

1963 - 1972 Corvette: Service News: Corvette Parking Brake Shoe Removal and Installation Procedure Revised

Subject: Corvette Parking Brake Shoe Removal and Installation Procedure Revised

Model and Year: 1963 - 1972 Corvettes

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It has come to our attention that some technicians are removing the hub assembly in order to replace the parking brake shoes on Corvette models. This technique is unnecessary and in order to clarify the parking brake shoe replacement, the following procedure is being presented to revise that which appears on Page 5-41 of the 1972 Passenger Car Chassis Service manual. This revised procedure also applies to past model Corvettes.

1. Raise vehicle on a hoist.
2. Remove tire and wheel assembly.
3. Remove brake caliper assembly as outlined in Section 5 of the Chassis Service Manual
NOTE: It is not necessary to disconnect the brake line from the caliper. remove the line clip at the control arm and then suspend the caliper assembly above the disc with a piece of wire.
4. Drill out the rivet heads attaching the brake disc to the axle hub and remove the disc.
5. Rotate the adjuster screw several turns to expand the parking brake shoes.
6. Push the parking brake shoes forward so that the front shoe hold down spring retainer is visible from the side.
7. Rotate the axle shaft flange plate until the access hole lines up with the

head of the hold down spring pin. Reach through the access hole with needle nose pliers and grasp the head of the pin. While depressing the spring retainer with a small screwdriver, rotate the pin 90° with the needle nose pliers to release the spring and retainer. Remove the spring and retainer.

8. Repeat Step 7 for rear shoe hold down spring removal.
9. Rotate the adjuster screw several turns to retract the shoes. Separate the shoes at the adjuster and then remove the adjuster and adjuster spring.
10. Separate the shoes at the anchor pin and then lift the shoes up and out, allowing the shoe return spring (straight section) to pass between the outer end of the anchor pin and the axle flange plate. Separate the shoes and return spring.

INSTALLATION

1. Apply a thin coat of brake lubricant to the shoe contact surfaces on the backing plate, the anchor pin and to the adjuster screw threads.
2. Attach the shoe return spring to the two shoes and then place the shoes in position on the anchor pin, guiding the straight section of the return spring between the anchor pin and flange plate.

CAUTION: Be sure the actuator is properly positioned in the shoe cut-outs.

3. Install the adjuster spring and the adjuster. Rotate the adjuster screw several turns to expand the shoes outward.
4. Rotate the axle shaft flange to align the access hole with the hold down spring pin.
5. Push the shoes forward. Guide the shoe hold down spring pin through the hole in the shoe. Place the hold down spring and retainer in position. Reach through the access hole with needle nose pliers, depressing the retainer until the pin end can be grasped with the pliers. Depress the retainer with a small screwdriver and then rotate the pin 90° with the pliers.
6. Perform Steps 4 and 5 for rear shoe hold down spring installation.

NOTE: The head of the rear hold down spring pin is not accessible. It will be necessary to hold the pin in position with a second pair of needle nose pliers while attempting to grasp the pin end with pliers.

7. Rotate the adjuster screw several turns to retract the parking brake shoes.

8. Install the brake disc onto the hub.

CAUTION: Be sure the parking brake adjusting holes in the disc and hub are in alignment.

NOTE: It is not necessary to rivet the two assemblies; the wheel nuts supply ample retention.

9. Reinstall the caliper assembly as outlined in the Chassis Service Manual.

10. Adjust the parking brake as outlined in the Chassis Service Manual.

11. Install the tire and wheel assembly and lower the vehicle from the hoist.

CAUTION: All brake attachments and wheel stud nuts are important attaching parts in that they could affect the performance of vital components and systems, and/or could result in major repair expense. They must be replaced with parts of the same part numbers or with equivalent parts if replacement becomes necessary. Do not use replacement parts of lesser quality or substitute design. Torque values must be used as specified during assembly to assure proper retention of these parts.

This revised procedure will be reflected in a future revision to the 1972 Passenger Flat Rate Manual.

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