

CHEVROLET—CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN



TECHNICAL SERVICE BULLETIN

Technical Service Department



SUBJECT: SELF-ADJUSTING BRAKE CONVERSION -
CHEVROLET - CORVAIR - CHEVY II

BULLETIN NO. DR #559

SECTION V

TO: ALL CHEVROLET DEALERS

DATE November 1, 1962

Service kits are now available for converting brake systems of 1959-1962 Chevrolet, 1960-62 Corvair and 1962 Chevy II from standard to self-adjusting units.

Each conversion kit will contain the required new brake mechanism parts and installation instructions; they will not contain new brake shoes. If new brake lining is required, the corresponding 1963 brake shoe and lining assemblies should be used. Where lining is still serviceable, existing shoes may be modified by drilling out the secondary hold down pin hole.

The following pages contain a reproduction of the Installation Instructions included in each kit.

PARTS DATA

<u>Part No.</u>	<u>No. Required</u>	<u>Description</u>
3826517	1	Self-adjusting Brake Conversion Kit - 1959-62 Chevrolet
3834289	1	Self-adjusting Brake Conversion Kit - 1960-62 Corvair, 1962 Chevy II

FLAT RATE

2.3 hrs.	Install Self-adjusting Brake Unit - 4 Wheels - Using 1963 Brake Shoes
2.5 hrs.	Install Self-adjusting Brake Unit - 4 Wheels - Using Existing Brake Shoes

Director, Technical Service Department

ADJ/afm

INSTALLATION INSTRUCTIONS FOR
SELF-ADJUSTING BRAKE CONVERSION KITS

3826517 PASSENGER

3834289 CHEVY II & CORVAIR

ASSEMBLY INSTRUCTIONS - Please refer to attached assembly drawing:

1. Remove production primary and secondary shoe and lining assemblies from vehicle. Existing shoes may be used by drilling out hold down pin hole on secondary shoe using a 3/8" drill. It may be necessary to enlarge hole slightly using a round file so that the hold down pin sleeve will pilot in hole.
2. Clean and relubricate shoe pads.
3. Install anti-friction washer and socket on adjusting screw.
4. Assemble adjusting screw assembly and adjusting screw spring to primary and secondary shoe and lining assemblies. Position the shoe and lining assemblies to the anchor pin. Make certain that (A) The adjusting screw assembly is positioned with the pivot nut engaging the primary shoe, (B) the adjusting screw assemblies with no identification grooves are used with L.H. brakes, (C) those with one identification groove are used with R.H. brakes, and (D) adjusting screw spring is positioned as shown so that it does not contact the toothed wheel of the adjusting screw.
5. Install the actuator return spring between the actuator and shoe rim as shown. A tab on the actuator fits inside the spring.
6. Install primary shoe and lining assembly using existing hold down pin, new hold down spring washer, new hold down spring and cup.
7. Install the new shoe guide plate (not used on Chevy II & Corvair).
8. Mount actuator in vise and assemble pivot plate. Actuator and pivot plates are identified for left and right sides. Install override spring and position actuator assembly on secondary shoe with actuator return spring in place.
9. Install secondary hold down spring sleeve, spring and cup, using new pin provided.
10. Install secondary link to shoe spring in shoe, connect spring on link, connect link to pivot plate and snap link on anchor pin.
11. Assemble the primary retractor spring.
12. Make the final installation checks listed in the following section:

FINAL INSTALLATION CHECKS - These checks should be made before the brake drums are reinstalled to make certain all parts have been properly installed:

1. All parts are assembled in accord with assembly drawing.
2. Link is assembled to anchor pin next to shoe guide plate and underneath primary retractor spring hook.
3. Link does not interfere with either the wheel cylinder or the coils of the link to shoe spring.
4. Actuator engages the toothed wheel of the adjusting screw as shown and is held in contact with a light inward load.
5. Bottom edge of actuator is approximately $1/4" \pm 1/16$ above the centerline of the adjusting screw where it contacts the toothed wheel.
6. Downward stroke of the actuator turns the adjusting screw and expands the brakes.
7. Adjusting screws are free to turn. Some friction is natural, but toothed wheel must not touch adjusting screw spring.

Once it has been determined that all parts are properly assembled, the shoes should be adjusted to 10.970/10.980 diameter on Passenger or 8.970/8.980 on Corvair or Chevy II across the linings at the horizontal centerline of the brake taking care not to damage the toothed wheel or actuator. (NOTE: The 10.970/10.980 dimension is based on the use of a nominal 11.000 diameter drum; with worn or otherwise oversize drums the shoes should be adjusted for .020/.030 total lining clearance also measured across the horizontal centerline.) NOTE: Use of Kent-Moore tool J-21177 automatically provides the correct shoe diameter for any drum. Reinstall the drums.

No further adjustment is necessary. The automatic adjusters will come into operation once the linings are burnished and will compensate for additional lining wear as it occurs.

The automatic adjusters operate during reverse brake applications to maintain a relatively constant lining to drum clearance throughout the life of the linings.

LEFT HAND CHEVROLET BRAKE WITH
AUTOMATIC ADJUSTERS

