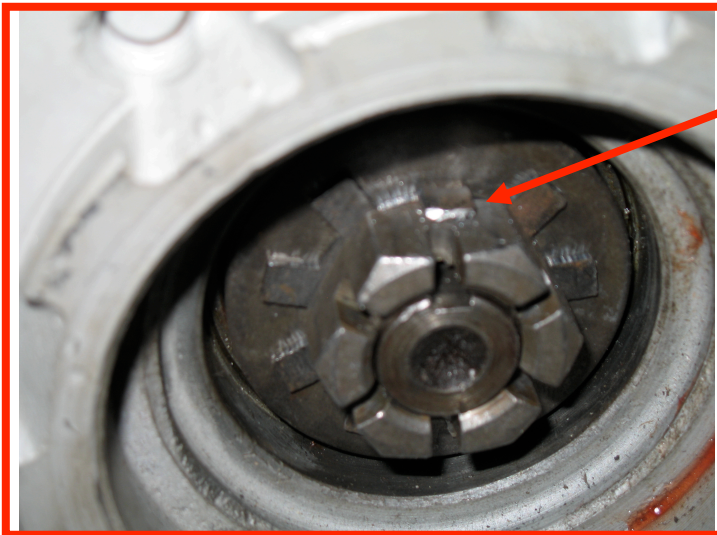


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PLACE THE DRUM WITH BOTH WHEEL BEARINGS INSTALLED ON THE SPINDLE FOR A TRIAL FIT. INSTALL SPINDLE WASHER, BENT TAB WASHER AND CASTLE NUT. TORQUE TO 35 FT LBS AND BACK OFF NUT TO ACHIEVE .003"/.005" END PLAY. **THE NUT SHOULD NOT BE PROUD TO THE SPINDLE . IF IT IS, THE BEARING SPACER IS NOT SEATED!!!** (This maintains 8 threads of engagement of the nut to spindle) **BEND OVER ONE TAB OF THE BENT TAB WASHER TO LOCK THE CASTLE NUT. TWO TABS IF YOU MUST.**

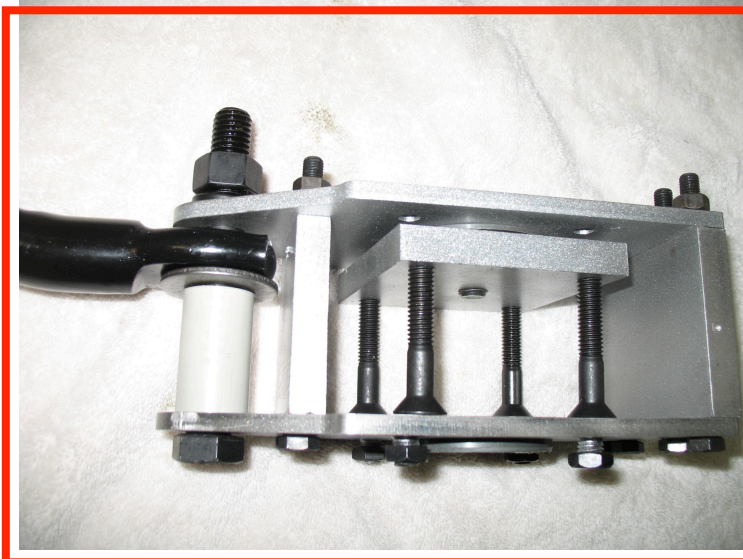


STEP 9

At the bottom of the wheel torsion box load 5/8-13 x 4 1/2" HH bolt **THRU:**

° SPACER, WASHER AND REACTION ARM END.

ADD 5/8 NUT AND LOCK WASHER. **TORQUE TO 35 FT LB**



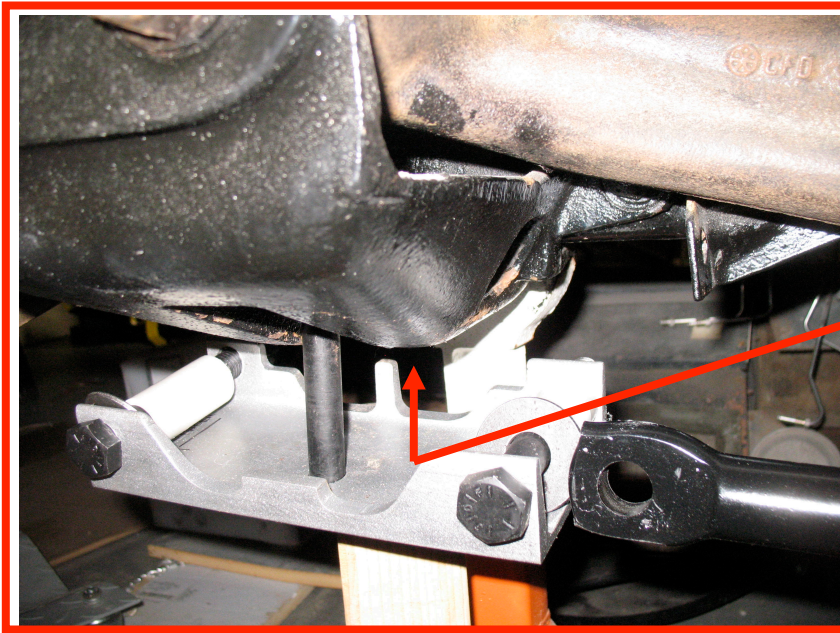
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STEP 10

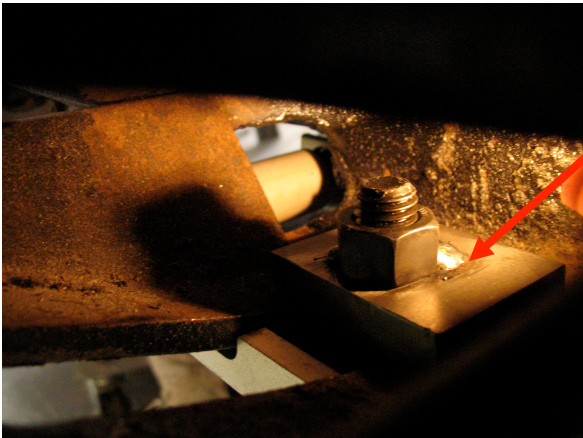
Align bogie Channel assembly with bogie casting. Mate the profile of the Channel into the 7/16 casting hole close to the coach frame.

Helpful hint; use a jack to hold channel in place



Insert 5/8 - 13 x 2 1/2" HH bolt and 5/8" lock washer into stop channel from the bottom and engage into locking block from inside the boggie. The Lock block has 5/8-13 nut welded on it and should be positioned with the nut up. Make sure the lock block is positioned to achieve maximum surface contact inside the boggie cavity.

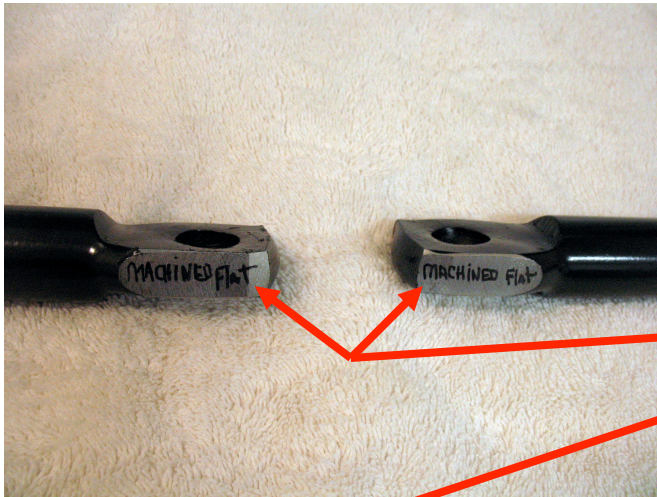
Torque this assembly to 50ft lbs.



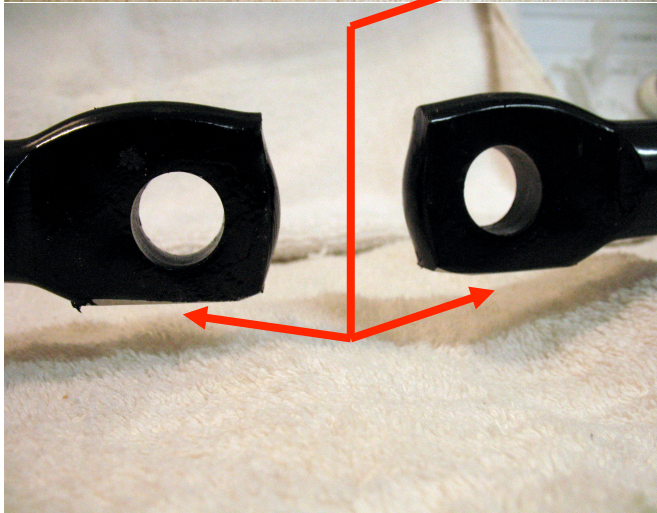
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STEP 10 CONT.



**“Machined” Flats on
Reaction arm boggie ends**



Place Reaction arm into
Boggie plate positioned with
the flat (machined) surface
down thus providing clearance
for “swing” of the arm.



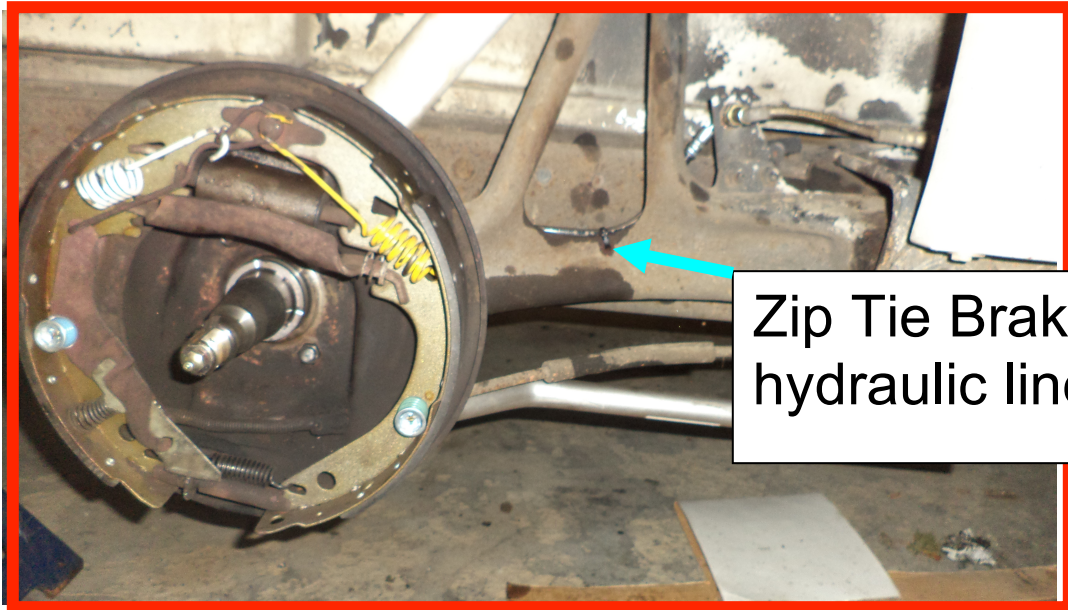
Install 5/8 – 13 x 4 1/2” axle
bolt into stop channel with
reaction arm, 5/8 washer and
spacer as shown. Install 5/8-
13 nut & lock washer.

**Torque 5/8 –13 x 4 1/2” bolt
nut to 35 ft lbs.**

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FINALLY

COMPLETE FLEXIBLE BRAKE LINE INSTALLATION
MAKE SURE CONVENTIONAL PARK BRAKE IS OPERATIONAL
AND ADJUST BRAKE SHOES ★



BLEED HYDRAULIC
BRAKE SYSTEM★

★REFER TO GMC REPAIR MANUAL

**It is advisable to double check bearing
fit-up after 500 to 1000 miles.**

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