

1965 Corvette: Service News: Disc Brake Introduction Article

Subject: Disc Brake Introduction

Model and Year: 1965 Corvette

Source: Chevrolet Service News - 1965 Product Features

Page Number: NA

Date: September 1964 - Volume 36 - Number 8

Below is information that appeared in a special issue of Chevrolet Service News regarding 1965 Chevrolet product features.

The following information is presented as a summary of Corvette disc brakes, from a service standpoint:

1. There is no shoe adjustment on the disc type service brakes.
2. The groove in the brake shoes is an indicator of brake wear and when the groove is just about gone it is time for shoe replacement.
3. When replacing shoes, it is necessary to siphon fluid from the master cylinder reservoir to make room for fluid return to the reservoir when pushing the caliper pistons back into their bores to make room for the thickness of the new shoes.
4. The shoes have a directional arrow on the back of the shoe plate. This arrow points to the forward rotation of the disc.
5. When bleeding the calipers the rear wheel must be removed to reach the outboard bleeder screw.
6. A retaining clip of thin metal is used to hold the pistons into their bores while installing the new brake shoes.
7. The caliper assembly is removable, after disconnecting the brake line, by removing two mounting bolts and lifting the assembly off the disc.
8. The disc is riveted to the spindle flange in production and the rivets may be drilled out and the wheel studs and stud nuts are sufficient to hold the new disc in place when replacing the disc.
9. The parking brake cable is adjustable for length as the shoes wear, the same as usual.
10. The brake shoe adjustment (for parking brakes) is accessible through either of two holes in the disc and drive plate flanges (fig. 28).

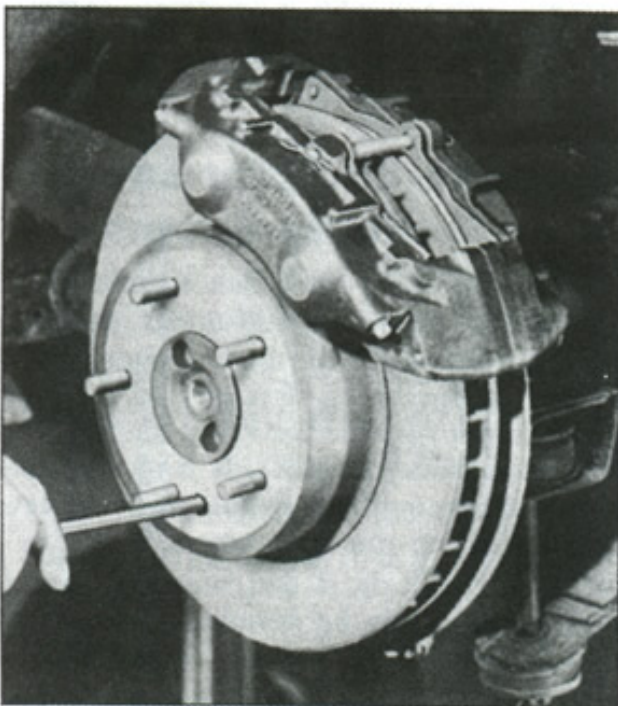


Fig. 28 — Parking Brake Adjustment

11. The rear wheel spindle must be removed to gain access to the parking brake shoes. It is necessary then to remove the caliper, the axle drive shaft, the spindle drive shaft yoke and remove the

spindle and disc as an assembly from the wheel support. You now have access to the parking brake shoes, which are serviced the same as any other Bendix type brake shoe set up (fig. 29).

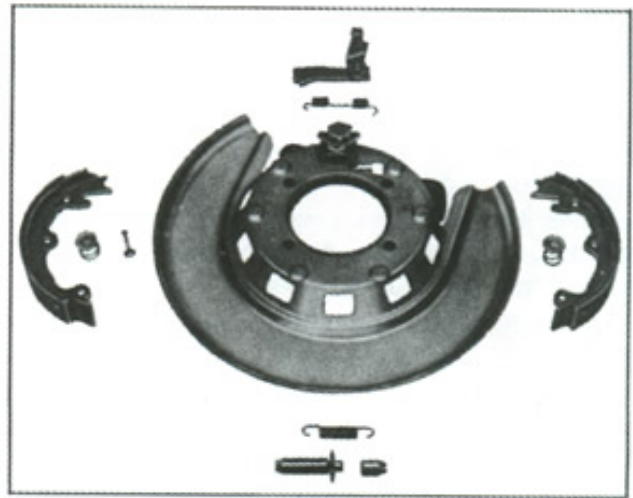


Fig. 29—Corvette Parking Brake Exploded

12. When the Corvette is equipped with knock-off hub assemblies, the adaptors must be removed to gain access to the parking brake adjustment.

Two new master cylinders are used on the 1965 Corvette. The regular production master cylinder is a Bendix type with a single cylinder and a large reservoir. This Bendix cylinder is used on all Corvettes without power brakes. A residual valve is not necessary because the brake shoes ride (with only light spring tension) against the wheel disc and continue to do so as the shoe linings wear out. In other words, the Corvette service disc brakes are self-adjusting with wear. The Bendix master cylinder has an (approximately) $\frac{1}{8}$ " hole in *both* the reservoir cover and the cover diaphragm for an atmospheric vent. Pressure bleeding is recommended for all Corvettes with disc brakes. A new pressure bleeder adaptor tool



Fig. 30—J-21994 Pressure Bleeder on Master Cylinder

is now available for the Bendix master cylinder (Fig. 30). This tool, J-21994, was unfortunately not listed in the initial 1965 *Special Tool Program*, therefore it must be ordered separately.

A split delivery master cylinder (fig. 31) is used with power brakes on the Corvette for 1965. This master cylinder is a Delco Moraine type in which the front reservoir and piston supply the front wheels, the rear set supplies for the rear wheels. It is used in combination with a Delco Moraine power assist unit. This cylinder (fig. 31) also uses no residual valves in the outlet ports.

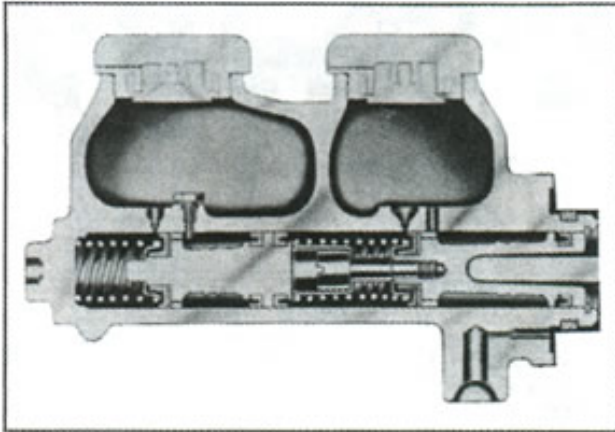


Fig. 31—Split Master Cylinder Used W/Power Brakes

order to remove the oil pan. Many operations which required engine removal in 1964 are now performed with the engine in the chassis.

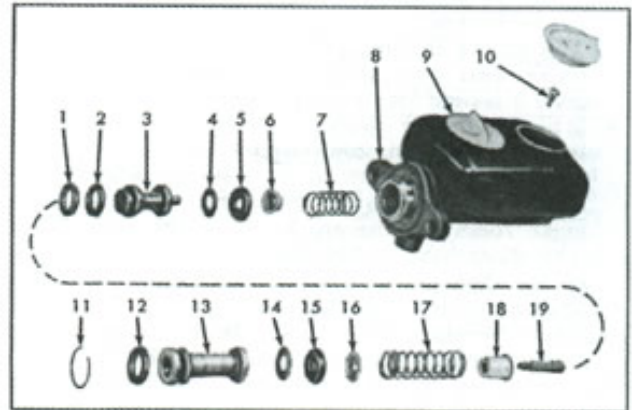


Fig. 32—Moraine Split Cylinder—Exploded View

- | | |
|---------------------------|------------------------------|
| 1-2. Secondary Seals | 11. Lock Ring |
| 3. Floating Piston | 12. Secondary Seal |
| 4. Primary Seal Protector | 13. Primary Piston |
| 5. Primary Seal | 14. Secondary Seal Protector |
| 6. Spring Retainer | 15. Primary Seal |
| 7. Floating Piston Spring | 16. Spring Retainer |
| 8. Cylinder Body | 17. Primary Piston Spring |
| 9. Reservoir Cover | 18. Floating Piston Stop |
| 10. Piston Stop Bolt | 19. Piston Extension Screw |

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