

CHEVROLET 1930, 1931—Continued

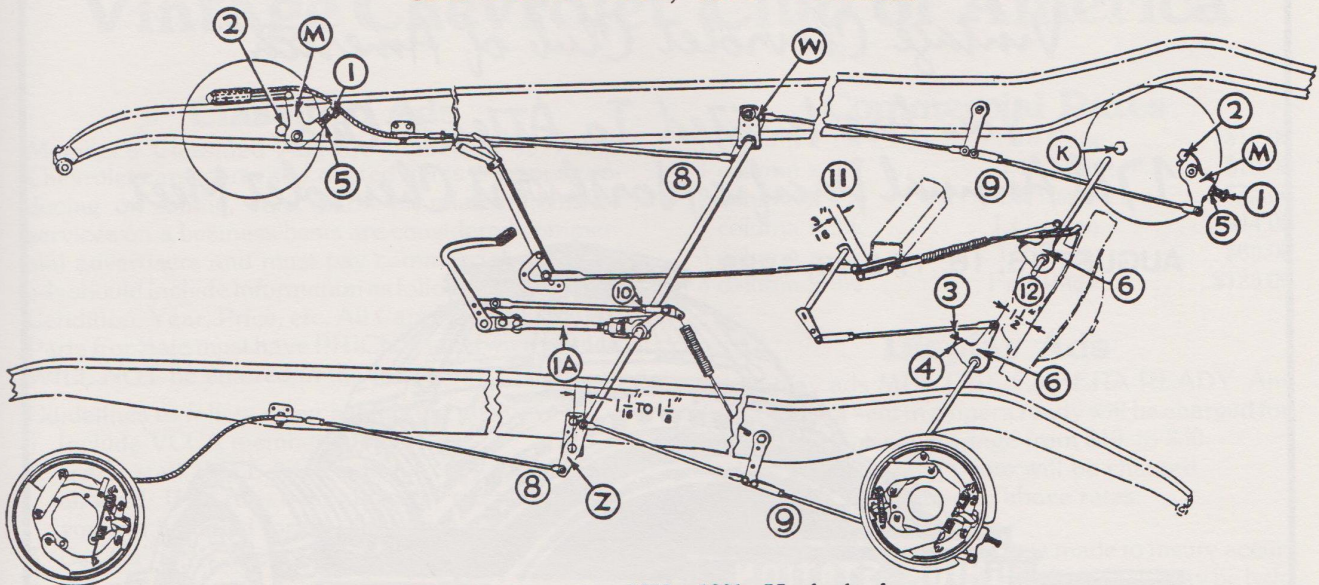


Fig. 1—Chevrolet 1930, 1931 Huck brake hookup

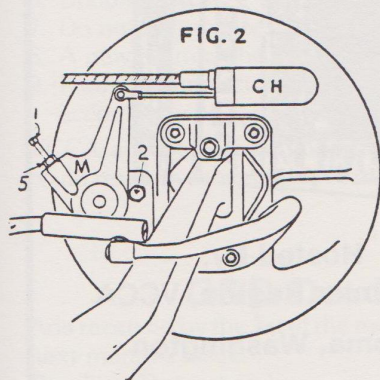


FIG. 2

Fig. 2—Frame side of left front backing plate

- 1—Clearance adjuster screw
- 2—Cam centralizer bolt
- 5—Clearance check nut
- CH—Control cross head
- M—Cam operating lever

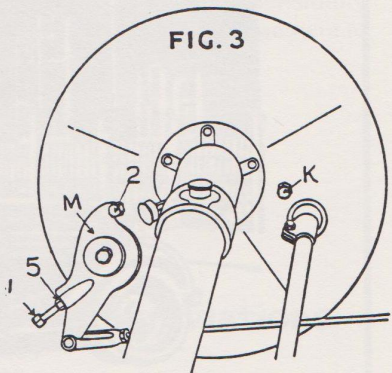


FIG. 3

Fig. 3—Frame side rear backing plate

- 1—Clearance adjuster screw
- 2—Cam centralizer bolt
- 5—Clearance check nut
- K—Parking centralizer bolt

Important

Fig. 4—When replacing brake centralizer arm and spring assembly or a brake shoe anchor plate on 1930 or 1931 models, it is essential that the rivets, which hold the brake shoe guide to the plate, be filed to $\frac{7}{64}$ of an inch height of head as shown in Figure 4.

This is necessary to keep the brake centralizer arm and spring from striking the plate.

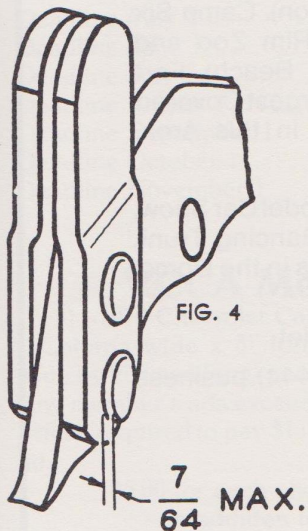


FIG. 4

$\frac{7}{64}$ MAX.

Fig. 5—Wheel side rear brake

- A—Forward shoe
- B—Reverse shoe
- C—Service cam
- E—Articulating link
- K—Parking cam centralizer
- L—Parking shoe
- O—Service cam centralizer
- Q—Parking anchors
- S—Parking cam
- V—Service anchor
- X—Friction guide

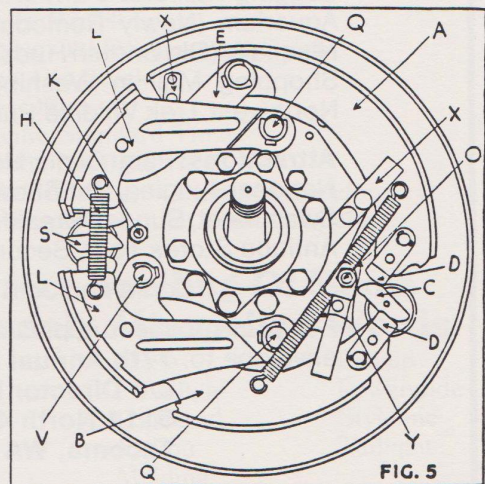


FIG. 5