

Disc brake and drum brake actuators are identical EXCEPT for the check valve and the size of the orifice in the exit fitting in the drum brake actuator master cylinder. The purpose of the check valve is to HOLD pressure in the brake system of anywhere from 15 to 40 lbs. The purpose of the smaller hole is to restrict rapid fluid movement.

Drum brakes are inefficient designs with many moving parts. The check valve keeps pressure in the brake lines and wheel cylinders to "PRIME" the braking action so that there is little or no delay in braking action

If a drum brake actuator is used on disc brakes, constant pressure on disc brakes will cause overheating and brake drag.

The disc brake actuator does not have a check valve, meaning that when the brakes are released, the pressure in the brake lines should go to zero. If a disc brake actuator is used with drum brakes, there will be a noticeable delay in braking action when the tow vehicle makes a stop. It will be a very irritable delay. The other issue is that the rear "exit" orifice from the master cylinder is different on the two models. The drum brake actuator has a much smaller hole than the disc brake actuator. The purpose is to restrict the flow of brake fluid going "back and forth" to the drum brakes. This causes "brake chatter". Under low pressure or slow stops, drum brakes can chatter if the brake fluid can move rapidly back and forth from the master cylinder and brake.

Bottom line, in an emergency a disc brake actuator could be used with drum brakes, a drum brake actuator should NEVER be used with disc brakes.