

G.M. suggested that the option be used for competition and advised warming up the brakes before using them? With what, a torch? A word of WARNING, RPO 684 is NOT FOR THE STREET . . . (unless on your ex-wife's car).

There is a reproduction quick steering adapter being made out there somewhere by someone who needs immediate attention by his optometrist and high school geometry teacher. NOT EVEN CLOSE . . . doesn't look like the right thing . . . absolute suicide if you try to use it. Take a peek at a real one here today or look in Corvette Service Operations Chassis, April 1960 reprint 1/86, page 30 for a good picture. The original uses 4-wheel drive pick-up U-clamp and has tapered machined holes for tie rod ends. Lack of castle nuts is a tipoff of a REPRO.

#### RPO 686 — METALLIC BRAKES

1. Sintered, segmented metallic linings, 2 inch front and 1-3/4 inch rear.
2. Stock drums — special smooth lapped finish.
3. High temp pull back and holddown springs.
4. Wheel cylinders — front and rear, 1960 shoes riveted.
5. 1-3/16 inch x 1 inch, 1961-62; 1961 shoes bonded.
6. 1-1/8 inch x 1 inch, 1960; 1962 shoes bonded.

#### RPO 687 — HEAVY DUTY BRAKES AND STEERING

In 1960 the heavy duty brakes and suspension was discontinued in favor of heavy duty brakes and steering. 300 lb. and 115 lb. springs along with 1 inch shocks (non-spiraled)\* were used on all standard production cars RPO 687\*\* used a special heavy duty shock. A rear stabilizer bar was added to all cars and the pre-load was changed on the front stabilizer bar. Thus, all Corvettes enjoyed a much better handling package and smoother ride than the obsolete RPO 684. Many of us used this standard suspension unaltered for road racing. (Just add brakes and steering adapter.) The drums were composite (cast iron with steel centers) and bore the same CASTING number, as opposed to part number for both front and rear applications although they were machined differently (for different lining widths front and rear). Two part numbers differentiated front from rear. The front center offset was greater than rear and had a lip along the outer circumference. Casting numbers were 3745534. The fins did not "wrap-over" as seen from the front and were distinctly different from the ROP 684 version. The quick steer changed the overall ratio from 21.2 to 16.3 to 1.

1. Quick steering adapter.
2. Finned drums 3745534.
3. Segmented, sintered iron linings 2-1/2 inch on front, 1-3/4 inch rear.
4. High temp holddown springs and pull back springs.

- a. Secondary return 50 lb., black
- b. Primary return 40 lb., pink
- c. Large diameter holddown cup
- d. Small diameter holddown cup
- e. 1/4 inch holddown pin
- f. Holddown spring
- g. Thin guide plate

5. Special backing plates vented with coarse screen and having provision for covers for street use.

6. Elephant ears front air scoops for competition when covers are removed from backing plates. White 5-ply rubberish fabric, actually greyish. See samples here.

7. Metal rear air scoops to bolt on in place of cover on rear backing plates.

8. 24 vane fans inside each brake drum to assist in air circulation.

9. Each drum lap finished 400 grit very smooth as in RPO 686.

10. Welded on spacer omitted from rear backing plate to rear pin anchor.

11. A few secrets that I shall not reveal so as to discourage the fabrication of RPO 687 cars. Sorry!

12. Wheel cylinders — 1-1/8 inch — 7/8 inch rear.

13. Stock — 1-3/16 inch x 1 inch.

14. 61 shoes riveted; 62 shoes bonded — 2-1/2 inch x 1-3/4 inch.

15. H.D. shocks.

16. Air ducts.

It should be pointed out that those who "went racing" in the 60s usually opted for some over-the-counter "goodies" from G.M. parts. The rear sway bar was removed and a second sway bar was added to the front on the bottom of the frame. It was necessary to remove the exhaust crossover to do it. G.M. sold a kit. Also, heavy duty shocks\*\* were available over the counter as was a double pulley (never used on 62 production cars). The 0.8 inch stock front sway bar was used unchanged in addition to the auxiliary kit bar, and most racers used the earlier heavy duty springs while bushing everything (links and shacklers) with hand-made aluminum. The ride on these cars was like a skateboard, but that's what it took to hurl a straight axle at a corner.

\*Maybe fronts were spiraled if purchased over-the-counter.

\*\*5543738 and 739 (front and rear).

The cone shaped rubber bumper shown in the assembly manual and intended to limit rear spring travel or wind up under acceleration was never used in production NOR was it available over the parts counter. HELP, PLEASE . . . Anyone disagreeing, please see me. This bumper required that a special plate be welded to the frame for mounting. Mike Ernst has reported finding only one possible original installation on a 1962 RPO car.