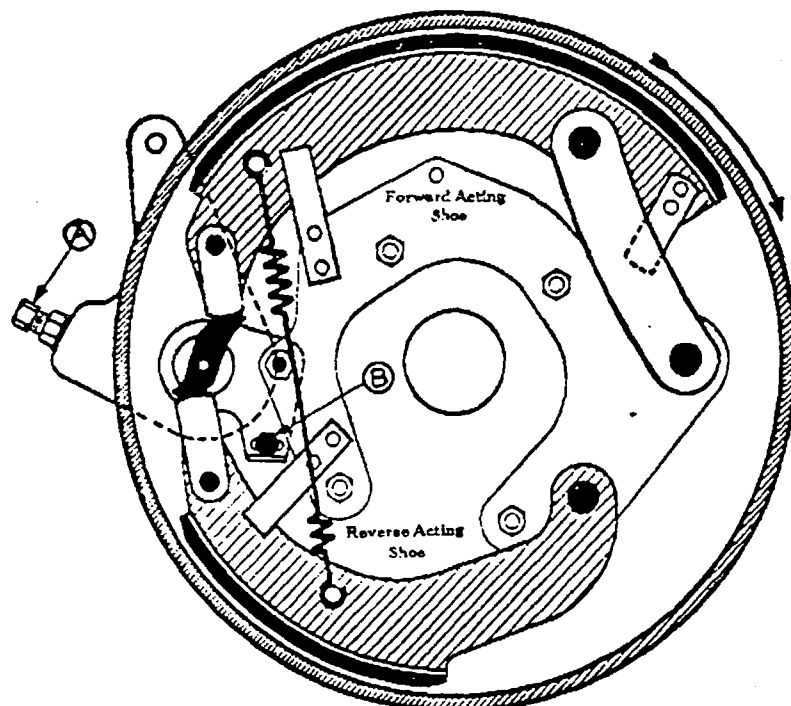


HUCK BRAKE

(Long and Short Shoe Type)



RIGHT FRONT BRAKE

THE above diagram shows one of the several types of Huck brakes found on General Motors cars prior to 1934. In principle all Huck brakes are alike, although minor changes in design and length of shoes make them appear somewhat different. The Huck brake is a highly energized mechanism, and lining recommended for it depends greatly on the weight of the car on which the brake is used. Multibestos TAILORED Sets supply the correct lining for each size of Huck brake. In addition to the TAILORED Set for the 1930-32 Chevrolet a special moulded-woven TAILORED Set is available.

1933 CHEVROLET AND PONTIAC CARS

The axle shaft on the 1933 models of the above cars is pressed into a flange which is attached to the drum and is so arranged that a wheel puller cannot be used to remove the rear wheels and drums from these cars. There are no peep holes in the drums to examine the brake lining. Therefore proceed as follows:

1. Remove the differential cover at the rear end. A suitable container to hold the differential grease must be placed under this assembly.
2. Take out the necessary pins to allow removal of the two loose differential gears and the spacer block in between the ends of the two axles.
3. Push the wheel and axle assembly in from the outside of the car about $\frac{1}{8}$ ". This will expose two U-shaped shaft lock washers.
4. Remove the shaft lock washers. This will allow the axle assembly which includes the wheel and the brake drum to be pulled out, thus exposing the brake shoes and brake mechanism.

Huck Brake Adjustments

Minor Adjustment

1. None recommended on this brake.

Major Adjustment

1. Disconnect rods or cables at clevis end.
2. Loosen cam centralizing bolt (B).
3. Take up on adjusting nut or screw (A) until heavy drag is obtained.
4. Tighten cam centralizing bolt (B).

5. Check rods and cross shafts to see that all levers are against stops.
6. Adjust rods or cables to this setting and reconnect.
7. Back off approximately twelve flats of adjusting nut (A).

NOTE: On Chevrolets, back off adjusting screw until wheel is just free; then tighten adjusting screw lock nut.

8. Equalize at adjusting nut or screw (A).

Average time required to reline four wheel brakes—4-6 hours.

Maintenance Suggestions

Due to the weight distribution on 1933 Chevrolets and Pontiacs and to the fact that the cross-shaft is full floating, it is necessary to use high friction lining on the front wheels and low friction lining on the rear wheels to get good performance without skidding the rear wheels when the brake is applied. Multibestos TAILORED Set T-614D supplies the correct combination of linings to overcome this difficulty.

When centralizing brakes be sure that cam carrier bracket may be readily moved with a light tap of hammer. It is often found stuck by rust or paint, which prevents centralizing of shoes and prevents the "energizing" action. Use penetrating oil to loosen.

On Buick cars with lubricating fitting on cam assembly, over-lubrication runs through mechanism and gets on the lining.

An easy way of centralizing shoes is to loosen cam carrier bolt and kick foot pedal on and off hard several times. Then hold pedal on and lock cam carrier bracket. Clearance should be about .012" at all points. A clearance of less than this will inhibit the energizing action and cause hard pedal.

To take up excessive lost motion in control system, disconnect rods or cables, adjust brakes to drag, refit cables to brake, and then follow through on adjustments. Late model Cadillac and LaSalle cars equipped with booster brakes are adjusted according to standard procedure.

Huck brakes often develop squeals and squeaks that can be traced directly to faulty adjustment or general sloppiness and looseness of the brake mechanism. In a few cases these noises are attributable to the lining and can be cured only by replacement of the faulty material. In the majority of cases the various causes of these noises may be cured by the following suggestions:

Cause

Loose shoes due to loose spring guide clips or loose spring washers.

Worn anchor pins and anchor pin holes.

Side play at fittings between anchor pins and shoes.

General looseness, due to weak brake springs.

Shoes not centralized—too or heel contact.

Shoes bent or cocked giving edge contact when brake is first applied.

Backing plate warped or thrown out of line by strain of frequent emergency stops.

Lack of lubrication.

Knock when brakes are applied.

Remedy

Squeeze clips together and replace shoes without springing clips or, in case of spring washers, insert a spacer washer or replace with new springs.

Replace worn anchor pins.

Insert a spacer washer to remove all side play.

Replace with new brake springs.

Centralize shoes according to standard procedure.

Straighten or replace shoes or, if not too severe, sand off lining at original contact points.

Replace backing plate or, if not too badly warped, loosen nuts on backing plate $\frac{1}{8}$ turn.

Apply heavy fibre grease sparingly to anchor pins, guide clips, and other bearing points.

Tighten backing plate bolts.