

Aluminum Drum Brake Conversion

LM Corvair (Front & Rear)

The LM brake drums are similar to many other GM models, mostly of later years. The interesting fact to remember is that unlike other cars, the larger (wider) brake drums fit on the rear of a Corvair. Most other cars have the larger or wider drum on the front.

When changing the wheels on my 1965 Corsa, I found that the original, rusty, cast-iron brake drums were highly visible through the added period wheels (15" dia. American Torq-Thrust "D"). Looking for something better, I researched the literature and found Art Gertz's article in the CORSA Tech Guide. These changes are predicated on the fact that they are fully reversible and do require the use of 14" dia. or larger wheels.

Corvair front wheels: Use 2" x 9-1/2" dia (p/n 1255496) GM <u>aluminum rear brake drum</u> (Hollander Interchange Code Number 533-01132) from:		
Blazer	'83-84	S/T
Buick	'80-85	LeSabre
Buick	'85	Estate Wagon (S.W.)
Camaro '82-92		
Century	'78-81	
Chevy Pass	'86-89	
Cutlass	'78-81	
Cutlass	'82	RWD
Firebird	'82-92	
Grand Prix	'78-85	
Jimmy	'83-84	S/T
LeMans	'78-81	
Malibu	'78-81	
Monte Carlo	'78-81	
Olds	'80-85	Delta 88
Olds	'85	Custom Cruiser (S.W.)
Pontiac	'80-81	
Pontiac	'83-85	Bonneville
Pontiac	'86	Parisienne
Regal	'78-87	

These are an exact replacement for the Corvair front drums; they are made of finned aluminum for faster heat transfer, a steel liner for wear and look great behind open spoke wheels.

Corvair rear wheels: Use 2-1/2" x 9-1/2" dia. GM <u>aluminum front brake drum</u> (Hollander Interchange Code Number 530-01204 and 530-1106) from:		
Buick	'64-72	Special
Oldsmobile	'64-69	F-85

These drums often come with hubs attached and while some hubs differ, we don't use the hubs and the drums are the same. To remove the hubs, soak with *Yield* or other penetrant, then drive out the studs, thus releasing the hub from the drum. Have the drum turned to true it to the center hub opening. Then using a regular metal cutting lathe, center the drum on the newly turned surface and open the center opening's internal diameter to 2.8125" (2-13/16").

After all machine work is completed, I have the drums glass bead blasted to remove all old paint, etc. The result are beautiful, finned-aluminum brake drums that look great on your Corvair. One last finishing touch, before installation, I mask and paint any steel drum weights (I use a light silver-gray *Hammertone*). Finding the aluminum brake drums is getting more difficult. I've found wrecking yard prices of up to \$125/each for the GM front brake drums and \$30/each for the GM rear brake drums

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