bar tube, seems to help ride and how it takes the bumps with the front end, much better. sorry to ask so many questions, but I still like to drive the freeway. Many thanks and keep up the good work.

Al Oswald - Ankeny, Ia.

REPLY:

The ridges mentioned on the driver clutch occur when the belt makes a groove on the faces of the clutch. the grooves tell you if you do a lot of freeway driving or stop and go driving. Freeway (road) driving causes these grooves toward the outer edge. Stop and go driving causes them to be located in the center. These ridges are not reasons to replace the clutch unless they are so bad that they are chewing up your drive belt or if it will not allow your belt to shift smoothly when accelerating. Pucks do not need to be replaced unless significant wear is noticed and vehicle will not pick up very well when accelerating. The 52 tooth sprocket will not be needing replacement until the teeth are rounding and start to curve. The average life will be 10 - 15,000 miles.

It is a good idea to locktight the set screw in the 14 tooth sprocket. If you keep the setscrew tight you will lengthen the life of your key and jackshaft keyway. Installing a chain tensioner is a good idea. Take much precaution when installing one so as to allow the tensioner free moving without binding or accidental locking of chain. To remove Driver Clutch, first take off lower fiberglass engine pan. Then remove muffler. Then loosen the only bolt on driver clutch with a 9/16 socket. Remove bolt. Expand driven clutch sheaves by hand and push the belt into the center of the driven clutch. This should allow enough slack so that you can now take the driver clutch off the power take off.

Dear Jerry,

I wanted to tell you of my experiance:

1) Re the Hot fuse: I modified a Radio Shack fuse holder as follows; made a heat sink out of some right angle brass, with a .03 prong for a 0+ spade lug connector. Used 4-40 hardware to bolt the fuseclip to the heatsink, to a 1/4 in. piece of polystyrene. Then I bolted the modified fuse holder to the frams with a rubber pad under it.  
2) I found that the Large Blue & Large Red and the orange pins in the Dash Plug char in no time. I removed the Large Blue since they were the worst and connected them with a .176 bullet connector and corrected my charging problem.  
Glenn Skinner - Paris, Il.



Drawing sent from Vernie Swan of "the Almonobler"