

New Brake Conversion Kit for Corvettes

Now you can convert your original equipment standard Corvette brakes to the severe-duty type that includes segmented, sintered-metallic linings.

Formerly available only as R.P.O. 686 in original manufacture, the sintered-metallic type brakes for all four wheels are now offered as a conversion parts kit (Part No. 3759940). These brakes, which can be installed on any Corvette, should not be mistaken for the ceramic-metallic type available only as part of R.P.O. 684 (Heavy-Duty Brakes and Suspension).

For the owner who wants brakes designed for rugged harder-than-average use, the sintered-metallic linings offer exceptional fade resistance and are not adversely affected by water. These brakes differ from standard organic brake linings in that pedal effort is higher when the brakes are cold. This effort decreases considerably as brakes become warm after a few applications. This is the direct opposite of pedal effort characteristics of the standard organic brake linings.

The sintered-metallic linings are in ten segments, approximately 5/16" thick, riveted to each secondary shoe, and in six segments 3/16" thick, riveted to each primary shoe. Flared front and rear brake drums that dissipate heat faster are used with the sintered-metallic linings. These drums are specially honed at the factory to a smooth surface finish comparable to the cylinder wall of an engine. In addition to brake shoes and drums, the kit also includes special heat-resistant brake shoe pull-back springs, brake shoe hold down springs and brake shoe levers. An instruction sheet that covers installation is also packed with the kit.

Adjustment is the same as for standard equipment brakes, except that the shoes should be backed off 12 notches from a light uniform drag.

The new linings should be "seated in" after installation. This is accomplished by making six moderately fast stops from 30 m.p.h., followed immediately with six or more ad-

ditional stops in rapid succession from at least 60 m.p.h. with heavy pedal pressure.

A SUGGESTION ON BRAKES FOR NEW READERS

For readers who may not have received previous issues of Corvette News, we repeat information previously published covering replacement of ceramic-metallic brake linings with conventional type for normal street driving. Ceramic-metallic linings (which are part of factory-installed heavy-duty brakes and suspension option R.P.O. 684) are especially suited to sports car events, but are not ideal for mild use. If desired, the special shoes and linings can be easily removed and saved for special use - replacing them with conventional type linings. Use Oldsmobile Front Shoes #566060 for the front brakes and Chevrolet Front Shoes #3752920 for the rear brakes. These differ from standard Corvette conventional type linings as they are wider to suit the special finned brake drums used with ceramic-metallic linings.

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CORVETTE ENGINE DESIGN

SECTION 1 — GENERAL INFORMATION

Corvette engine design, power ratings and drive train combinations for 1961 remain unchanged. As indicated by the following chart, base equipment is the 283 cubic-inch V-8 engine with a 4-barrel carburetor, 3-speed synchromesh transmission and 3.36 to 1 ratio rear axle. Optional 4-speed and Powerglide transmissions are available as are the four ratios of the Positraction rear axle used with the manual transmission.

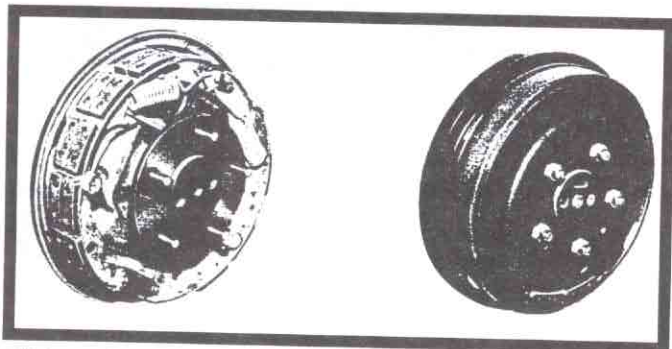
SECTION 8 — ENGINE

Presented in mid-season 1960 and continued for 1961 models are oil-wetted polyurethane cleaner elements which replace the aluminum mesh-type units. They are provided for engines with single and dual 4-barrel carburetors.

COOLING SYSTEM

Increased cooling capacity, over copper cored radiators, is provided by the use of light weight aluminum cross flow radiators for all Corvette engines. Core structure is the sturdy drawn cup design used for models equipped with special cam-shafts last year. Core dimensions remain approximately the same providing 315.4 square inches of frontal area. With a 13 pound pressure cap and thicker core, a 10 percent increase in cooling capacity is achieved.

The coolant supply tank provides the one noticeable change, for it is no longer on top of the core. A new short circular tank is mounted on the left hand front fender skirt, and contains a short filler neck and pressure cap.



Sintered-metallic brake linings installed show ten-segment lining on secondary shoe and six-segment lining on primary shoe. New brake drums are included with sintered-metallic lining conversion kit. Large flared inside of drum helps dissipate heat quickly.