CHRYSLER CORP. SINGLE ANCHOR

Dodge
Plymouth

DESCRIPTION

Chrysler Corp. vehicles use both their own type and a Bendix type single anchor brake assembly. All 10" and 11" brakes are Chrysler type and all 12" brakes are Bendix type. Both types of brake assemblies consist of a support plate, two brake shoes, return springs, wheel cylinder, and a cable type adjuster assembly. The automatic adjuster assembly consists of a cable (with hook and anchor fitting), cable guide, adjuster lever, adjusting screw, pivot, socket and spring.

ADJUSTMENT & SERVICING

BRAKE SHOE ADJUSTMENT

With wheels raised off floor and parking brake lever fully released, remove adjusting hole cover. Using a suitable tool (C-3784), expand brake shoes until slight drag is felt when wheel is rotated. While holding automatic adjusting lever out of contact with adjusting screw, back off adjusting screw 10 or 12 notches. Check for free wheel rotation with no brake shoe drag. Repeat adjustment for remaining wheels. **NOTE** – *Adjustment must be equal at all wheels.* Replace adjusting hole cover and adjust parking brake.

BLEEDING SYSTEM

See Hydraulic Brake Bleeding in this Section.

PARKING BRAKE ADJUSTMENT

ALL MODELS (EXC. "B", "PB", M300 & M400)

With service brakes properly adjusted and parking brake fully released, tighten cable adjusting nut until a slight drag is felt while rotating rear wheels. Loosen cable adjusting nut until both rear wheels can be rotated freely, then back off adjusting nut and additional two turns. Apply and release parking brake several times and check for free rotation of rear wheels.

"B", "PB", M300 & M400

Raise vehicle high enough to gain access to equalizer and cable adjuster. Make sure parking brake is released. Loosen adjuster so that there is slack in both cables. Make sure rear brakes are correctly adjusted. Now tighten adjusting nut at equalizer until specified amount of apply pressure (measured in pounds) is obtained at parking brake lever (see chart).

Parking Brake Lever Apply Pressure

Application	Lever Apply Pressure
100 & 200 Models	55±5 Lbs.
300 & 400 Models	60±5 Lbs.

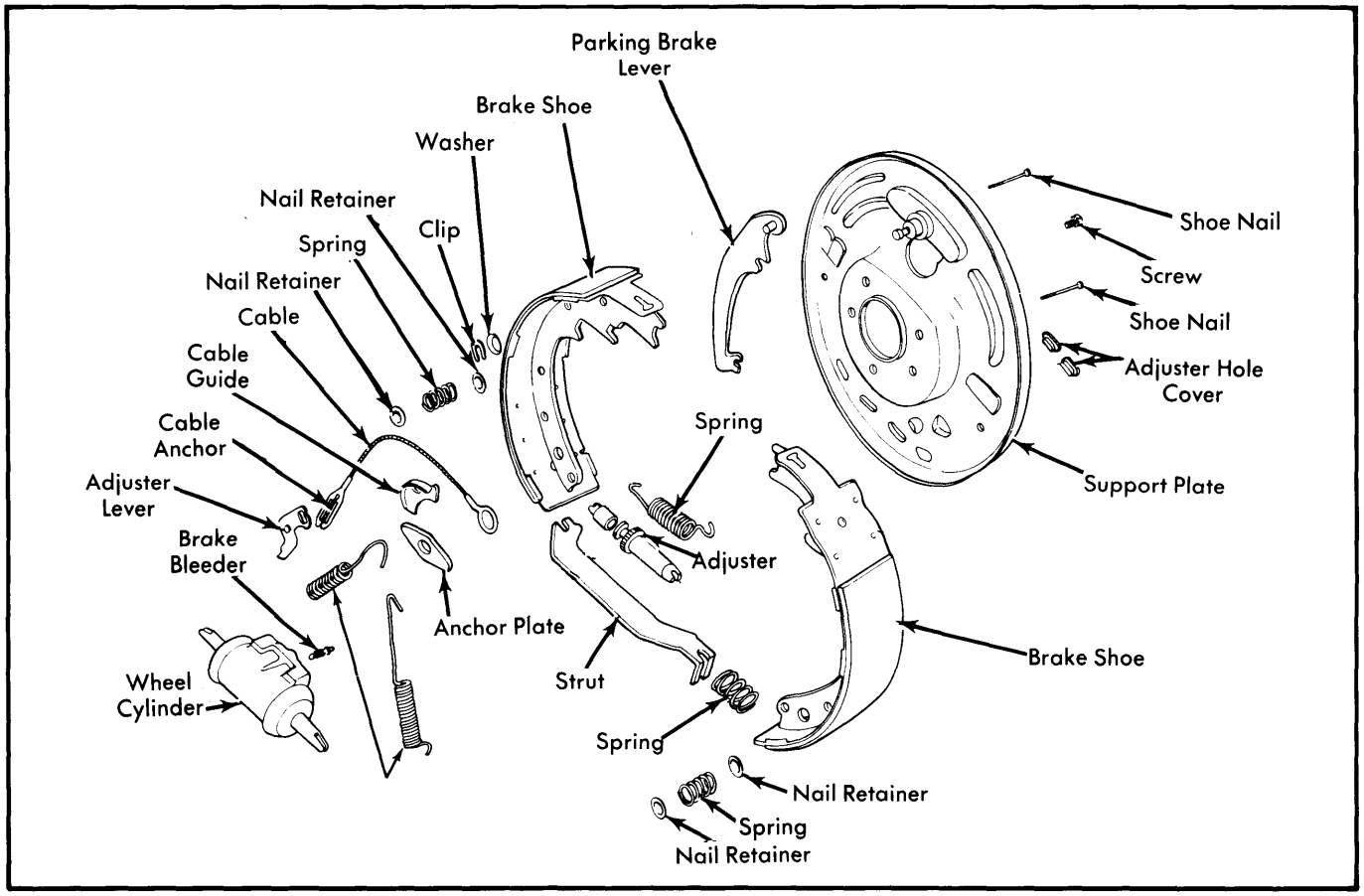

Fig. 1 Exploded View of Chrysler Type Brake Assembly

CHRYSLER CORP. SINGLE ANCHOR (Cont.)

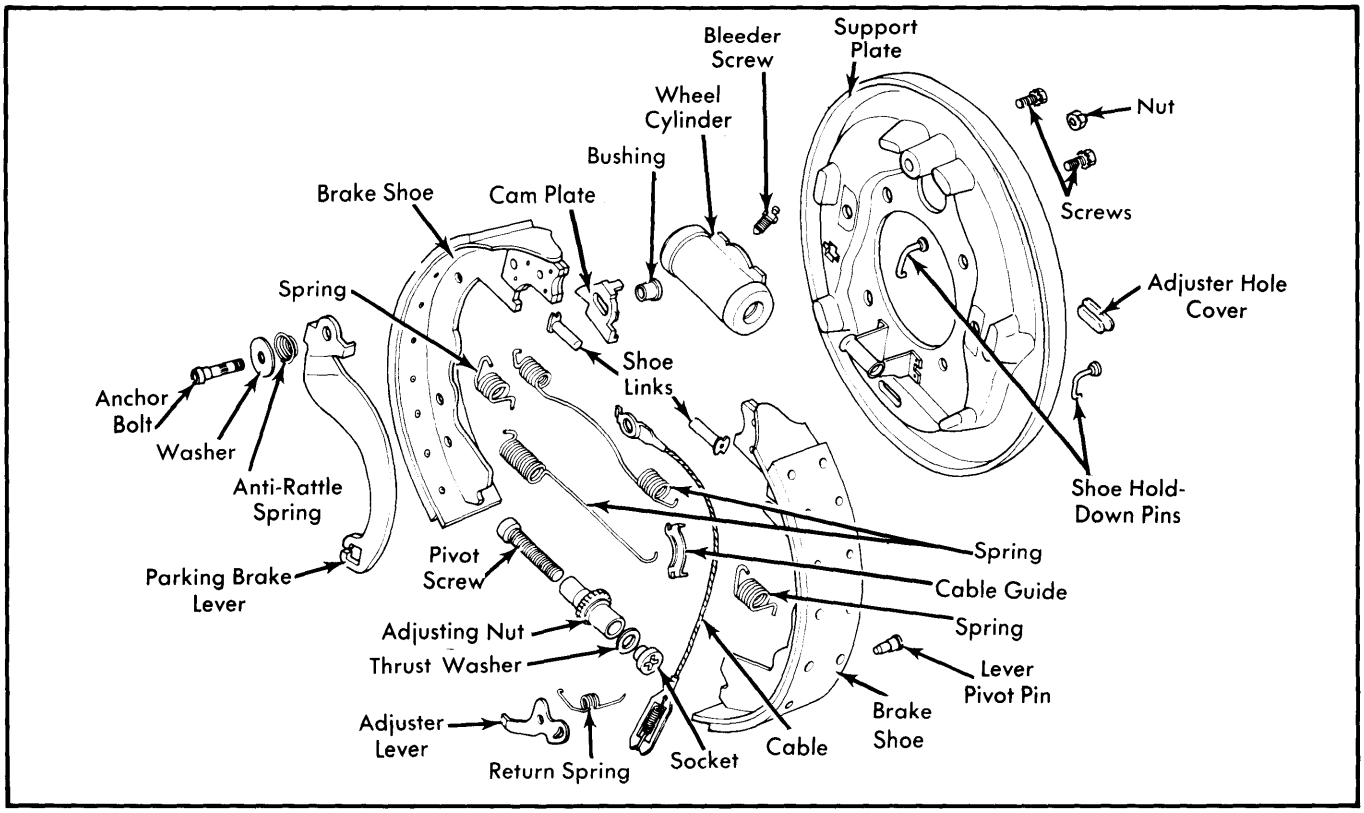

Fig. 2 Exploded View of Bendix Type Brake Assembly

REMOVAL & INSTALLATION

BRAKE SHOES

Removal – Chrysler Brake Assembly (10" & 11") – With drum removed, remove brake shoe return springs, noting that secondary spring overlaps primary spring. Slide automatic adjuster cable eye off anchor and then disconnect cable from adjusting lever. Remove cable, overload spring, cable guide and anchor plate. Disconnect adjuster lever from spring and remove lever. Remove automatic adjuster spring from brake shoes. Remove brake shoe retainers, springs, and nails. Spread shoes remove parking brake strut and spring. Disconnect parking brake cable from lever and remove brake shoes.

Installation – To install brake shoes and components, reverse removal procedure.

Removal – Bendix Brake Assembly (12") – With drum removed, disconnect adjusting lever return spring from lever and remove lever and spring from pivot pin. Disconnect lever from cable. Remove upper spring connecting both shoes. Disconnect and remove shoe hold down springs. Disconnect parking brake cable from parking brake lever. Remove spring connecting both shoes. Remove both shoes with star wheel adjuster.

Installation – To install brake shoes and components, reverse removal procedure.

WHEEL CYLINDER

Removal & Installation – Remove wheel, drum, and brake shoes. Remove cylinder connecting links and disconnect hydraulic brake line from cylinder. **CAUTION** – *On vehicle equipped with vacuum booster, be sure engine is off and there is no vacuum in system before disconnecting hydraulic lines.* Remove brake cylinder retaining bolts and remove cylinder from backing plate. To install, reverse removal procedure.

OVERHAUL

WHEEL CYLINDERS

Diassembly – With wheel cylinder removed from vehicle, remove rubber boots from ends of cylinders. Remove piston return spring, cylinder cups and pistons from cylinder. Remove bleeder screw and inspect cylinder bore for damage.

Reassembly – If bore of cylinder is pitted or scratched, hone or replace as necessary. Soak all parts in suitable brake fluid or assembly lubricant and reverse disassembly procedure. Clamp brake cylinder pistons against ends of cylinder.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Hydraulic Brake Hose	25
Wheel Cylinder Mounting Bolt	15
Brake Support Mounting Bolt	35

Application	Inch Lbs.
Hydraulic Brake Tubing	95
Bleeder Screw	95

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BRAKE SYSTEM SPECIFICATIONS

Application	Drum Diam.	Wheel Cylinder Diameter		Master Cylinder
		Front	Rear	Diameter
D100	10″	①	.875″	1.03″
D100② & W100	11″	①	.938″	1.03″
D & W200, D & W300	12″	①	1.0″	1.125″
AD, AW, PD & PW100	11″	①	.938″	③1.03″
B & PB100	10″	①	.875″	1.03″
B & PB200	11″	①	.938″	1.03″
B & PB300	12″	①	.875″	1.125″
B & PB300 & 400④	12″	①	1.0″	1.125″
M300 & 400	12″	①	1.06″	1.25″

① – Front disc brakes are standard equipment.
② – D100 with 9¼″ ring gear axle.
③ – Bore is 1.25″ if equipped with 440″ V8.
④ – With dual rear wheels.