

CHRYSLER CORP. SINGLE ANCHOR

Dodge
Plymouth

DESCRIPTION

Chrysler Corp. vehicles use both their own and a Bendix type single anchor brake assembly. All 10" brakes are Chrysler type and all 12" and 13" 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. Replace adjusting hole cover and adjust parking brake.

NOTE — Adjustment must be equal at all wheels.

BLEEDING SYSTEM

See *Hydraulic Brake Bleeding* in this Section.

PARKING BRAKE ADJUSTMENT

All Models (Exc. "B", "PB" & "MB") — 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 an additional two turns. Apply and release parking brake several times and check for free rotation at rear wheels.

"B" "PB" & "MB" Models — Raise vehicle high enough to gain access to equalizer and cable adjuster. Make sure parking brake cable is released. Loosen adjuster so there is slack in both cables. Make sure rear brakes are correctly adjusted. Tighten cable adjusting nut at the equalizer until a slight drag is felt while rotating the wheel. Loosen the adjusting nut until both wheels can be rotated freely. Apply and release parking brake and check for free wheel rotation.

REMOVAL & INSTALLATION

BRAKE SHOES

Removal — Chrysler Brake Assembly (10") — With drum removed, remove brake shoe return springs, noting that secondary spring overlaps primary spring. Slide automatic adjuster

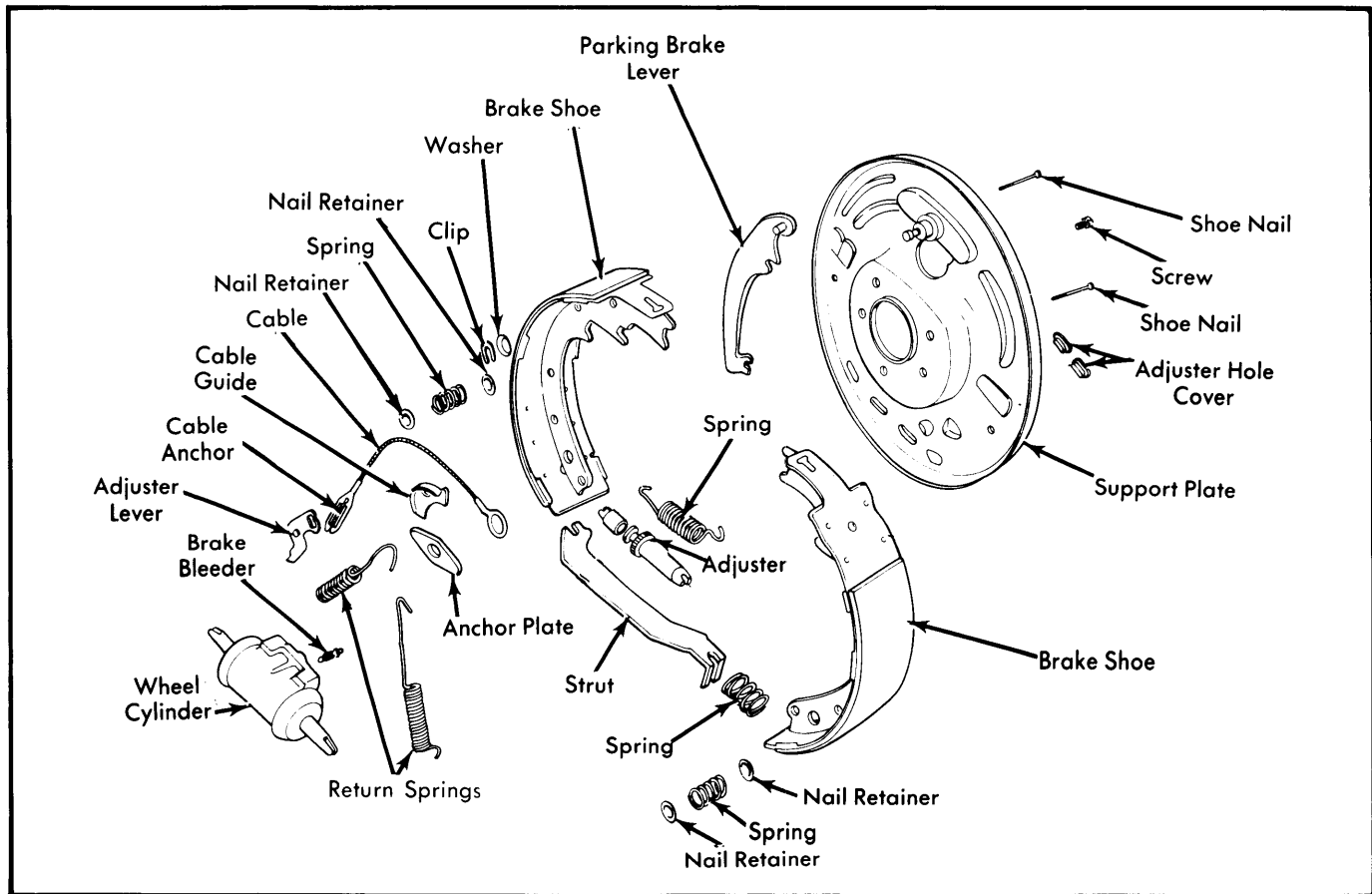


Fig. 1 Exploded View of Chrysler Type Brake Assembly

Brake Systems

CHRYSLER CORP. SINGLE ANCHOR (Cont.)

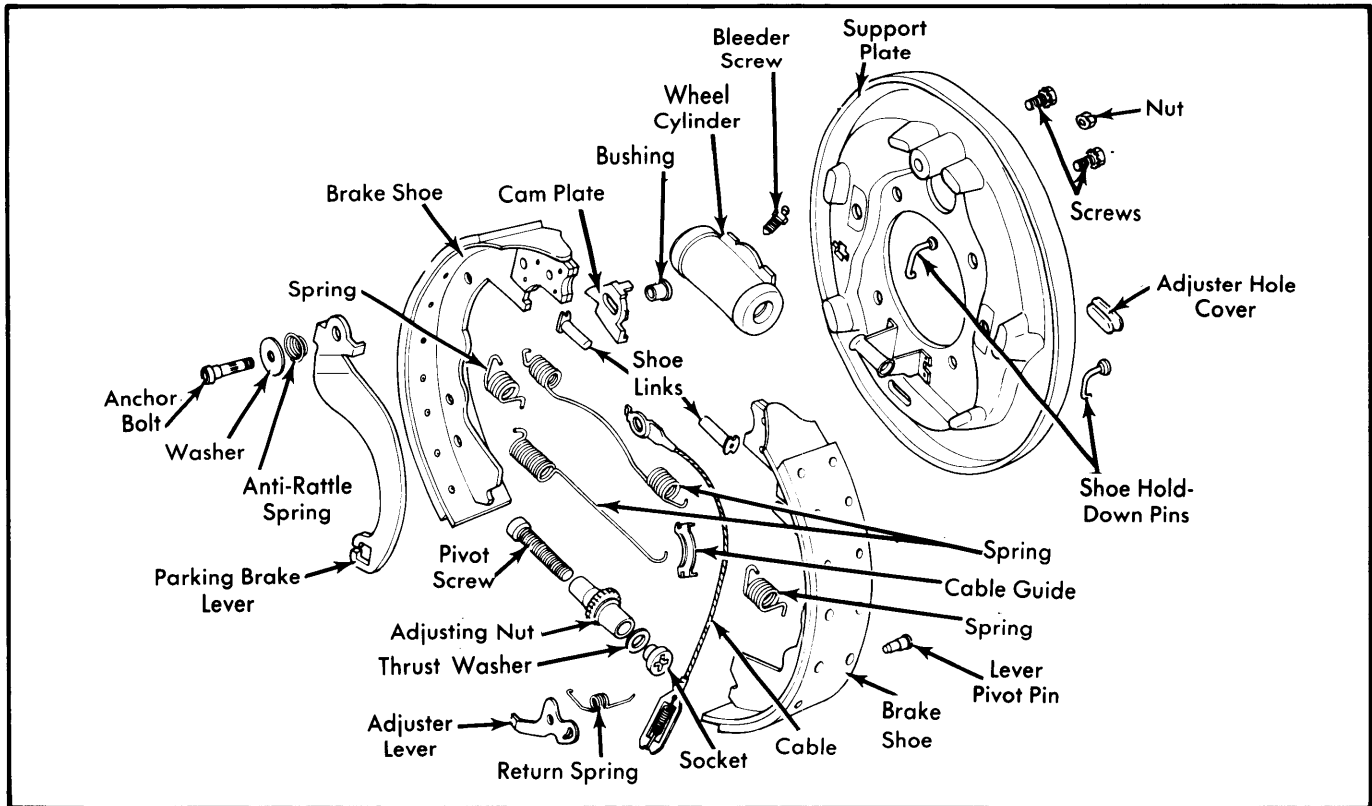


Fig. 2 Exploded View of Bendix Type Brake Assembly

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 apart and 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" & 13") — 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 CYLINDERS

Removal & Installation — 1) Remove wheel, drum and brake shoes. Remove cylinder connecting links and disconnect hydraulic brake line from cylinder.

CAUTION — On vehicles equipped with vacuum boosters, be sure engine is off and there is no vacuum in system before disconnecting hydraulic lines.

2) Remove brake cylinder retaining bolts and remove cylinder from backing plate. To install, reverse removal procedure.

OVERHAUL

WHEEL CYLINDERS

Disassembly — 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.
Brake Hose-to-Wheel Cylinder	
"B", "CB", "MB" & "PB"	19-29
"AD", "AW", "PD", "PW", "D" & "W"	25
Wheel Cylinder Mount Bolt	
"AD", "AW", "PD", "PW", "D" & "W"	95 INCH Lbs.
"B", "PB", "CB" & "MB"	11-19
Brake Support Mount Bolt	
"B", "PB" 100, 200	25-60
"B", "CB" 300	40-80
"MB", "PB" 300	65-105
"AD", "AW", "PD", "PW", "D", "W"	
7/16"	75
1/2"	85
Hydraulic Brake Tube Nuts (All Models)	
3/8" & 7/16"	80-150 INCH Lbs.
1/2" & 9/16"	125-175 INCH Lbs.

Brake Systems

10-37

CHRYSLER CORP. SINGLE ANCHOR (Cont.)

BRAKE SYSTEM SPECIFICATIONS				
Application	Drum Diam.	Drum Width	Wheel Cylinder Diameter	Master Cylinder Diameter
AD100, AW100, D150, PD100, PW100, W150	10"	2.5"	.938"	1.03"①
D200②	12.12"	2.0"	.875"	1.03"①
D200, W200③	12"	2.5"	1.00"	1.03"①
D200, D300, D400, W300, W400	12"	3.0"	1.06"④	1.03"①
B100, B200, PB100, PB200	10"	2.5"	.938"	1.25"
B300, CB300, MB300, PB300⑤	12"	2.5"⑥	.875"	1.25"
B300, CB300, MB300, PB300 CB400, MB400⑦	12"	3.0"	1.00"	1.25"
MB400, CB400⑦	13"	3.5"	1.125"	1.31"

- ① - 1.125" with Diesel engine.
- ② - 6200 lbs. GVW and under.
- ③ - 6200 lbs. GVW and over.
- ④ - 1.00" diameter on D200 & D300 models.
- ⑤ - With 3600 lb. front axle.
- ⑥ - With 4000 lb. front axle.
- ⑦ - With 163" wheelbase.
- ⑧ - 3.0" with 8300 lb. GVW and dual wheels.