GENERAL MOTORS SINGLE ANCHOR

Chevrolet
GMC

DESCRIPTION

Single anchor duo-servo type brake assemblies consist of a support plate, two brake shoes, return springs, automatic adjuster components, and a wheel cylinder. Automatic adjusters consist of a connecting link, override lever, override spring, return spring, actuating lever, and an adjusting screw. Normal adjustment is accomplished through movement of actuating lever and secondary shoe during reverse brake application.

ADJUSTMENT & SERVICING

BRAKE SHOE ADJUSTMENT

Recommended Method – With brake drum removed, disengage actuating lever from star wheel. Using suitable brake drum gauge, measure diameter of drum clearance surface. Adjust brake shoes by turning star wheel until gauge just slides over shoes. Rotate gauge around shoes to assure proper clearance. Install brake drum and wheel, and make several forward and reverse stops to complete adjustment.

Alternate Method – With brake drum removed, disengage actuating lever from star wheel. Using the brake drum as a gauge, adjust brake shoes until drum slides over shoes with a slight drag. Turn adjuster 1¼ turns to retract shoes. Install drum and wheel , and make several forward and reverse stops to complete adjustment.

PARKING BRAKE ADJUSTMENT

Rear Wheel Type (Foot Pedal Actuated) – With service brakes correctly adjusted, raise vehicle until both rear wheels are off ground. Loosen equalizer adjusting nut. Apply parking brake four notches from fully released position. Tighten adjusting nut until a slight drag is felt when wheels are rotated forward. Tighten lock nut. Release parking brake and wheels should rotate forward freely. Lower vehicle.

Rear Wheel Type (Orscheln Lever Actuated) – With service brakes in proper adjustment, turn adjusting knob on lever counterclockwise to stop. Apply parking brake and raise vehicle until both rear wheels are off ground. Loosen intermediate cable equalizer lock nut and adjust front nut until slight drag is felt when rear wheels are rotated forward. Tighten lock nut. Readjust lever adjusting knob to obtain definite snap-over-center feel. Release parking brake and check that no drag is present when wheels are rotated.

Transmission Mounted (Internal Shoe Type) – **1)** With at least one rear wheel raised off ground, block wheels and release parking brake. Remove cotter pin and clevis pin connecting pull rod and relay lever. *NOTE – It may be necessary to knock out plug in drum for access hole.* Rotate drum to bring one access hole into line with adjuster screw at bottom of brake shoes (manual transmission) or top of shoes (automatic transmission).

2) Rotate adjusting screws with a screwdriver to expand shoes until tight against drum. Drum should not be able to be rotated by hand. Back off adjuster screw 10 notches. Place parking brake lever in full released position. Pull on brake cable enough to take up slack in brake linkage. Adjust pull

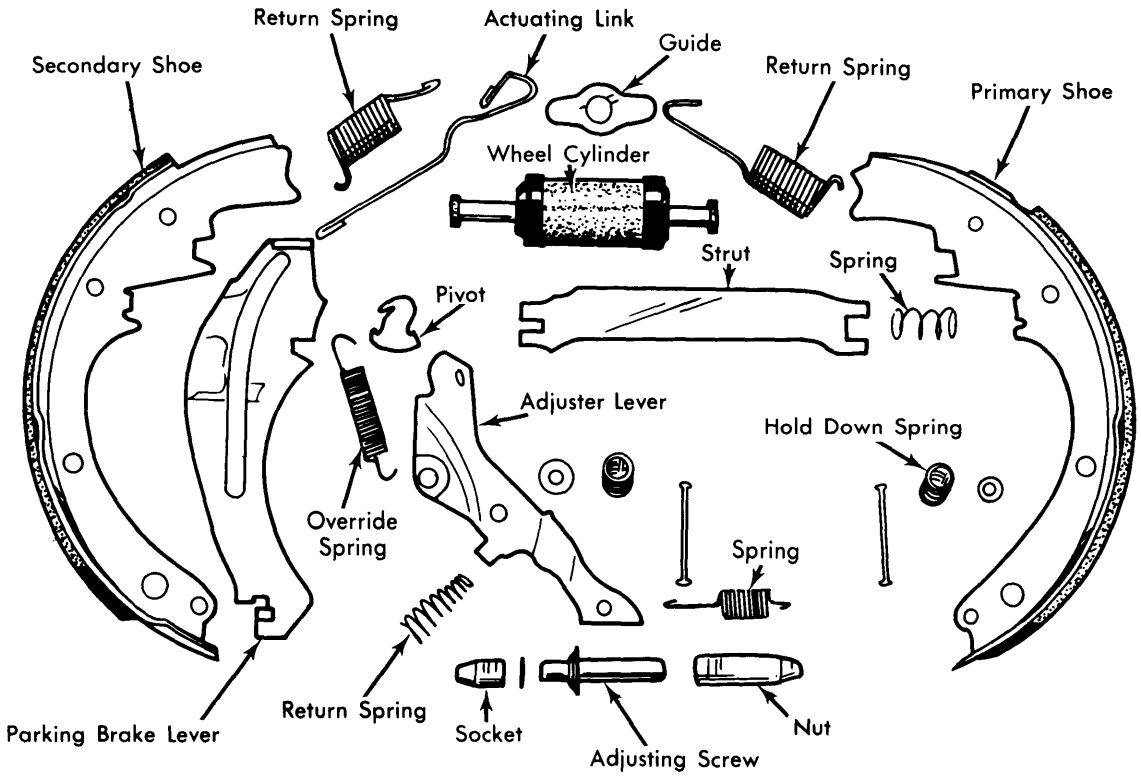

Fig. 1 Exploded View of Automatic Adjuster Brake Assembly

GENERAL MOTORS SINGLE ANCHOR (Cont.)

rod clevis to line up with hole in relay lever. Insert clevis pin and roller pin. Tighten clevis lock nut. Install a new plug in access hole in drum and lower vehicle.

BLEEDING SYSTEM

See Hydraulic Brake Bleeding in this Section.

REMOVAL & INSTALLATION

BRAKE SHOES

Removal – With vehicle raised off floor, loosen lock nut(s) at forward end of parking brake cable and remove brake drum. Remove brake shoe return springs and actuating link from anchor pin. Remove actuator return spring. Remove hold down springs and pins from shoes, and remove actuator assembly. *NOTE – It is not recommended that actuator assemblies be disassembled unless parts are broken.* Remove adjusting screw and spring, separate shoes, and remove parking brake lever from secondary shoe.

Installation – To install, reverse removal procedure, making sure all parts are clean and free of burrs, adjusting screw is properly lubricated, and contact points on support plate are lightly lubricated with high temperature grease. Adjust brakes.

WHEEL CYLINDER

Removal & Installation – Remove wheel, drum and brake shoes. Remove cylinder connecting links and disconnect hydraulic brake line from cylinder. Remove brake cylinder retaining bolts and remove cylinder from support plate. To install, reverse removal procedure.

OVERHAUL

WHEEL CYLINDER

Disassembly – Remove rubber boots from ends of cylinder. Remove piston return spring, cylinder cups, and pistons from cylinder. Remove bleeder screw and inspect bore for damage.

Reassembly – If bore of cylinder is lightly pitted or scratched, hone or replace as necessary. Soak rubber cylinder cups in suitable brake fluid or assembly lubricant and reverse disassembly procedure. *NOTE – It is not necessary to clamp cylinder ends, as lips of wheel cylinder boots will retain pistons.*

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Brake Hose Attaching Nut	18
Parking Brake Cable Nut	20
Equalizer Nut	18
Rear Brake Anchor Pin	140
Application	**Inch Lbs.**
Brake Line Nut	150
Support Plate Attaching Bolts	140
Wheel Cylinder Attaching Bolts	50
Brake Line Clips	150

BRAKE SYSTEM SPECIFICATIONS

Application	Drum Diam.	Wheel Cylinder Diameter		Master Cylinder
		Front	Rear	Diameter
Chevrolet				
C, K, P10	11″	①	1″	1 1/8″
G10	9 1/2″	①	1″	1 1/8″
C20	11 1/8″	①	1 1/8″	1 1/8″
G20	11″	①	1″	1 1/8″
K20	12″	①	1 1/8″	1 1/8″
P20	11 1/8″	①	1″	1 1/8″
C, P30 ②	13″	①	1 1/8″	1 1/8″
G30	13″	①	1″	1 1/8″
GMC				
C, K, P1500	11″	①	1″	1 1/8″
G1500	9 1/2″	①	1″	1 1/8″
C2500	11 1/8″	①	1 1/8″	1 1/8″
G2500	11″	①	1″	1 1/8″
K2500	12″	①	1 1/8″	1 1/8″
P2500	11 1/8″	①	1″	1 1/8″
C, P3500 ②	13″	①	1 1/8″	1 1/8″
G3500	13″	①	1″	1 1/8″
Frt. Whl. Dr. Motor Home	11″	①	.....	.....

① – Front disc brakes are standard equipment.
② – Except vehicles with 11,000 lb. rear axle. Vehicles with 11,000 lb. rear axle use front disc brakes and dual cylinder rear brakes.