

28. BRAKE SYSTEM: includes the master brake cylinder, the brake fluid lines, the wheel hardware, and the parking brake.

28.1. MASTER CYLINDER:	1953-55	1956-60	1961-62
Master PN (4)	5454480	5454480	5454480
Master casting (1)	5450022(2) 5450233	5456022(2) 5450233	5456022(2)
Cap casting (3)	5300880	5300880	5300880

- (1) Starting 1958, casting dates appear on outboard side; month-day-year format
- (2) Some castings have last three digits larger than rest. Not used in 1956. Replacement castings have an unmachined cast boss on inboard side (for Buick or pickup truck use).
- (3) Caps are cast iron 1953-60; may be iron or plastic 1961-62.
- (4) PN and model number "320-G" are stamped in front end plug.

The manufacturer, Delco Moraine Products Division of Dayton, Ohio, is shown on the iron casting. The raw casting has the wagon-wheel logo indicative of Central Foundry Division. The casting number usually appears embossed on the outboard side, but most 1953 and some early 1954 appear debossed on the inboard side.

The outboard side also indicates the cylinder bore as 1" diameter. The PN and model "320-G" are stamped on the front end plug. The cast iron hex cap shows its casting number and "USE G-M-C BRAKE FLUID".

1953-57 cylinders are usually painted semi-gloss black.

1956-57 cylinders may be painted semi-gloss black or unpainted.

1958-60 cylinders are painted semi-gloss black and may have chassis overspray.

1961-62 cylinders may be painted semi-gloss black, unpainted, or either with chassis overspray.



28.2. BRAKE LINES: lines and fittings are natural finish.

The 1953-55 brake lines ran from the master cylinder to a junction block on the frame. From there it split off in two directions: driver's front wheel and a crossover line to the passenger side junction block. The crossover was spring wrapped for protection from debris thrown by the tires.

The passenger junction block split off to the passenger front wheel and rearward. The rearward line ran outside the frame until early 1954 (between VIN -1023 and -1054), then moved inside the frame.

1953-55 had steel brake lines (copper plated for 1953 is OK). Early 1953 lines drop straight down from the master cylinder; later ones angle outboard around the rear carburetor.

1956-57 brake lines were steel tubing. Sections behind the front wheels were wrapped in spring coils for protection.

1958-60 had similar brake lines to 54-57. A reinforced rubber hose connects front wheels to T-fitting.

1959-60 brake lines added an extra clip near the rear connection.



28.3. WHEEL HARDWARE

Standard Brakes: Beginning 1956 until AIM 4-5-60, front drums had spring PN 3694290 to reduce squeal; 1958-62 had same spring on the rear drums.

Heavy Duty Brake Option:

After AIM 3-25-57, heavy duty brakes were part of RPO 684 (available for manual transmission and positration only). This option included rubberized scoops inside the front wheels, add-on air ducts to the rear wheels (judged elsewhere), ceramic-metallic brake facings, finned brake drums and vented brake flange plates.

1958-59 until AIM 10-17-58 had heavy duty brakes with the air ducts built into the body inconspicuously. On AIM 2-25-58, two fiberglass deflectors (square tubes) were added behind the grille corners to direct air to the front brakes. After AIM 10-17-58, the air ducting was eliminated but the other portions remained.

On AIM 7-10-59 the heavy duty brake option switched from RPO 684 (with heavy duty suspension) to RPO 687 (with special steering). This consisted of deflectors behind the grille, cutouts in the front backing plates (with screens and covers), a stamped sheet metal fan in each wheel, ceramic-metallic linings and air scoops on each wheel.

In 1961-62, RPO 687 offered air deflectors behind the grille and front metallic facings; all four wheels had finned drums, cooling fans and air scoops. In 1962, the four air scoops and an installation instruction sheet were delivered in the trunk. Instructions may appear as early as 1959.

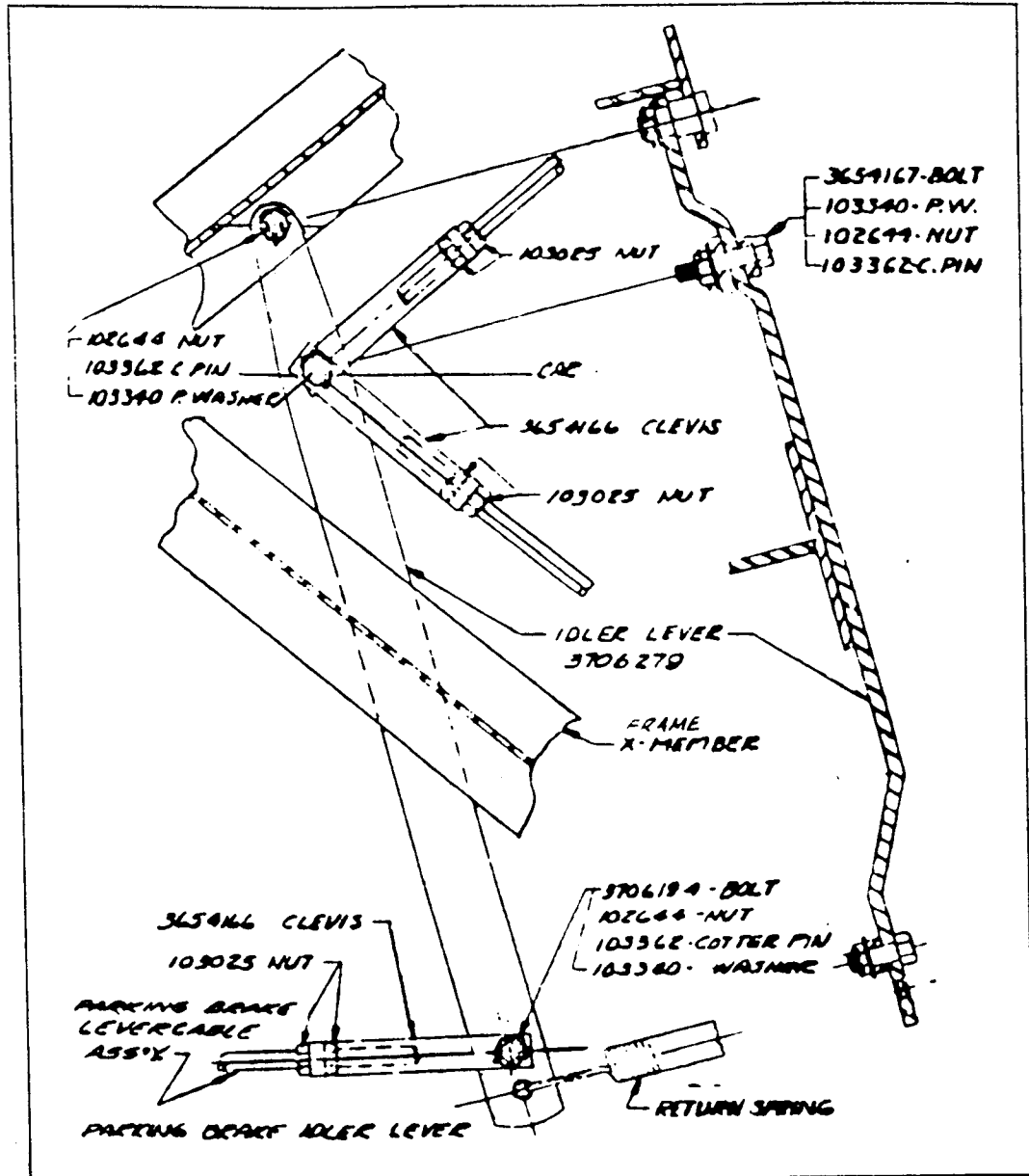
In 1961-62, RPO 686 offered the metallic brake linings without the air scoops, finned brake drums, or cooling fans.



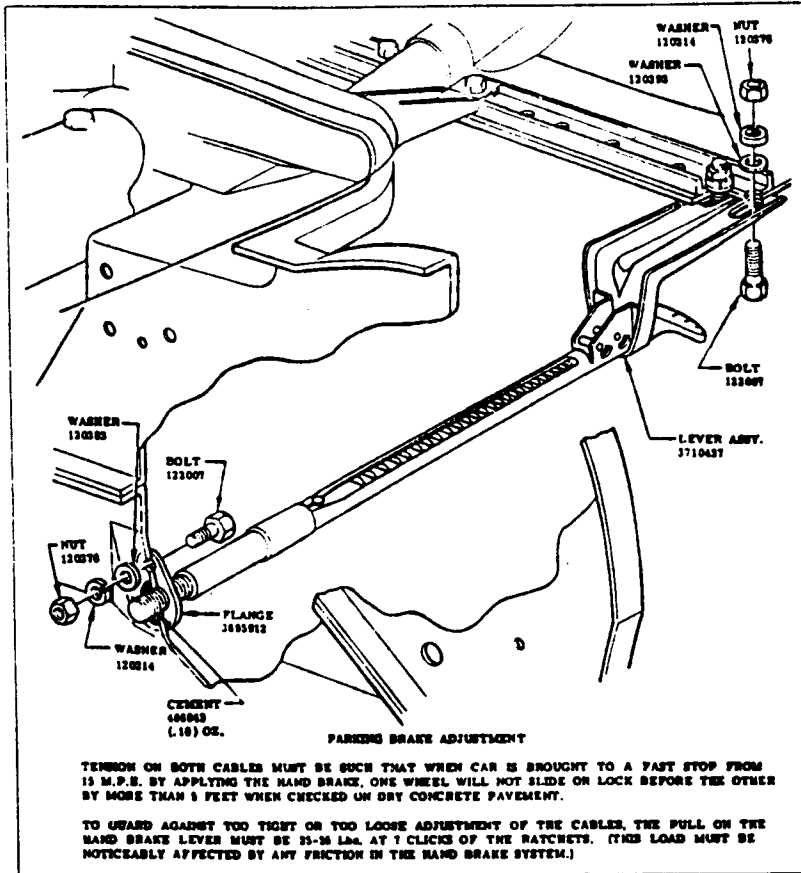
28.4. PARKING BRAKE

The parking brake lever/linkage are natural finish and tend to rust together making restoration difficult. Refer to diagrams for set-up.

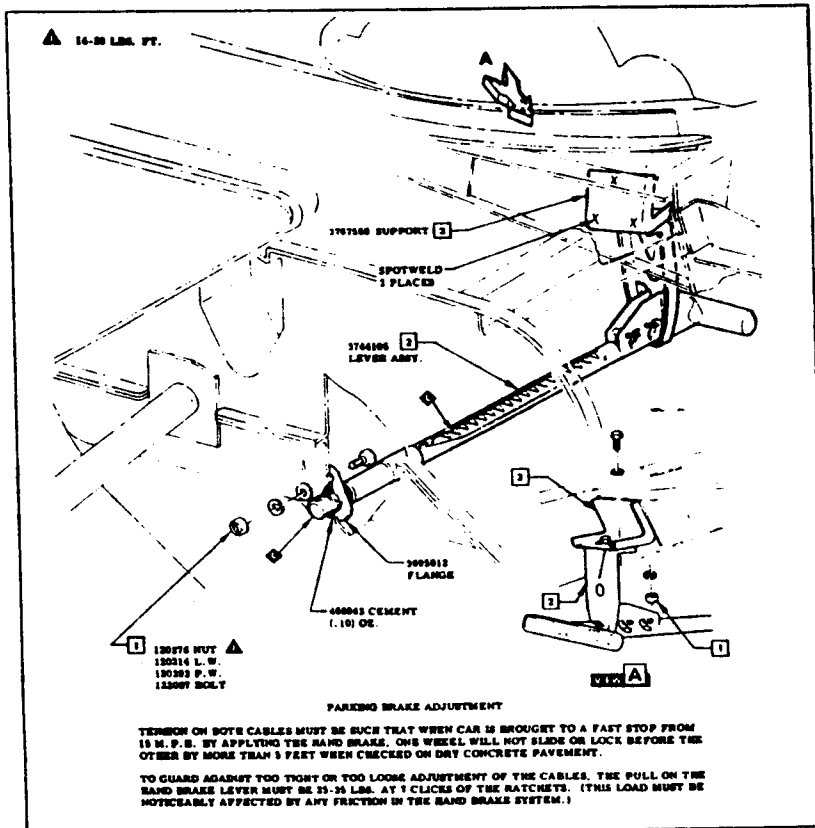
PARKING
BRAKE
1953-55



PARKING BRAKE
1956-57



PARKING BRAKE
1958-62



28.5. REFERENCES:

Adams pages 46-7, 122, 189-93, 228-9, 296-301, 330, 389-90

GM Assy Manual	1956-62	Sect	5	Sheet	1.00 thru 6.00
	1956-60	FOA	107		1.00
	1956-57	RPO	420		1.00
	1956-59	RPO	677/678/679		1.00
	1956-60	RPO	684		1.00 thru 5.00
	1960-62	RPO	675		1.00
		RPO	687		1.00

NCRS Judging Manual 1953-55, page 43-44
1956-57, page 47
1958-60, page 29
1961-62, page 57

