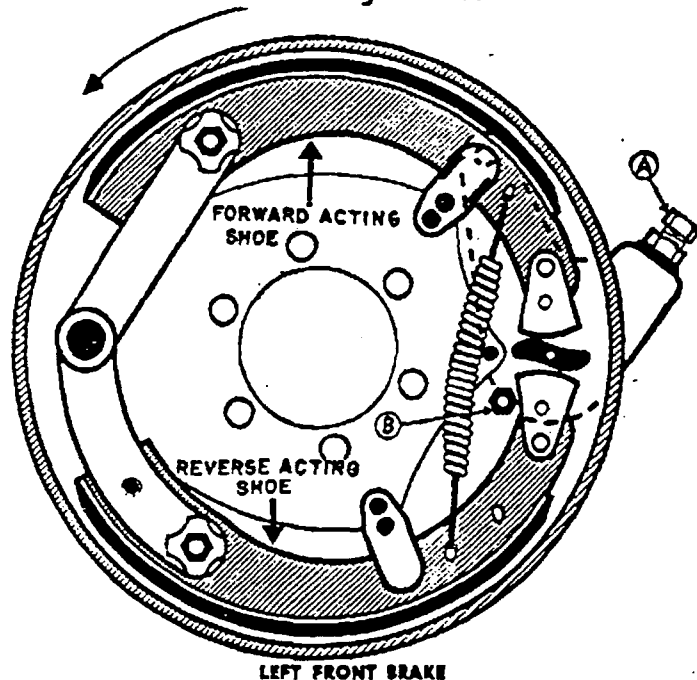


HUCK BRAKE (Two Long Shoes)



HUCK brakes with two long shoes are fundamentally the same as the earlier type with the long and short shoe. Except for the 1934 Chevrolet they have a floating shoe and an anchored shoe. In the 1934 Chevrolet brake both shoes floated.

On the 1934 Chevrolet, both the shoes have articulating (hinge) links that are interchangeable. On the 1935 models, the articulating (hinge) link of the reverse shoe is slightly curved and fits over a pin fastened in the anchor end of the reverse shoe. The reverse shoe now being held at two points is prevented from lifting away from the drum when the brake is applied with the car in forward motion. This gives more uniform wear.

As in all previous models of this type of brake, it is essential that shoes be held as rigid as possible to avoid squeaks, squeals and groans. The brake clip on the forward shoe has a steel spring, while the clip on the reverse shoe holds the shoe snugly only when squeezed together tightly. Spring washers hold the hinge links securely to the shoe. These must be tight to avoid looseness of the shoes but must not bind. Anchor pins, hinge pins and spring clips should be lubricated with fibre grease to assure easy brake action.

A short rigid cross shaft is used on the 1934 and 1935 Model Chevrolets. This takes the place of the floating full length cross shaft used on 1933 and earlier models and helps overcome the difficulty previously experienced in balancing braking performance between front and rear wheels.

The axle shaft on the 1934 and 1935 models, similar to that on the 1933 model, 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. See Page 30 for procedure for removing rear wheels.

Brake Adjustment for 1934-35 Chevrolet Huck Brakes

Major Adjustment

1. Disconnect pedal pull back spring and pull rod, front and rear pull rods and hand brake pull rod.
2. Set hand brake lever to extreme forward position and assemble hand brake pull rod after it has been set to its proper length (15 $\frac{3}{4}$ " between rear of front hole and rear of slot at opposite end) (11 $\frac{1}{2}$ " for DB $\frac{1}{2}$ ton truck).
3. Hook up pull back spring and set brake pedal stop for $\frac{1}{4}$ " clearance between floor board and pedal.
4. With the brake pedal against its stop, adjust the pedal pull rod to its proper length, connect up front and rear brake rods and cables to take up all slack. Do not move cam levers away from their stops in hooking up the brake rods.
5. Centralize shoes in drum as follows:
 - (a) Loosen cam centralizing bolt (B).
 - (b) Tighten up on adjusting nut or screw (A) until heavy drag is obtained.
 - (c) Tighten centralizing bolt (B).
6. Adjust clearances by backing off adjusting nut (A) until wheels turn freely.
7. Equalize by loosening adjusting nut (A) on tightest wheel.

THE SAME GENERAL ADJUSTMENT PROCEDURE APPLIES TO BUICK AND CADILLAC HUCK BRAKES WITH LONG SHOES.

Average time to reline four wheel brakes between 4 and 6 hours.

Maintenance Suggestions

The maintenance suggestions shown on Pages 30-31 for the long and short shoe type of Huck brakes also apply to this brake mechanism.

Front brake cables on 1934-35 Chevrolets are identified by a letter "L" or "R" on the brake rod end. These cables are not interchangeable.

In assembling shoes, watch movement of articulating link and shoe. On spring clips that hold articulating link to brake shoe be sure they are well lubricated with fibre grease. Do not tighten nut so that correct brake action is retarded. We suggest in tightening that the nut be fully tightened and then backed off $\frac{1}{4}$ turn.

Squealing on the rear brakes of Chevrolet passenger cars and trucks is usually due to the fact that the lining is making toe contact only. Very often it is found that the nut at the end of the articulating link where it connects with the brake shoe is too tight. This does not allow easy pivot action of the brake shoe and defeats the purpose of the articulating links (hinge link). Loosening this nut and lubricating it usually overcomes squealing.

On some of the heavy cars equipped with Huck brakes, washers are used as fillers and additional washers may be used to take up side play of the shoe and yet not make the shoes bind.

The front end shimmy on 1934 Chevrolets can often be overcome by tightening the steering mechanism and truing up the drums. However, several cases have been found where the bushing in the backing plate which goes over the spindle is worn so much that it is necessary to replace it.