

and early parts cannot be mixed with later parts and still function properly.

So much for part and forging numbers. Let's identify the part further. It mounts under the front crossmember directly under the center of the radiator. If the steering is equipped with a quick steering adapter, the adapter is an extension that bolts onto the idler arm; the tie rod ends are relocated to holes in the extension.

The bracket mounts to the front crossmember; the idler arm rotates in a large circular bearing located at the rear end of the bracket. Every time the steering wheel is rotated, the front tires are turned back and forth to steer the car. Tremendous pressures are placed on the arm, bearing, and bracket. These stresses can build up and cause the bearing housing portion of the bracket to break. *And I mean break right off, causing complete loss of steering, and the car goes who-knows-where.*

Also, this idler arm and idler arm bracket are too convenient in some ways. *When jacking the car up with a floor jack, the lift pad is often positioned under the rear end of the bracket. The entire weight of the front end may be lifted by this means.* **STARTING NOW - TODAY - NO STRAIGHT AXLE CORVETTE FRONT END IS EVER TO BE LIFTED BY PLACING A FLOOR JACK UNDER THE IDLER ARM BRACKET.** If in doubt, double check to be sure you understand the problem. Call someone if you don't; **this is a very important safety item!!**

We now know of two complete failures (breaks), and another which showed cracks around the bracket's load-bearing area. We have just begun checking these brackets for cracks, so who knows what we'll find. We must all check this item at once, in order to avoid a complete steering failure. We are all grateful that Laurie Ames wasn't just pulling off the freeway off ramp when his idler arm bracket broke.

When and where will yours fail? Such parts crack before they break. **Inspect yours before you drive it again.**

ADJUSTING BENDIX BRAKES

Jack up the car and remove one wheel and drum assembly and examine the condition of the lining and drums. If all is okay replace the wheel and drum assembly. Remove the cover from the adjusting slot hole at the lower end of backing plate and, using a special brake spoon or bent screwdriver, pry the star wheel adjuster (handle of the tool in the direction of the axle) to expand the shoes until the shoes are tight against the drum, **see Fig. 8.** At this point it might help a little if the anchor nut at the top of the anchor plate is tapped lightly with a hammer to assist the friction-held anchor block to center itself properly.

Now pry the star wheel adjuster in the opposite direction (handle of the tool away from the axle) until the brakes are just free. This will require approximately sixteen clicks of the star wheel.

Since these brakes are self-centering, this is the only service adjustment required.

Repeat the operation at all four wheels.

Road test the car.

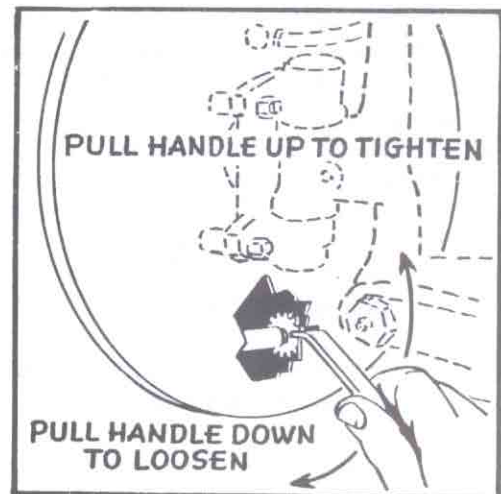


Fig. 8—Bendix Brakes—Move the handle of tool towards axle to expand the shoes and away from axle to retract them

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\$24.00/YEAR**

(The Increase is because of the economy)

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