

1963 - 1979 - BOLT TORQUES (FT. LBS.)

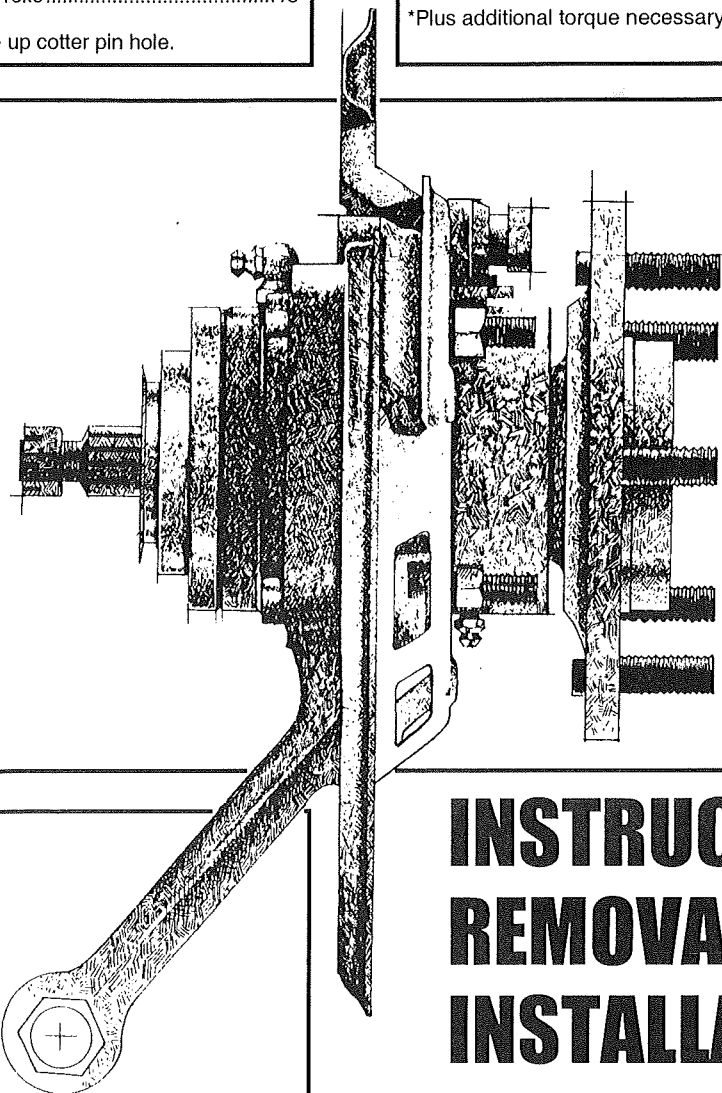
Stabilizer Shaft	Drive Spindle Support
Bracket to Frame.....120 in. lb.	to Torque Arm.....30
Bracket to Torque Arm....120 in. lb.	Strut Rod
Link Bushing Bolts25	to Spindle Support.....*75
Jounce Bumper to Frame20	Bracket to Carrier.....35
Crossmember to Carrier60	Camber Cam65
Carrier Front Support	Torque Arm Pivot50
to Crossmember65	Caliper Mounting Bolt70
Front Bolt.....*50	Spring Link Bolt install nut to expose
Rear Bolt.....*50	to Torque Arm hole then insert
Drive Spindle Nut.....*100	Rear Wheel Alignment # cotter pin.
Rear Spring to Carrier.....33	Axle Drive Shaft.....
Shock Absorber	To Spindle.....75
Lower34	To Yoke.....15
Upper50	

*Plus additional torque necessary to line up cotter pin hole.

1980 - 1982 - BOLT TORQUES (FT. LBS.)

Stabilizer Shaft	Drive Spindle Support
Bracket to Frame.....150 in. lb.	to Torque Arm.....30
Bracket to Torque Arm....150 in. lb.	Strut Rod
Link Bushing Bolts25	to Spindle Support.....*75
Jounce Bumper to Frame20	Bracket to Carrier.....20
Carrier to Frame90	Camber Cam Nut.....120
Carrier Front Support	Torque Arm to Frame*34
to Crossmember65	Caliper Mounting Bolt70
Drive Spindle Nut.....*100	Spring Link Bolt install nut to expose
Rear Spring to Carrier.....50	to Torque Arm hole then insert
Shock Absorber	Axle Drive Shaft cotter pin.
Lower35	Automatic.....150 in. lbs.
Upper35	Manual.....20

*Plus additional torque necessary to line up cotter pin hole.



*This Unit
has been
Pre-Packed
with "Valvoline" Val-Plex
EP Wheel Bearing grease
at time of assembly.*

*Follow repack directions
on rear of assembly, after
35,000 miles.*

INSTRUCTIONS FOR REMOVAL & INSTALLATION OF EXCHANGE ASSEMBLIES

the

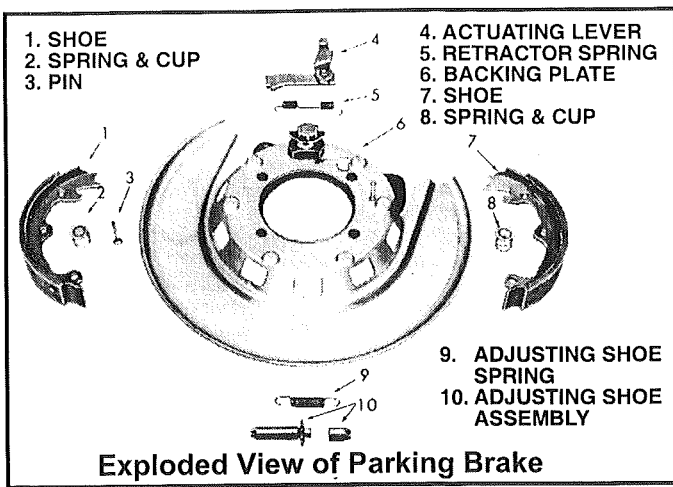
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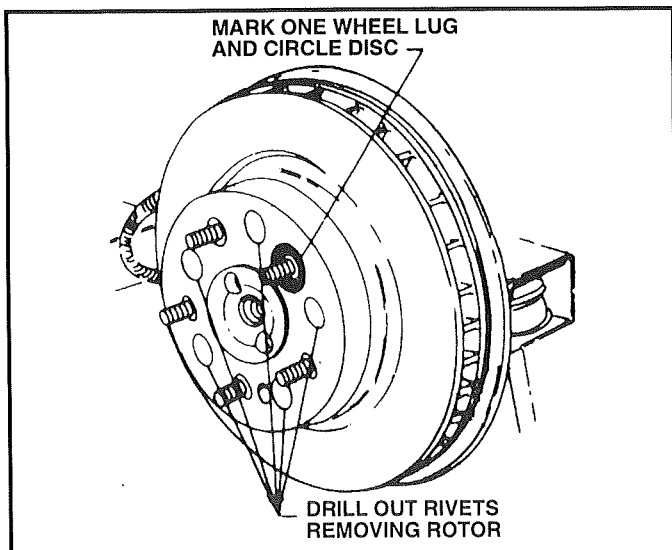
people

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1 Raise rear of vehicle and place on jack stands. Remove the tire and wheel assemblies and brake caliper. 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. Before fully slipping off caliper, place a 1-5/16" thick wood spacer block or two red caplugs between the pads so the entire unit can later be reinstalled over disc without moving pistons. The spacer will "pop" out when the caliper is placed over the disc.

2 If rotor is still riveted onto the axle, drill off rivet heads only with a 3/8" drill after center punching as close on center of rivet head as possible. These rivets were installed for manufacturing purposes only, and do not require replacement since the wheel lugs will hold the rotor in place once the wheel is reinstalled. Remove the disc (the rivet remains can be removed once the rotor is removed).



3

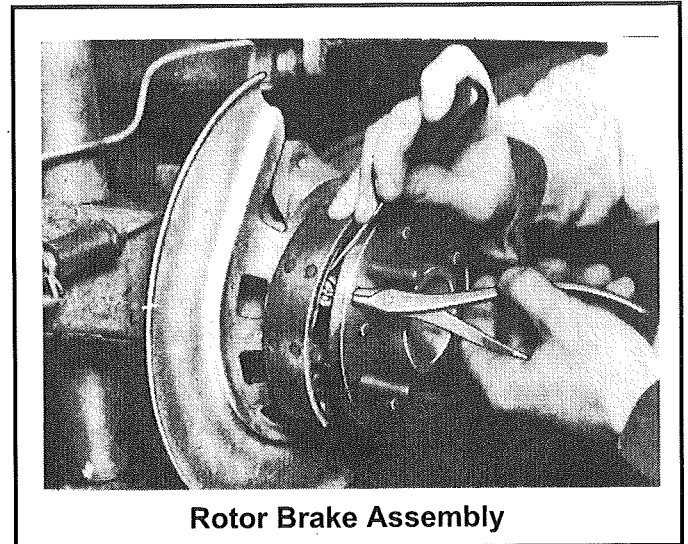
Loosen parking cable so that it is real loose at equalizer adjustment and unhook cable at actuating lever.

4

Carefully remove rotor assembly by working off axle.

5

Rotate the adjustment screw several turns to expand the parking brake shoes. Push the parking brake shoes forward to that the front shoe's hold-down spring retainer is visible from side. Rotate the axle shaft flange plate unit 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 retainer. Repeat step for rear hold-down spring removal.



6

Rotate the adjustment screw several turns to retract the shoes. Separate the shoes at the adjuster and then remove the adjuster and adjuster spring.

7

Separate the shoes at the anchor pins 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.

8 Disconnect shock absorber lower eye from strut rod mounting shaft. Remove cotter pin and nut from strut rod mounting shaft, then pull shaft from support and strut rod.

9 Remove four nuts securing spindle support to torque control arm and knock studs out of torque control arm. (New studs with assembly.) Separate support for torque control arm. If rusted to torque control arm, tap support forward and rearward until loose and it will come out as a full assembly.

*DO NOT TAP ON SPINDLE THREADS.
Damage to spindle will occur.*

10 Remove clearance template from new assembly and trace clearance on torque control arm (arrow up). Using 1/2" burr or file, cut clearance in arm so rear grease fitting will go through arm, or drill 1/2" hole at top and cut a hole on layout line with hacksaw.

11 Install new bolts (4) in torque control arm that come with assembly. Make sure they are seated all the way down against arm.

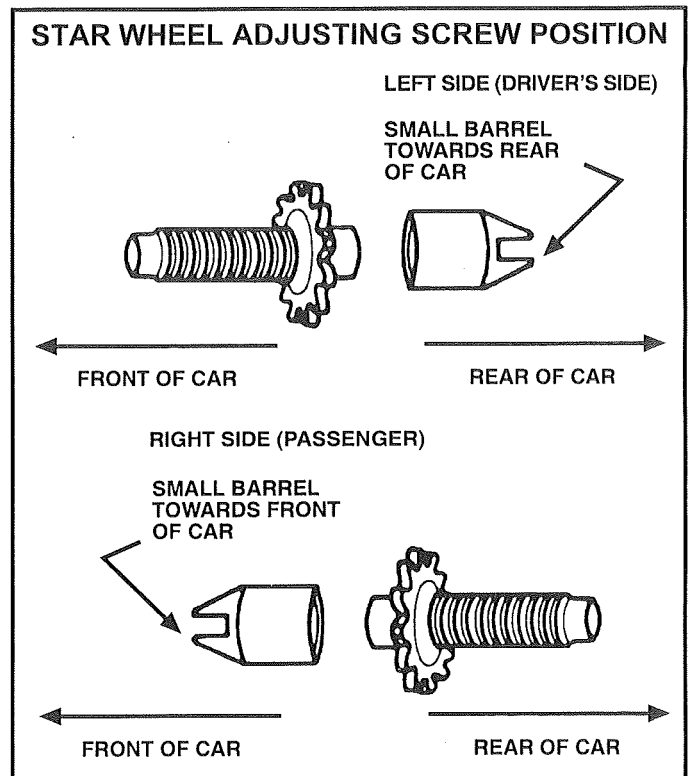
12 Position new assembly over torque arm bolts with strut rod fork toward center of vehicle and downward. Install nuts and lock washers on end of studs and tighten down, to 30 FT. LBS. of torque.

13 Install rear wheel spindle flange, washer and slotted hex nut, to rear of spindle. Torque spindle nut to 100 FT. LBS. (plus additional torque necessary to line up cotter pin hole.)

14 Parking brake shoes can be reused if adequate liner is left. A light application of sand paper over the friction surfaces to remove glaze is enough. Worn linings, where the rivet heads are exposed or linings contaminated with oil or grease should be replaced.

15 Apply a thin coat of Delco brake lube (or equivalent), to the shoe contact surfaces on the flange plate, the anchor pins and to the adjuster screw threads.

16 Attach the shoe return springs (top spring) to the two shoes and then place the shoes in position on the anchor pins, guiding the straight sections of the return springs between the anchor pin and flange plate. Be sure the actuator is properly positioned in the shoe cut-outs.



17 Install the adjuster spring (bottom spring) and the adjuster. Rotate the adjuster screw several turns to expand the shoes outward. Be sure that the star wheel is next to the rear shoe on the left brake (driver's side), and next to the forward shoe on the right brake (passenger's side).

18 Rotate the axle shaft flange to align the access hole with the hold-down spring pin.

19 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 pliers.

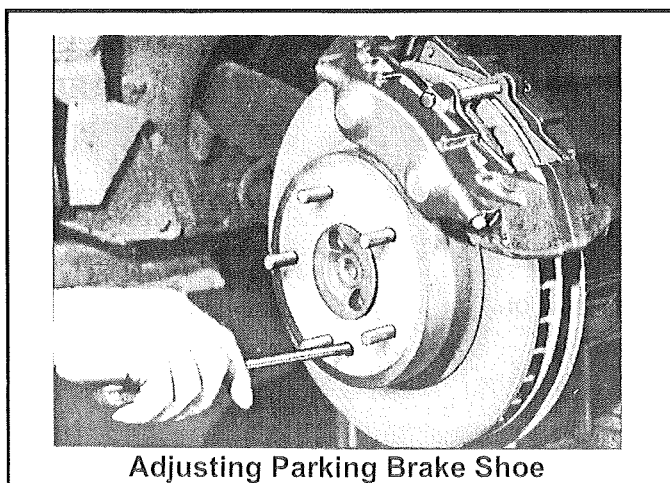
20 Perform steps 16 and 17 for rear shoe hold-down spring installation.

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

22 Install the brake disc onto the hub so that access holes in disc line up with holes in hub.

23 Reinstall the caliper assembly by reversing the procedures outlined in the previous steps.

24 Adjust the parking brake. With brake cable still not attached to assembly, turn the disc until the adjusting screw can be seen through the hole in the disc.



Adjusting Parking Brake Shoe

25 Insert an adjusting tool or screwdriver through the hole in the disc and tighten the adjusting screw by moving your hand away from the floor on both left and right sides.

26 Tighten until the disc will not move, then back off 6-8 notches.

27 From inside the car: Apply the parking brake handle on 1965-66 models 4 notches or the handbrake lever on 1967 and later models 2 notches. Next, tighten the brake cables at the equalizer to produce a slight drag. Release the lever or handle and check so there is no drag. (A better feel can be produced if this operation is done before the calipers are mounted). Mount wheel.

28 When replacing the parking brake shoes, it is necessary to "break in" the new shoes in the following manner: With vehicle traveling at 50 MPH (80 k/h), apply the parking brakes until a light drag is felt slowing to 20 mph. Do this 3 to 5 times. Allow a cooling period between applications. This is called burnishing the linings. As the applications progress, apply the brakes more gradually, since the brake effectiveness improves and wheel lock-up will occur more readily. Re-adjust parking brakes (per No. 26 above) after the burnishing operations.

See Sketches and illustrated parts breakdown.

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