

# Brake Systems

## DELCO-MORAINE AUTOMATIC ADJUSTER

**Buick (Exc. Skyhawk)**  
**Cadillac (Exc. Eldorado)**  
**Chevrolet (Exc. Corvette, Vega, Monza & Chevette)**  
**Oldsmobile**  
**Pontiac**

### DESCRIPTION

Hydraulic single anchor type brake with Bendix type shoes. Brake shoe anchor pins are fixed in backing plate and require no adjustment. Automatic adjusting system consists of a link, actuating lever, pawl and pawl spring (mounted on secondary brake shoe). System also contains an override pivot plate and spring, which acts to protect against binding linkage. **NOTE** — Some models use an adjuster pawl having separate blade to contact adjuster star wheel. Use of this design eliminates override spring.

### OPERATION

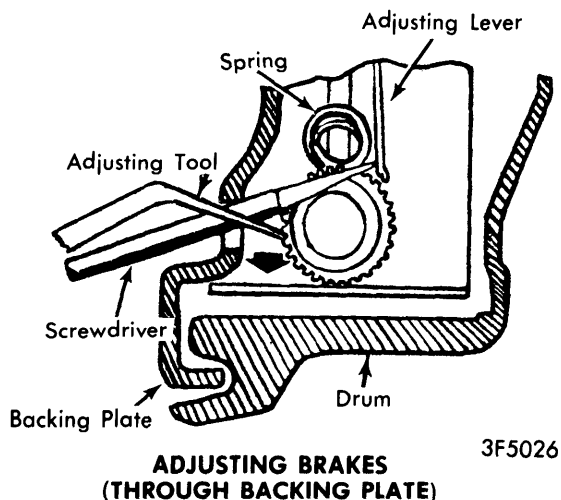
The adjusters operate only when brakes are applied as car is moving in reverse. The link which holds top of actuating lever stationary, forces lever to pivot on secondary shoe. This pivoting action forces pawl downward against end of a tooth on the star wheel adjusting screw. If lining-to-drum clearance is correct, the downward movement will stop before star wheel is turned. If clearance is too wide, the secondary shoe will move outward and the pawl will move downward far enough to turn star wheel one notch and take up the adjustment. Should the star wheel become frozen, or clearance be too excessive, the override mechanism will act to prevent the movement and binding of automatic adjuster linkage.

### ADJUSTMENT

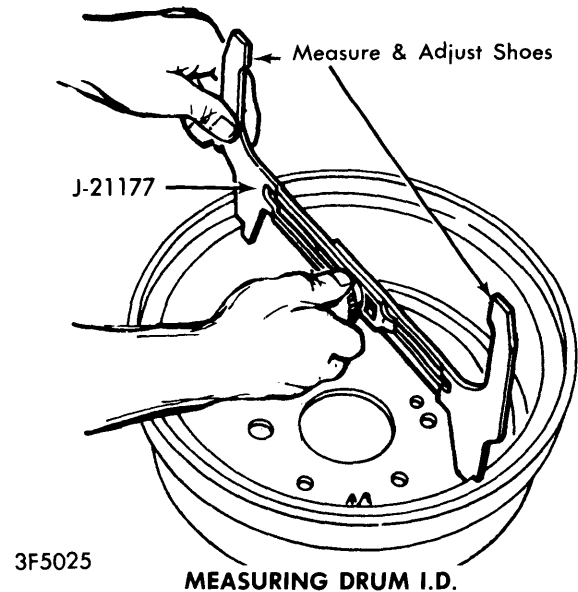
#### BRAKE SHOE ADJUSTMENT

Adjustment should be required only after shoe relining or replacement, or when length of star wheel has been changed.

**Buick** — Remove adjusting hole cover and install a suitable tool through hole to move self-adjuster actuator lever off adjusting screw. Use a suitable tool to turn adjusting screw and expand brake shoes until wheel can just be turned by hand. Make sure drag is equal at all wheels. Back off adjusting screw 30 notches. If shoes still drag, back off an additional one or two notches, or check for tight parking brake cable.

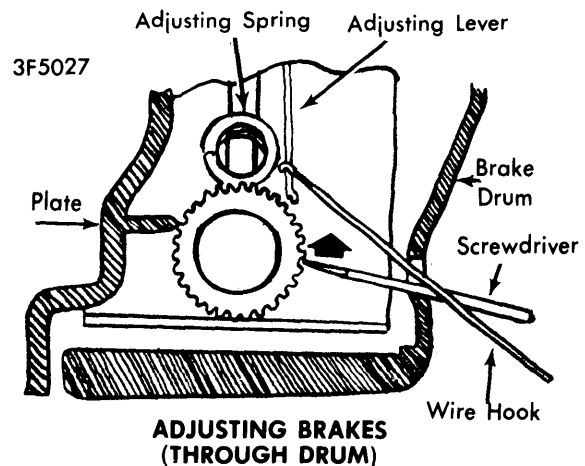


**Cadillac & Oldsmobile** — Remove drums and ensure parking brake cable and linkage is free. Measure drum inside diameter, using suitable tool (J-21177). Adjust shoes to fit opposite side of measuring tool (see illustration). Replace drums and drive vehicle alternately backward and forward, applying brakes moderately, until pedal travel is adequate (2 1/16" maximum).



**Chevrolet** — Use same procedure as described for Cadillac and Oldsmobile. If tool is not available, disengage adjusting lever from star wheel and turn star wheel until drum slides over shoes with a slight drag; then, turn adjusting star 1 1/4 turns to retract shoes. Install drums and drive vehicle alternately backward and forward, making firm braking stops, until pedal travel is satisfactory.

**Pontiac** — Remove drum. Remove ridge at open end of drum with #40 grit sandpaper or equivalent. Adjust suitable measuring tool (J-22364) to diameter of drum, then adjust shoes to fit opposite side of tool. Replace drum, drive vehicle alternately forward and backward, braking moderately until pedal travel is adequate. As an alternate method, use procedure as described for Buick, adjusting star to the following: Catalina and Bonneville, back off 30 notches; all others, back off 20 notches.



## DELCO-MORAINE AUTOMATIC ADJUSTER (Cont.)

### PARKING BRAKE ADJUSTMENT

**Buick** — Depress parking brake exactly two ratchet clicks on Skylark models, six clicks Estate Wagon models and three clicks all other models. Loosen jam nut at rear of equalizer adjusting nut. Tighten adjusting nut until rear wheels can just be turned rearward with two hands, but will lock if turned forward. Tighten jam nut against adjusting nut. With mechanism totally disengaged, rear wheels should turn freely in either direction with no drag.

**Cadillac** — Lubricate parking brake linkage at equalizer and cable stud, and ensure free movement of cables. Depress parking brake pedal to approximately one inch from fully released position. Raise rear wheels. Hold brake cable stud from turning, and tighten equalizer nut, one turn at a time (checking for brake drag after each turn), until light drag is felt on either wheel (turning forward). Release parking brake. No drag should be present at either wheel. After adjustment, parking brake pedal should travel two to three inches with a pedal force of 125 lbs.

**Chevrolet** — Apply parking brake two notches from fully released position. Loosen equalizer check nut, and tighten or loosen front jam nut until a light-to-moderate drag is felt when rear wheels are rotated forward. Tighten nuts securely. With brake fully released, no drag should be felt at rear wheels.

**Oldsmobile** — Depress parking brake pedal exactly three ratchet clicks. Tighten adjusting nut until rear wheels can just be turned rearward, using two hands, but are locked when forward rotation is attempted. With mechanism fully released, no drag should be present.

**Pontiac** — Depress parking brake pedal eight notches from fully released position. Loosen equalizer rear lock nut. Adjust

front nut until a light to moderate drag is felt when rear wheels are rotated. Tighten lock nut. Fully release parking brake and turn rear wheels; no drag should be felt.

### SERVICING

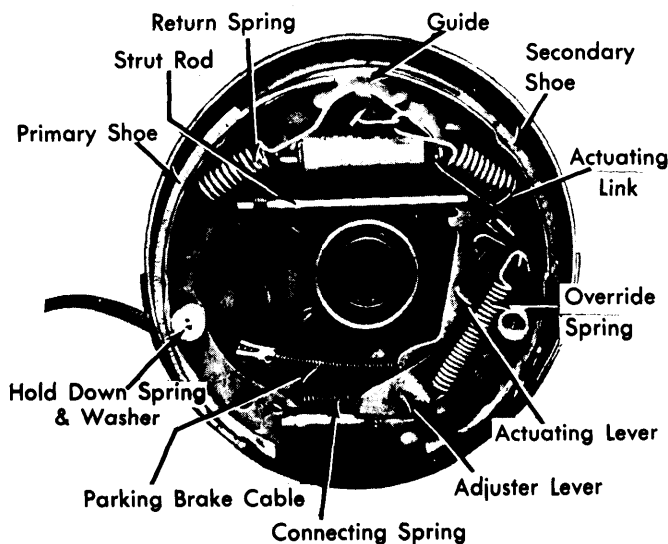
#### SHOE & LINING REPLACEMENT

**Removal** — *NOTE* — Mark position of springs and star adjusters as they are removed, for reinstallation in original position. Loosen parking brake cable at equalizer. If necessary, back off brake adjustment before removing drum. Unhook return springs. Remove hold down springs and cups. Lift actuator and unhook actuating link from anchor pin. Separate shoes from wheel cylinder connecting links, remove parking brake strut and spring, disconnect cable from parking brake lever, and remove shoes. Detach adjuster screw and spring from shoes. Remove parking brake lever.

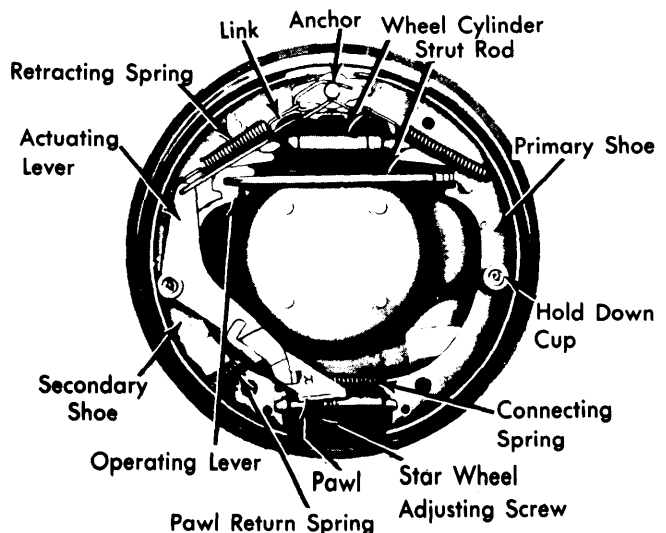
**Installation** — Lubricate fulcrum end of parking brake lever, then attach to secondary shoe. Connect adjusting screw spring, then place screw in position (align star with adjusting hole). *NOTE* — Ensure adjuster screws are installed in original positions. Lubricate shoe and cable contact surfaces on backing plate. Position shoes and insert into wheel cylinder links. Connect cable to parking brake strut and spring, between lever and primary shoe. Install actuator, actuator return spring, and actuating link. Replace hold down springs and return springs. Adjust brake shoe clearance as previously described.

#### BLEEDING SYSTEM

See *Hydraulic Brake Bleeding* in this section.



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BRAKE ASSEMBLY (TYPICAL, EXC. CADILLAC)

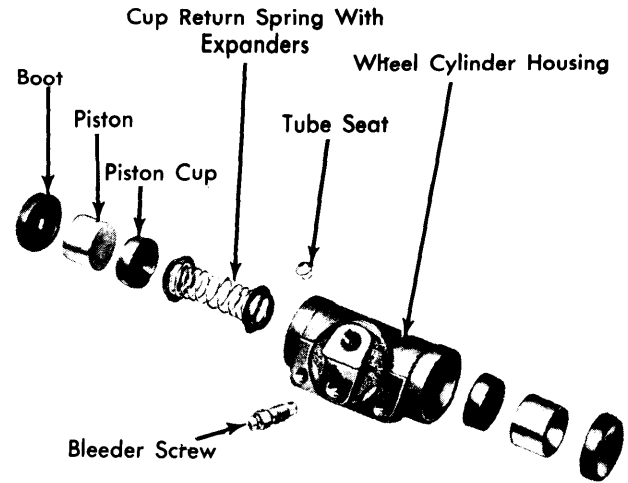


3CA02  
BRAKE ASSEMBLY — CADILLAC (TYPICAL)

# Brake Systems

## DELCO-MORAINE AUTOMATIC ADJUSTER (Cont.)

TIGHTENING SPECIFICATIONS	
Application	Ft. Lbs.
<b>Wheel Attaching Nuts</b>	
<b>Buick</b>	
Century & Skylark .....	70
All Others .....	90
<b>Cadillac</b>	
Seville .....	80
All Others .....	100
<b>Chevrolet</b>	
Chevrolet Models .....	80-100
All Others .....	60-80
<b>Oldsmobile</b>	
Omega, Cutlass & Starfire .....	80
88,98 .....	100
Toronado .....	130
<b>Pontiac</b>	
Catalina & Bonneville .....	75
All Others .....	70



4P003

WHEEL CYLINDER DISASSEMBLED

BRAKE SYSTEM SPECIFICATIONS				
Application	Drum Diam.	Wheel Cylinder Diameter		Master Cylinder
		Front	Rear	Diameter
<b>Buick</b>				
Skylark	9.5"	②	.875"	1.125"
Century & Regal	11"	②	1.00"③	.938"①
LeSabre, Electra, Riviera	11"	②	1.00"	1.125"
Estate Wagon	12"	②	.938"	1.125"
<b>Cadillac</b>				
Seville	11"	②	.938"	1.125"
All Others	12"	②	.938"④	1.125"
<b>Chevrolet</b>				
Camaro, Nova	9.5"	②	.938"	1.00"①
Chevelle, Monte Carlo	11"	②	.938"	1.00"①
Chevrolet (Exc. S/W)	11"	②	.938"	1.125"
Chevrolet Station Wagon	12"	②	1.00"	1.125"
<b>Oldsmobile</b>				
Starfire	9.5"	②	.687"	.875"
Omega⑤	9.5"	②	.938"	1.00"
Cutlass⑥	11"	②	.938"⑦	.938"
88,98	11"	②	1.00"	1.125"
Toronado	11"	②	.938"	1.125"
Custom Cruiser Wagon	12"	②	1.00"	1.125"
<b>Pontiac</b>				
Astre	9.5"	②	.687"	.750"
Sunbird	9.5"	②	.687"	.875"
Ventura, Firebird	9.5"	②	.938"	1.00"①
LeMans, Grand Prix	11"	②	.937"	.937"①
Catalina, Bonneville	11"	②	1.00"	1.125"
Grand Safari	12"	②	1.00"	1.125"

- ① - Power Disc Brakes - 1.125"
- ② - Front Disc Brake equipped.
- ③ - Power Brakes - .938"
- ④ - Commercial Chassis - 1.00"

- ⑤ - Except Omega W/5-Speed Transmission.
- ⑥ - Omega W/5-Speed Transmission
- ⑦ - W/Manual Brakes - 1.00"

# Brake Systems

## DELCO-MORAINE AUTOMATIC ADJUSTER (Cont.)

BRAKE LINING SPECIFICATION							
Application	Drum Dia.	Width		Length		Thickness	
		Front	Rear	Primary	Secondary	Primary	Secondary
<b>Buick</b>							
Skylark	9.5"	Ⓚ	2"	7.63"②	9.91"	.19"	.27"
Century, Regal	11"	Ⓚ	2"	8.93"	11.58"	.196"	.265"
Le Sabre, Electra, Riviera	11"	Ⓚ	2"	8.93"	11.58"	.232"	.275"
Estate Wagon	12"	Ⓚ	2"	9.90"	12.85"	.236"	.296"
<b>Cadillac</b>							
Seville	11"	Ⓚ	2"	8.95"	11.59"	.25"	.29"
All Others	12"	Ⓚ	2.5"	11"	12.36"	.24"	.26"
<b>Chevrolet</b>							
Camaro, Nova	9.5"	Ⓚ	2"	9.01"	9.75"	.20"	.20"
Chevelle, Monte Carlo	11"	Ⓚ	2"	8.95"	11.59"	.25"	.29"
Chevrolet (Exc. S/W)	11"	Ⓚ	2"	8.95"	11.59"	.25"	.29"
Chevrolet Station Wagon	12"	Ⓚ	2"	9.83"	12.77"	.25"	.32"
<b>Oldsmobile</b>							
OmegaⓀ, Starfire	9.5"	Ⓚ	2"	7.63"	9.91"	.19"	.27"
Cutlass, Ⓚ	11"	Ⓚ	2"	9.00"	11.5"	.22"	.26"
88,98	11"	Ⓚ	2"	9.00"	11.5"	.22"	.26"
Custom Cruiser Wagon	12"	Ⓚ	2"	10"	13"	.22"	.284"
<b>Pontiac</b>							
Astre, Sunbird	9.5"	Ⓚ	1.08"	9.12"	9.87"	.23"	.30"
Ventura, Firebird	9.5"	Ⓚ	2"	9.12"	9.87"	.23"	.23"
Le Mans, Grand Prix	11"	Ⓚ	2"	8.93"	11.58"	.23"	.27"
Catalina & Bonneville	11"	Ⓚ	2"	8.88"	11.53"	.23"	.27"
Grand Safari	12"	Ⓚ	2"	9.896"	12.828"	.236"	.296"

- Ⓚ - Front Disc Brake equipped.
- ② - Power Brakes - 9.91"
- ③ - Except Omega W/5-Speed Transmission.
- ④ - Omega W/5-Speed Transmission.

BRAKE DRUM SPECIFICATIONS				
Application	Drum Diameter	Original Diameter	Maximum Refinish Diameter	Discard Diameter
<b>General Motors</b>				
All Models	9 1/2"	9.500"	9.560"	9.590"
	11"	11.000"	11.060"	11.090"
	12"	12.000"	12.060"	12.090"