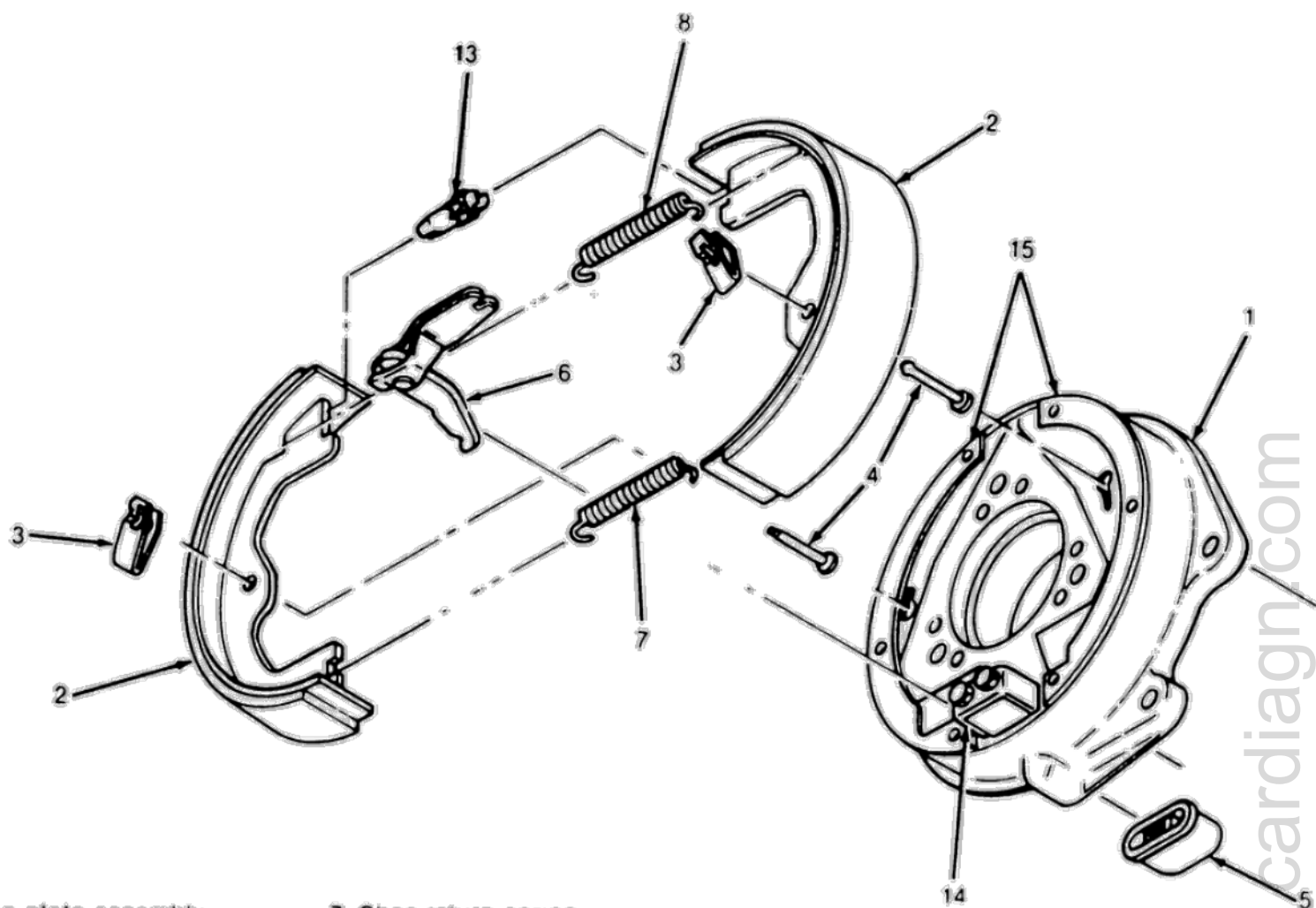
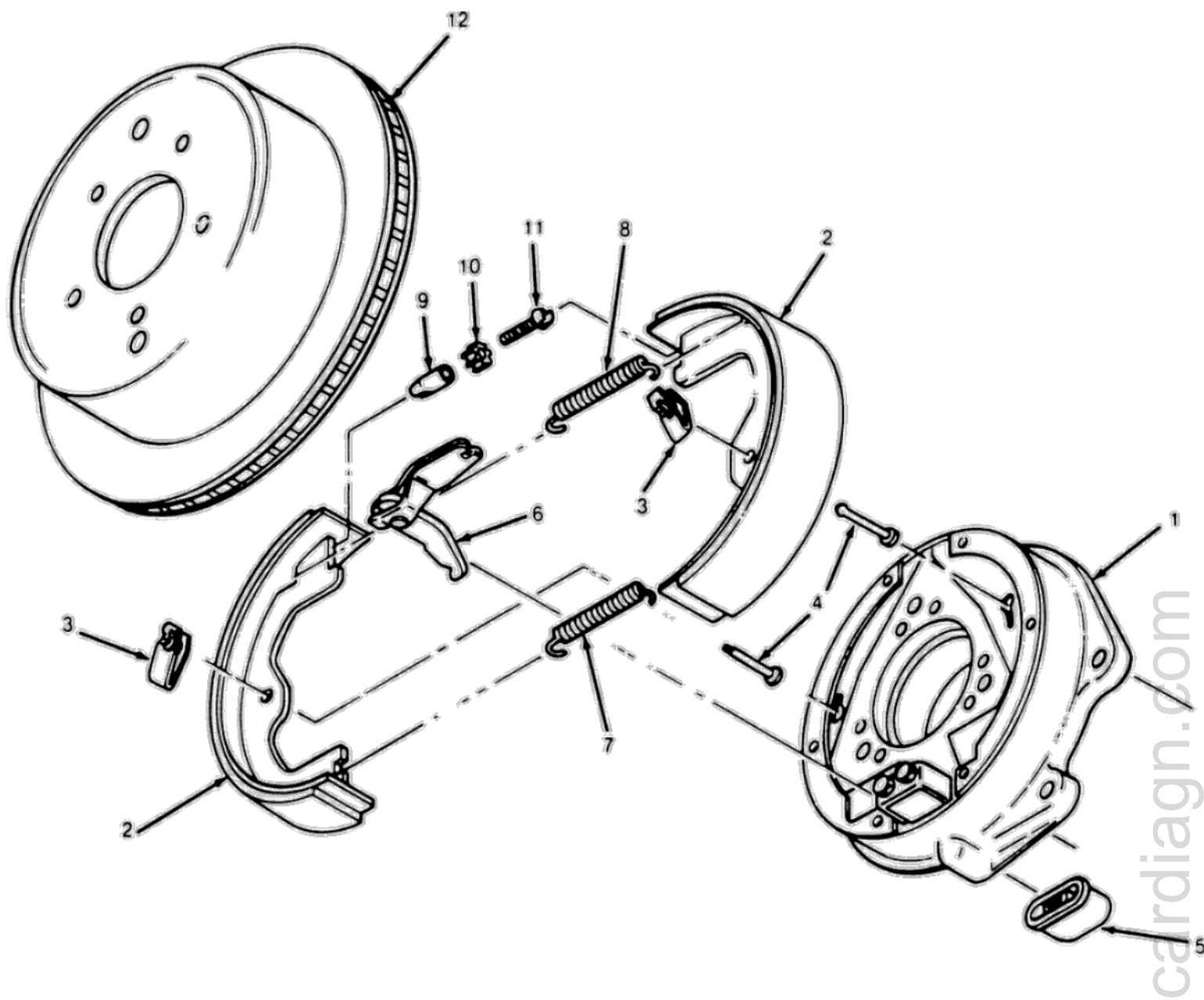


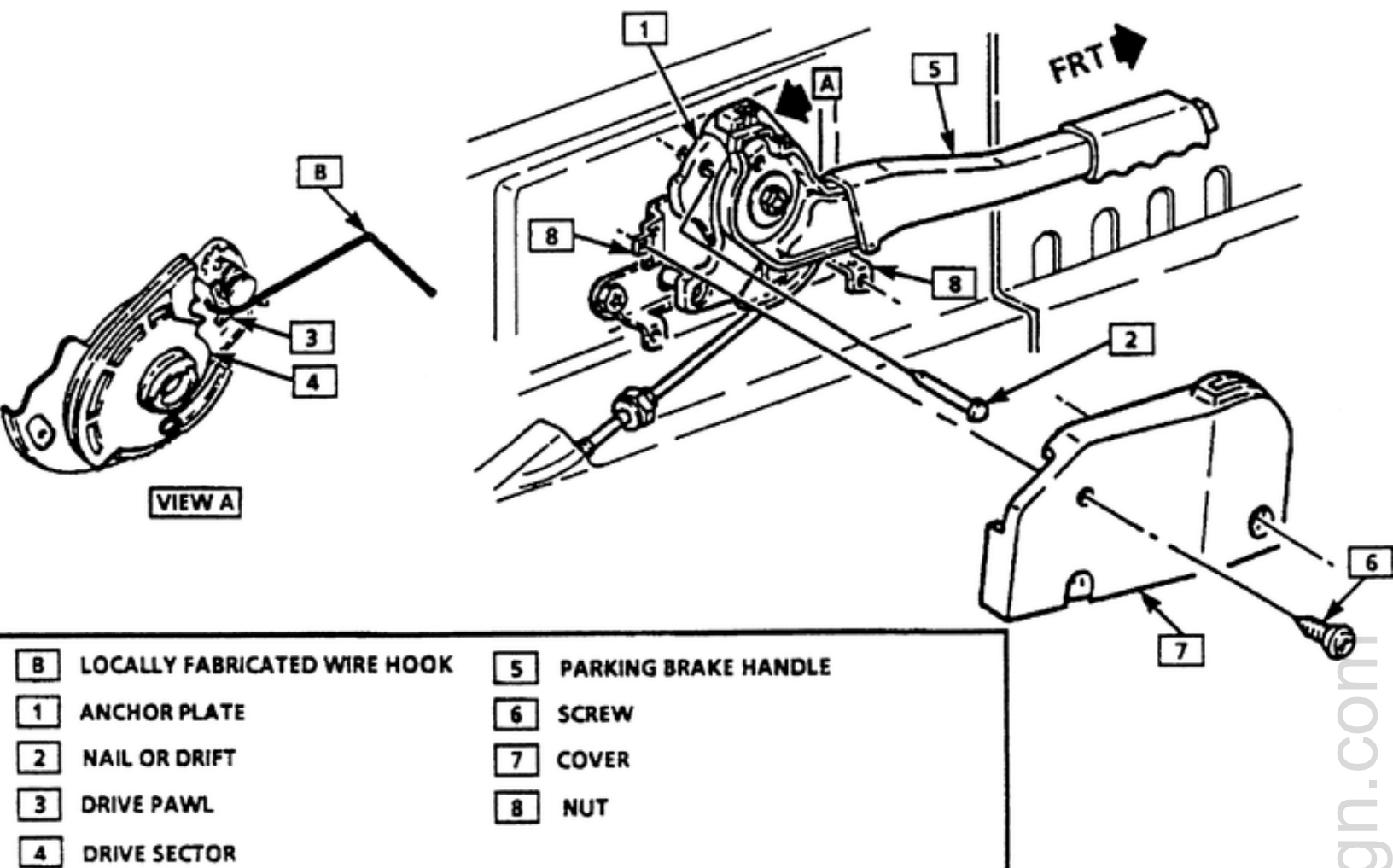


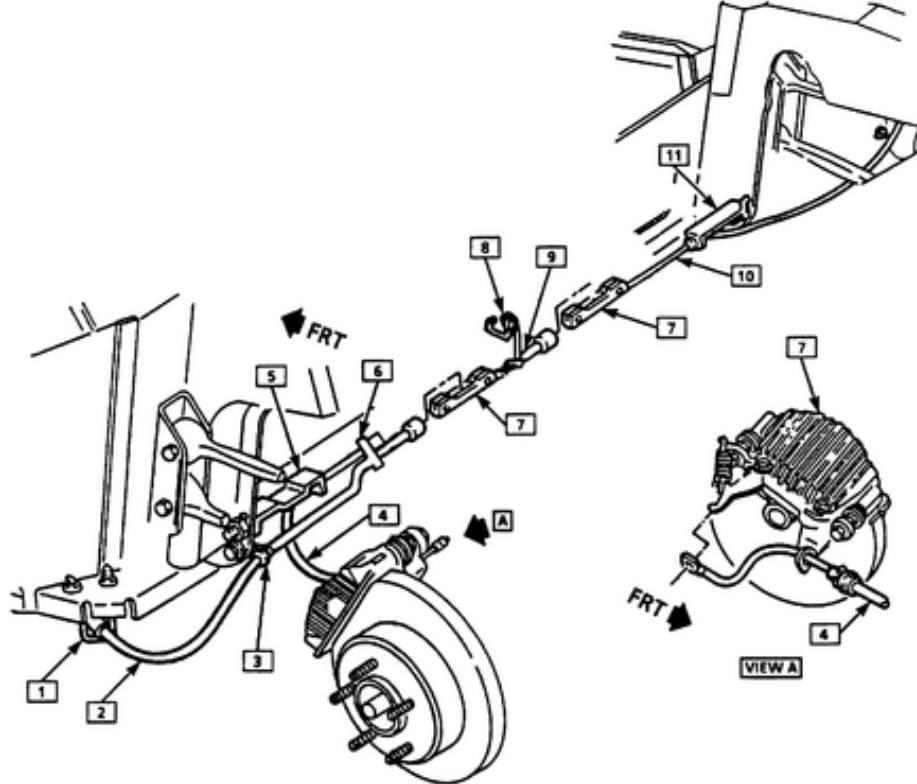
1. Mounting plate assembly
2. Shoe and lining
3. Hold-down spring
4. Hold-down pin
5. Boot
6. Lever and strut assembly

7. Shoe return spring
8. Adjuster return spring
13. Adjuster assembly
14. Wear bracket
15. Wear shim

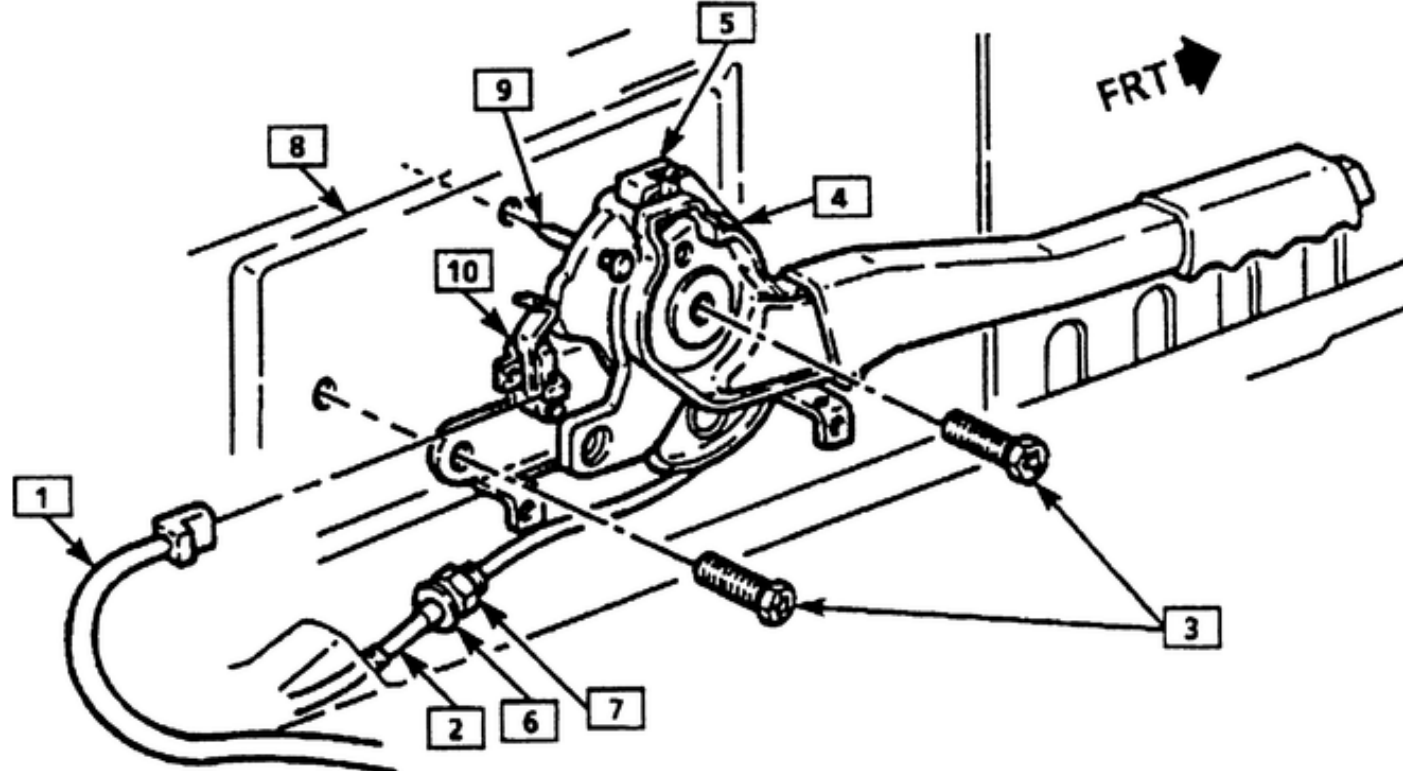


1. Mounting plate assembly
2. Shoe and lining
3. Hold-down spring
4. Hold-down pin
5. Boot
6. Lever and strut assembly
7. Shoe return spring
8. Adjuster return spring
9. Adjuster socket
10. Adjuster nut
11. Adjuster screw
12. Rotor





- | | |
|---|------------------------------------|
| 1 CLIP | 7 CABLE CONNECTOR (LEFT OR RIGHT) |
| 2 CABLE | 8 FRONT CABLE GUIDE |
| 3 CABLE RETURN SPRING | 9 INTERMEDIATE CABLE |
| 4 REAR CABLE - (LEFT HAND) | 10 REAR CABLE (RIGHT HAND) |
| 5 REAR CABLE BRACKET - (LEFT HAND) | 11 REAR CABLE BRACKET (RIGHT HAND) |
| 6 FRONT CABLE ASM (PART OF 2) CONNECTOR | |



- A** PIN OR SCREW (9) MUST BE REMOVED AFTER INSTALLATION FOR PROPER PARKING BRAKE OPERATION
- 1** ELECTRICAL CONNECTOR
- 2** CABLE
- 3** BOLT
- 4** PARKING BRAKE CONTROL
- 5** DRIVE SECTOR

- 6** WASHER
- 7** NUT
- 8** INNER DOOR SILL
- 9** PIN (OR SCREW)
- 10** INDICATOR SWITCH

1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7
Fuel Delivery: FI | Fuel: GAS

For shoe and lining adjustment, refer to the procedure located under Parking Brake Cable.

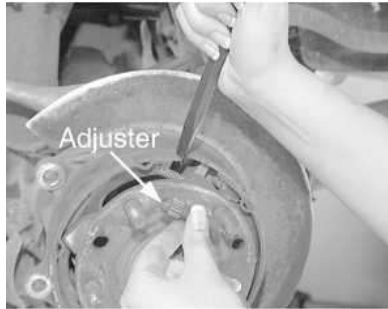
1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7

Fuel Delivery: FI | Fuel: GAS

1. Raise and safely support the vehicle.
2. Remove the wheel and tire assembly.
3. Unbolt the caliper and suspend it, out of the way, with a piece of wire. Do NOT disconnect the fluid line!
4. Remove the rotor by pulling it off the lug studs.
5. Spread the brake shoes apart using a suitable tool, then remove the adjuster assembly.

Fig. 1: Use a suitable tool to spread the brake shoes, then remove the adjuster assembly



6. Remove the adjuster return spring by unhooking it.

Fig. 2: Unhook and remove the adjuster return spring



7. Disengage the hold-down springs and pins by pushing down on the spring, and then sliding the pin until it can be removed through the hole at the end of the slot.
8. Remove the pins and springs from the shoes.

Fig. 3: Use a screwdriver to depress the hold-down spring, then slide the pin until it can be removed



Fig. 4: Pull the shoe and lining out slightly, then remove the hold-down spring



9. Pull the shoe and linings apart enough to clear the hub and bearing, then remove the linings with the shoe return spring still engaged

Fig. 5: Pull the shoe and linings apart enough to clear the hub and bearing, then remove the linings with the shoe return spring still engaged



Fig. 6: Exploded view of the parking brake components (1 of 2)

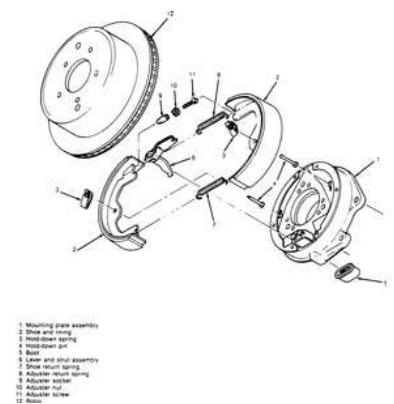
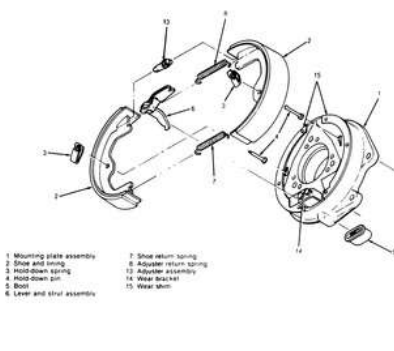
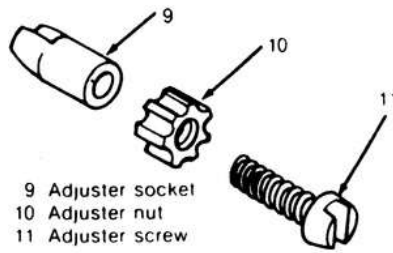


Fig. 7: Exploded view of the parking brake components (2 of 2)



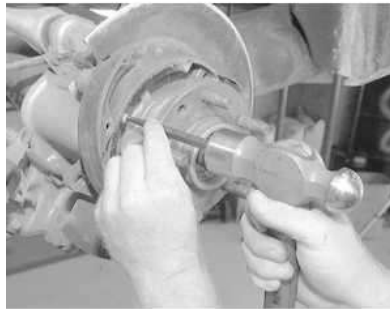
10. Disassemble the adjuster, as shown in the accompanying figure and check the threads for wear.

Fig. 8: Disassembled view of the adjuster



11. Clean and inspect the wear bracket and wear shims for burrs and/or damage. If either one is unserviceable, the mounting plate assembly must be replaced. If just slightly distorted, you can very carefully tap the wear shims back into place.

Fig. 9: If the wear shims become slightly distorted, they can usually be carefully tapped back into place



12. Check the rubber boot around the lever stud and replace if damaged.
13. Inspect the springs for wear or damage, and replace as necessary.

To install:

14. Clean all components, EXCEPT the shoe and lining assemblies, with denatured alcohol. Lubricate the wear bracket and shims with a thin coating of silicone grease.

Fig. 10: Apply a small amount of a suitable silicone grease to the parking brake shoe wear shim contact areas



NOTE: Installation of the parking brake shoes can be tricky, so we provide the factory procedure, and an alternate procedure. Read through both procedures, then decide which procedure may work the best for you. If the first procedure you use doesn't work, try the other one.

15. To install the parking brake shoe assemblies using the "factory procedure", perform the following:
 - A. Fit the shoe and linings to the mounting plate. The primary and secondary shoes are identical. Make sure the operating lever and strut assembly is position on the wear shims, not down in the hole.
 - B. Use a suitable pair of pliers to install the shoe return spring.
 - C. Install the pins and hold-down springs by fitting to the spring to extend the pin head through the hole in the backing plate, then down into the slot.
16. To install the parking brake shoe assemblies using the "alternate procedure", perform the following:
 - A. Position the hold-down pin in the slot with a rubber band wrapped around it as shown in the accompanying figure.

Fig. 11: Place a rubber band around the hold-down pin to secure it in place before installing the shoes and linings



- B. Carefully position the shoe and lining assembly over the hold-down pin, being careful not to dislodge the pin.

Fig. 12: Carefully place the shoe and lining assembly over the hold-down pins, being careful not to knock them out of the mounting holes



17. Position the hold-down spring over the pin, and while holding the spring in place with a screwdriver, use needle-nose pliers to turn the pin to the installation position.

Fig. 13: Place the hold-down spring over the pin, and while holding the spring in place with a screwdriver, use needle-nose pliers to turn the pin to the secured position



18. Use a suitable tool to install the adjuster return spring.
19. Install the adjuster assembly, making sure the star wheel is positioned properly with the star wheel toward the front of the vehicle.
20. Install the rotor and caliper, then adjust the shoe and linings as outlined earlier in this section.
21. If not already done, install the tire and wheel assemblies, then carefully lower the vehicle.

1990 Chevrolet CORVETTE

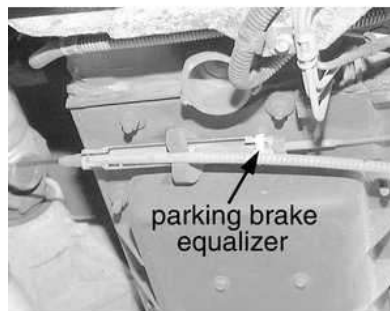
Submodel: | Engine Type: V8 | Liters: 5.7

Fuel Delivery: FI | Fuel: GAS

1984-87 Vehicles

1. Raise and safely support the vehicle.
2. Remove the rear wheel and tire assemblies, then install 2 lug nuts on each wheel to retain the rotors.
3. Use a large C-clamp or pair of pliers to compress the caliper piston into its bore.
4. Loosen the parking brake cable so there is not tension on the parking brake shoes.
5. Rotate the disc so that the hole in the disc/drum face will align with the star adjuster.
6. To perform the adjustment, insert a suitable flat-bladed tool through the hole in the disc face and perform the following:
 - A. For the driver's side, move the handle of the tool towards the ceiling to adjust the shoes out and towards the floor to adjust the shoes in.
 - B. For the passenger's side, move the handle of the tool toward the floor to adjust the shoes out and towards the ceiling to adjust them in.
7. Adjust one side at a time until there is no rotation of the disc/drum. Then, back the star adjuster off about 5-7 notches. Then, go back to the opposite side and perform the same procedure.
8. Remove the lug nuts, then install the wheel and tire assemblies.
9. Apply the parking brake lever 2 notches.
10. Adjust the cable at the equalizer so that the wheel has a drag.

Fig. 1: The parking brake equalizer is located under the vehicle, near the rear wheels



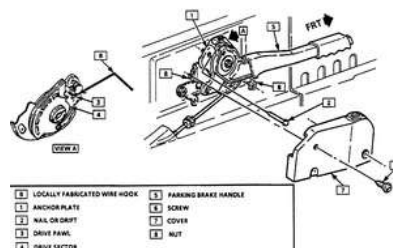
11. Release the parking brake lever and check the wheel for free rotation.
12. If the adjustment is correct, there will be no drag on the wheel.

1988-96 Vehicles

The parking brake lever/cable adjustment is automatic. The adjuster must be disabled to create the necessary cable slack for certain service procedures. Following these procedures, make sure the adjuster is properly enabled to assure correct parking brake operation.

1. To disable the automatic parking brake adjuster, proceed as follows:
 - A. Remove the drivers seat cushion.
 - B. Remove the parking brake lever cover and screws.
 - C. Using a suitable offset tool, disengage and hold the drive pawl from the drive sector.
 - D. Insert a nail or drift through the hole in the anchor plate to retain the drive pawl in the disengaged position.
 - E. Move the parking brake lever until it aligns with the lock pawl.
 - F. Depress the button on the lever and move the lever to the down position.
 - G. Verify the anchor plate is against the stud on the parking brake lever, if not as specified, repeat the procedure.

Fig. 2: Disabling the parking brake automatic adjuster — 1988-96 vehicles



2. To enable the automatic parking brake adjuster, proceed as follows:

- A. Remove the nail or drift pin from the anchor plate.
- B. Apply and release the parking brake 3 times.
- C. Pull up on the parking brake lever. Proper adjustment will result in the lever moving 3–5 ratchet clicks with a force of 61 lbs. (270 N).
- D. Release the parking brake, there should be no rear brake drag and no gap between the caliper housings and caliper parking brake levers. It may be necessary to remove the tire and wheel assemblies to see the caliper housings and levers.
- E. If removed, install the wheel and tire assembly.
- F. Install the parking brake lever cover and screws.
- G. Install the driver's seat cushion.

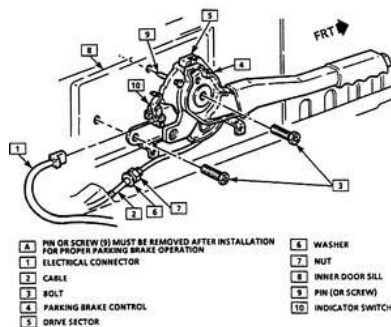
1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7
Fuel Delivery: FI | Fuel: GAS

Front Cable

1. Remove the driver's seat cushion and frame assembly.
2. Properly disable the parking brake automatic adjuster.
3. Raise the vehicle and support it safely.
4. Disconnect the front cable from the front cable connector.
5. Disconnect the front cable from the front cable return spring.
6. Disconnect the left rear cable from the parking brake front cable assembly connector.

Fig. 1: Parking brake handle and cable attachment — 1996 vehicle shown

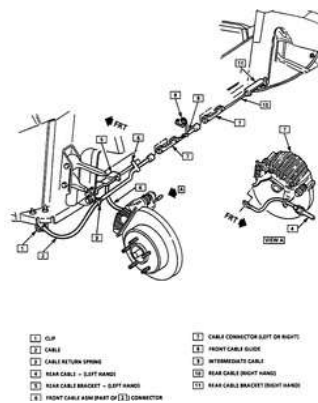


7. Remove the front cable attaching clip bolt and clip.
8. Lower the vehicle and remove the front cable from the automatic adjuster.
9. Remove the front cable attaching nut and washer.
10. Remove the front cable from the vehicle.

To install:

11. Install the front cable to the vehicle, then attach the front cable washer and nut. Tighten the nut 24 ft. lbs. (33 Nm).
12. Connect the front cable to the automatic adjuster.
13. Raise and support the vehicle safely.
14. Install the front cable clip and bolt. Tighten the bolt to 8 ft. lbs. (11 Nm).
15. Connect the parking brake left rear cable to the front cable assembly connector.

Fig. 2: View of the parking brake cables — 1996 vehicle shown



16. Connect the parking brake front cable to the front cable return spring and then to the parking brake cable connector.
17. Lower the vehicle.
18. Properly enable the automatic brake adjuster.
19. Install the driver's seat cushion and frame assembly.

Intermediate Cable

1. Disable the parking brake automatic adjuster.
2. Raise the vehicle and support it safely.
3. Disconnect the parking brake intermediate cable from the cable connectors and front cable guide.
4. Installation is the reverse of the removal procedure.

Rear Cable

LEFT

1. Disable the automatic parking brake adjuster.
2. Raise and support the vehicle safely, then remove the tire and wheel assembly.
3. Remove the front cable from the front cable return spring.
4. Disconnect the left rear cable from the front cable assembly connector.
5. Disconnect the cable from the left rear cable bracket.
6. Disconnect the left rear cable from the caliper mounting bracket and lever.

To install:

7. Install the left rear cable to the caliper lever and mounting bracket. Be sure the boot on the end of the cable is attached to the conduit end fitting.
8. Installation is the reverse of the removal procedure.
9. Be sure to properly enable the parking brake automatic adjuster.

RIGHT

1. Disable the parking brake automatic adjuster.
2. Raise the vehicle and support it safely, then remove the tire and wheel assembly.
3. Disconnect the right rear cable from the intermediate cable.
4. Disconnect the right rear cable from the right rear cable bracket.
5. Disconnect the right rear cable from the caliper mounting bracket and lever.

To install:

6. Install the right rear cable to the caliper lever and mounting bracket. Be sure the boot on the end of the cable is attached to the conduit end fitting.
7. Installation is the reverse of the removal procedure.
8. Be sure to properly enable the parking brake automatic adjuster.

PRECAUTIONS

Before servicing any vehicle, please be sure to read all of the following precautions, which deal with personal safety, prevention of component damage, and important points to take into consideration when servicing a motor vehicle:

- Never open, service or drain the radiator or cooling system when the engine is hot; serious burns can occur from the steam and hot coolant.
- Observe all applicable safety precautions when working around fuel. Whenever servicing the fuel system, always work in a well-ventilated area. Do not allow fuel spray or vapors to come in contact with a spark, open flame, or excessive heat (a hot drop light, for example). Keep a dry chemical fire extinguisher near the work area. Always keep fuel in a container specifically designed for fuel storage; also, always properly seal fuel containers to avoid the possibility of fire or explosion. Refer to the additional fuel system precautions later in this section.
- Fuel injection systems often remain pressurized, even after the engine has been turned **OFF**. The fuel system pressure must be relieved before disconnecting any fuel lines. Failure to do so may result in fire and/or personal injury.
- Brake fluid often contains polyglycol ethers and polyglycols. Avoid contact with the eyes and wash your hands thoroughly after handling brake fluid. If you do get brake fluid in your eyes, flush your eyes with clean, running water for 15 minutes. If eye irritation persists, or if you have taken brake fluid internally, IMMEDIATELY seek medical assistance.
- The EPA warns that prolonged contact with used engine oil may cause a number of skin disorders, including cancer. You should make every effort to minimize your exposure to used engine oil. Protective gloves should be worn when changing oil. Wash your hands and any other exposed skin areas as soon as possible after exposure to used engine oil. Soap and water, or waterless hand cleaner should be used.
- All new vehicles are now equipped with an air bag system, often referred to as a Supplemental Restraint System (SRS) or Supplemental Inflatable Restraint (SIR) system. The system must be disabled before performing service on or around system components, steering column, instrument panel components, wiring and sensors. Failure to follow safety and disabling procedures could result in accidental air bag deployment, possible personal injury and unnecessary system repairs.
- Always wear safety goggles when working with, or around, the air bag system. When carrying a non-deployed air bag, be sure the bag and trim cover are pointed away from your body. When placing a non-deployed air bag on a work surface, always face the bag and trim cover upward, away from the surface. This will reduce the motion of the module if it is accidentally deployed. Refer to the additional air bag system precautions later in this section.
- Clean, high quality brake fluid from a sealed container is essential to the safe and proper operation of the brake system. You should always buy the correct type of brake fluid for your vehicle. If the brake fluid becomes contaminated, completely flush the system with new fluid. Never reuse any brake fluid. Any brake fluid that is removed from the system should be discarded. Also, do not allow any brake fluid to come in contact with a painted surface; it will damage the paint.
- Never operate the engine without the proper amount and type of engine oil; doing so WILL result in severe engine damage.
- Timing belt maintenance is extremely important. Many models utilize an interference-type, non-freewheeling engine. If the timing belt breaks, the valves in the cylinder head may strike the pistons, causing potentially serious (also time-consuming and expensive) engine damage. Refer to the maintenance interval charts in the front of this manual for the recommended replacement interval for the timing belt, and to the timing belt section for belt replacement and inspection.

- Disconnecting the negative battery cable on some vehicles may interfere with the functions of the on-board computer system(s) and may require the computer to undergo a relearning process once the negative battery cable is reconnected.
- When servicing drum brakes, only disassemble and assemble one side at a time, leaving the remaining side intact for reference.
- Only an MVAC-trained, EPA-certified automotive technician should service the air conditioning system or its components.