Chevrolet 1930-1931

Construction and Adjustment Procedure

The 1930-1931 Series AD, AE Chevrolet passenger cars and half-ton trucks are equipped with Huck brakes which very closely resemble those used on the 1930 Buick models. Practically the only differences will be found in the details of the cam centralizer mechanism, chassis linkage mechanism and front controls.

Minor Adjustment

1. Jack up all four wheels. **Loosen** the cam **centralizer** clamp **bolts** (2, Fig. 1) at **each** wheel about two turns. To make sure that they are "free," tap each of the cam levers (M) lightly with a **soft** hammer.
2. **Apply** brakes fairly hard and with them in **this** position **tighten** each of the 4 centralizing **bolts** (2) securely. **Release** brakes.
3. **Loosen** the clearance adjuster **lock nut** (5), then turn the clearance **screw** (1) **clockwise** until wheel shows light **drag** when turned by hand. Now **back off** on screw (1) until wheel is just **free** of **drag**, and holding this adjustment **tighten** the lock nut **5. Do the same to the other 3 brakes.**
4. Try on testing machine or road and equalize by **loosening** the clearance adjuster **screw** (1) on the **tight** wheel.

Major Adjustment

To check and set chassis **linkage** proceed as follows:

5. **Disconnect** pedal pull rod and spring, also the **front** and **rear** adjustable **pull rods** 8 and 9.
6. Adjust cross shaft **brackets** (W) so that they stand perpendicular to frame. Do this by turning the cross shaft **brace rod** 1A. Be sure cross **shaft** moves **freely.**
7. Set cross shaft outer **levers** (Z) so that **center** of **upper** eye of each is 1 1/16 to 1 1/8 inches from the vertical **center** line of the frame **brackets** W.
8. With the cross shaft in the position just mentioned **and, with the four cam levers** (M) **against their stops** (2), adjust length of front and rear pull rods (8 and 9) to take out **slack,** then **reconnect** the pull rods to the cross shaft.

   The cam centralizer clamp bolts (2) also function as the cam lever stops.
9. With brake **pedal** against its **stop**, adjust **pedal** pull rod **clevis** (10) so that it may be connected to its lever **without** moving levers from **stops,** then **insert** clevis and cotter pin.
10. **Reconnect** pedal pull back **spring** and adjust clearance and cam centralizer as in paragraphs 2, 3 and 4.

Parking Brakes

To adjust parking brakes proceed as follows:

11. **Loosen** the parking brake **centralizer** clamp **bolts** (K) at **both** rear brakes about two full turns.
12. **Apply** parking brakes with hand lever and with them in this position **tighten** the centralizer **bolts** (K) securely. **Release the hand brake lever.**
13. Jack up both **rear** wheels and **loosen** the clearance adjuster check **nut** (4) **at both** brakes.
14. Turn the clearance adjuster **screw** (3) **clockwise** until wheel shows light **drag** when turned by hand. Now **back off** on **screw** (3) until wheel is just **free** of **drag**, and holding this adjustment **tighten** check nut **4.** Do the **same** to the **other** brake.
15. Equalize on testing machine or floor by **loosening** adjuster (3) on **tight** wheel.
16. The proper lever angle dimensions for **parking** brake linkage when lever is in **released** position are shown at 11 and 12 in Fig. 1.

Lubrication

Whenever major work is done on the system, lubricate the front brake cross head (Ch, Fig. 2), cable conduits and the cam levers with grease, also saturate the camshaft and cross shaft felts with 600W oil before installation.