

SERVICE TIPS

The lining-to-drum clearance with brakes properly adjusted is about .010 inch to .012 inch at all points. Less clearance than this defeats the energizing action and may cause a hard pedal. If trouble occurs from chronic unequalization the wheel cylinder, caster, and toe-in should be checked and corrected if necessary.

All cable-operated systems should have the cables well lubricated in order to avoid hard pedal complaints.

On Buick cars fitted with Huck brakes there is a lubricating fitting on the cable assembly. Care should be taken against over-lubrication at this point, as the lubricant will get to the lining.

Worn bushings in the knuckle-rod assembly on Chevrolet cars equipped with Huck Mechanical Brakes will also cause hard pedal complaints.

Squeaks or squeals in Huck brakes are generally caused by incorrect adjustments, improper shoe condition, or by looseness in the brake assemblies. Spring guide clips should be squeezed together and spring washers should be checked to see that they are not loose.

Figure 16 shows the recommended brake lining when roll stock is used. American Brakeblok also furnishes boxed car sets of material especially designed for these brakes.

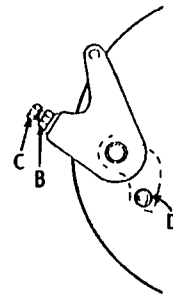


Figure 17
View Showing
Backing Plate Side
of Huck Brake

HUCK Brakes—Hydraulically Operated

The recent Chevrolet cars are equipped with Huck brakes having two long shoes and hydraulically operated, (Fig. 18). Figure 19 shows a sectional view of the wheel cylinder. The pistons press against an end cap which is piloted over a machined surface of the cylinder. The adjusting screw has a slotted end which fits over the web of the shoe and prevents the screw from turning. The screw threads into the hub of the end cap which has an adjustable wheel welded to it. The adjusting wheel fits to the rim of the periphery which are used for adjusting the shoes.

The end caps are locked by a steel lever which is riveted to the brake cylinder and engages flutes on the outside diameter of

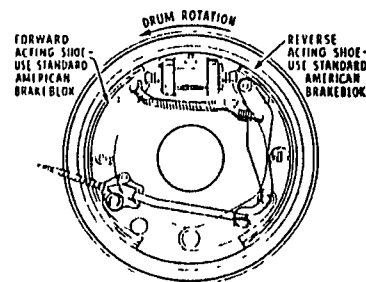


Figure 18
Chevrolet Huck Brake, Hydraulically
Operated, Showing Mechanical Operation
of Pair Brakes for Parking

each end cap. The wheel cylinder is mounted on the backing plate by means of two cup screws, with bleeder valve and fluid line connection extending through the backing plate.

Shoe adjustment is very simple, in fact not even a feeler gauge is required. Adjustment is confined to turning the adjusting wheels at each shoe. The operation is performed by turning the adjusting wheels with a screw driver used as a lever inserted through the adjustment opening as shown in Figure 20. This opening is located in the web of the drum on some models and in the backing plate as shown in Figure 20 on other models.

In adjusting the shoes, the adjusting

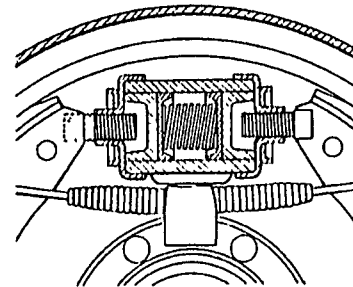


Figure 19
Sectional View of Hydraulic Wheel Cylinder
on Huck Hydraulically Operated Brakes

wheels are turned to back the shoes away from the drum to be sure there is no drag at either shoe. One adjusting wheel is then

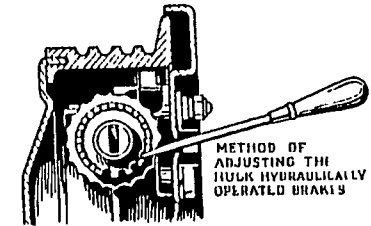


Figure 20

turned to bring its shoe into contact with the drum with just sufficient drag so that the car wheel can just be turned by hand, then backed off until the wheel is just free of drag. The same procedure is followed with the other shoe. Check the shoe adjustment by applying the brake two or three times and making sure that each shoe is set as close to the drum as possible without dragging. The hydraulic system on these brakes is serviced in the same manner as described under Lockheed brakes.

Figure 18 shows the recommended material when roll stock is used. American Brakeblok also furnishes boxed car sets of brake lining especially designed for these brakes.