

GENERAL MOTORS SINGLE ANCHOR

Chevrolet (Rear Only)

GMC (Rear Only)

NOTE — For identification purposes, the vehicle series numbers used in this article have been abbreviated for common reference to both Chevrolet and GMC. Chevrolet models use numbers as listed. GMC models are identified as follows: 1500 = 10; 2500 = 20; 3500 = 30.

DESCRIPTION

Delco single anchor, duo-servo type brake assemblies are used on the rear of all models. The assemblies consist of a support plate, 2 brake shoes, return springs, automatic adjuster components and a duo-servo wheel cylinder. Automatic adjusters consist of a connecting link, override lever, override spring, return spring, actuating lever and an adjusting screw. Normal adjustment is accomplished through movement of actuating lever and secondary shoe during application of brakes when vehicle is operated in reverse.

ADJUSTMENT & SERVICING

BRAKE SHOE ADJUSTMENT

Knock out lanced area in brake drum with a punch. If drum is installed, it must be removed and all metal removed from brake area. Turn adjusting screw, through hole, until brake shoes expand and brake drums can just be turned by hand. The drag should be equal at all wheels. Back off adjusting screw 30 notches at each wheel. If drum still drags, back off an additional one or two notches. Install hole cover in drum.

PARKING BRAKE ADJUSTMENT

Rear Wheel Type (Foot Pedal Actuated) — With service brakes correctly adjusted, raise vehicle until both rear wheels are off ground. Loosen equalizer adjusting nut. Apply parking brake four notches from fully released position. Tighten adjusting nut until a slight drag is felt when wheels are rotated forward. Tighten lock nut. Release parking brake and wheels should rotate forward freely. Lower vehicle.

Rear Wheel Type (Orscheln Lever Actuated) — With service brakes in proper adjustment, turn adjusting knob on lever counterclockwise to stop. Apply parking brake and raise vehicle until both rear wheels are off ground. Loosen intermediate cable equalizer lock nut and adjust front nut until slight drag is felt when rear wheels are rotated forward. Tighten lock nut. Readjust lever adjusting knob to obtain definite snap-over-center feel. Release parking brake and check that no drag is present when wheels are rotated.

Transmission Mounted (Internal Shoe Type) — 1) With at least one rear wheel raised off ground, block wheels and release parking brake. Remove cotter pin and clevis pin connecting pull rod and relay lever. Rotate drum to bring one access hole into line with adjuster screw at bottom of brake shoes (manual transmission) or top of shoes (automatic transmission).

NOTE — It may be necessary to knock out plug in drum for access hole.

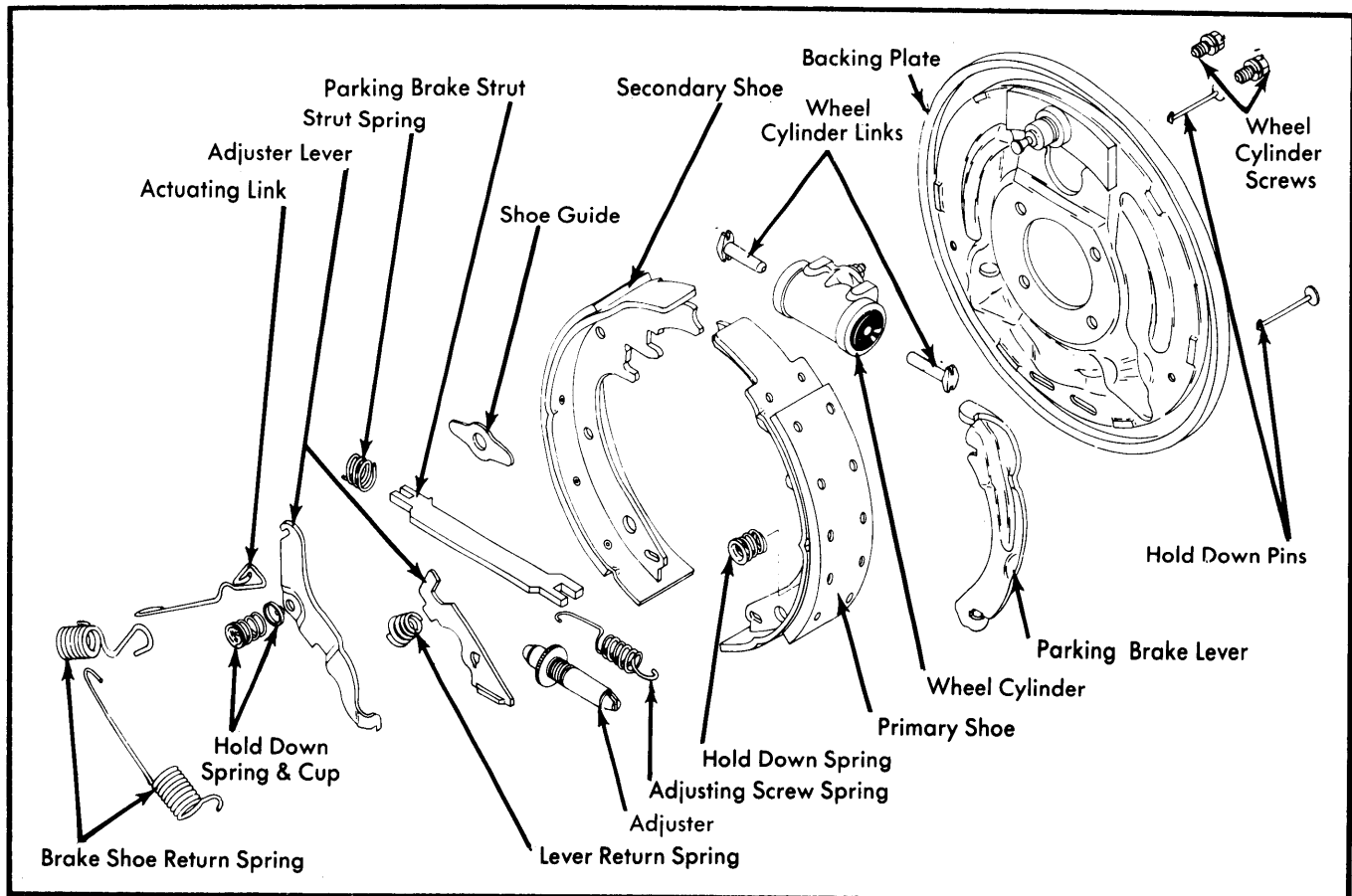


Fig. 1 Exploded View of Single Anchor Brake Assembly

Brake Systems

GENERAL MOTORS SINGLE ANCHOR (Cont.)

2) Rotate adjusting screws with a screwdriver to expand shoes until tight against drum. Drum should not be able to be rotated by hand. Back off adjuster screw 10 notches. Place parking brake lever in full released position. Pull on brake cable enough to take up slack in brake linkage. Adjust pull rod clevis to line up with hole in relay lever. Insert clevis pin and roller pin. Tighten clevis lock nut. Install a new plug in access hole in drum and lower vehicle.

BLEEDING SYSTEM

See *Hydraulic Brake Bleeding in this Section.*

REMOVAL & INSTALLATION

BRAKE SHOES

Removal — 1) Raise vehicle and remove wheel and brake drum. It may be necessary to back off brake shoe adjustment before removing drum. Unlock primary and secondary shoe springs. Remove shoe hold down springs.

NOTE — *On some vehicles, it may be necessary to remove axle shafts to remove hub and drum.*

2) Lift up on actuator, unhook actuating link from anchor pin and remove link. Spread shoes enough to clear wheel cylinder links. Remove parking brake strut and spring. Disconnect cable from lever. Remove brake shoes.

Installation — 1) Lubricate fulcrum end of parking brake lever with suitable brake lubricant. Attach lever to secondary shoe. Make sure lever moves free. Connect brake shoes together with adjuster spring. Place adjuster screw in position. Make sure spring does not contact starwheel portion of adjusting screw. Right hand thread adjusting screw should be on left side.

2) Make sure starwheel lines up with hole in backing plate. Apply a thin coating of brake lubricant to contact surface on backing plate. Position brake shoes on backing plate. Primary shoe (short lining) is to front. Connect cable to parking brake lever. Install strut between shoes.

3) Install actuator, return spring and actuator link. Install shoe hold down springs. Install both primary and secondary shoe springs. Measure inside diameter of brake drum using a suitable measuring gauge (J-21177). Expand brake shoes to dimension obtained on outside caliper portion of tool.

4) Install brake drum and wheel. Bleed system if any portion of the hydraulic system was opened. Check fluid level in master cylinder and add as necessary.

WHEEL CYLINDER

Removal & Installation — Remove wheel, drum and brake shoes. Remove cylinder connecting links and disconnect hydraulic brake line from cylinder. Remove brake cylinder retaining bolts and remove cylinder from support plate. To install, reverse removal procedure.

OVERHAUL

WHEEL CYLINDER

Disassembly — Remove rubber boots from ends of cylinder. Remove piston return spring, cylinder cups, and pistons from cylinder. Remove bleeder screw and inspect bore for damage.

Reassembly — If bore of cylinder is lightly pitted or scratched, hone or replace as necessary. Soak rubber cylinder cups in suitable brake fluid or assembly lubricant and reverse disassembly procedure.

NOTE — *It is not necessary to clamp cylinder ends, as lips of wheel cylinder boots will retain pistons.*

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Brake Hose Attaching Nut	18
Rear Brake Anchor Pin	140
Application	INCH Lbs.
Bleeder Valves	60
Brake Line Nut	150
Wheel Cylinder Attaching Bolts	50
Brake Line Clips	150

BRAKE SYSTEM SPECIFICATIONS

Application	Drum Diam.	Drum Width	Wheel Cylinder Piston Diameter	Master Cylinder Piston Diameter
C10 & G10				
Up to 5600 GVW	11"	2.00"	1"	1 1/8" ①
5600 And Up GVW	11.15"	2.75"	1"	1 1/8"
C10 Blazer				
And L6 Suburban	11"	2.00"	1"	1 1/8"
K10 Up To 6200 GVW	11.15"	2.75"	1"	1 1/8"
K10 & P10				
Up to 7300 GVW	11.15"	2.75"	15/16"	1 1/8"
C20, G20, K20 & P20				
Up To 7100 GVW	11.15"	2.75"	1"	1 1/8"
Over 7100 GVW	13"	2.5"	1 1/16"	1 1/4"
C30, K30 & G30 (w/Duals)				
Up To 10000 GVW	13"	3.5"	1 3/16"	1 5/16"
G30 (w/o Duals) & P30				
Up To 8200 GVW	13"	2.5"	1 1/16"	1 1/4"
P30				
Up To 12500 GVW	13"	3.5"	1 3/16"	1 5/16"
Over 12500 GVW ②

① — 1" Master cylinder piston diameter with manual brakes.

② — Front and rear disc brakes standard. See appropriate article in this section.