

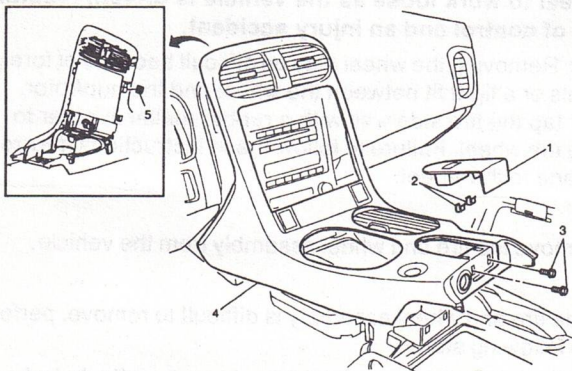
## Corvette Park Brake

### Fastener Notice

Notice: Use the correct fastener in the correct location. Replacement fasteners must be the correct part number for that application. Fasteners requiring replacement or fasteners requiring the use of thread locking compound or sealant are identified in the service procedure. Do not use paints, lubricants, or corrosion inhibitors on fasteners or fastener joint surfaces unless specified. These coatings affect fastener torque and joint clamping force and may damage the fastener. Use the correct tightening sequence and specifications when installing fasteners in order to avoid damage to parts and systems.

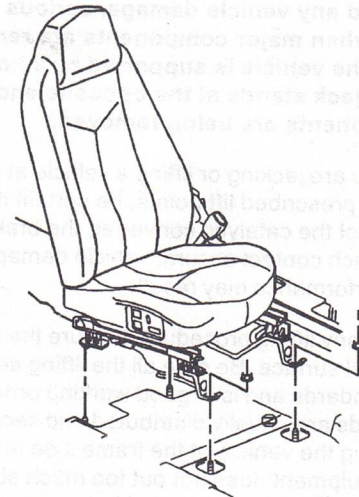
### Park Brake Assembly Removal

1. Grasp the back edge of the plate assembly floor console trim (1) and lift upward releasing the clips.
2. Disconnect the electrical connections.

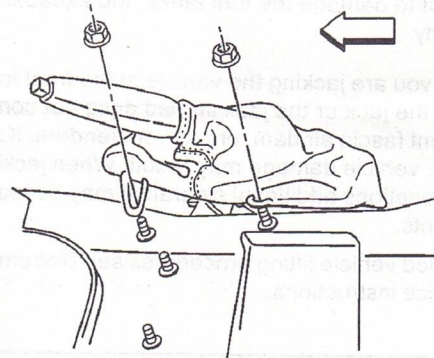


3. Remove the bolts (3).
4. Grasp the back edge of the plate assembly instrument panel accessory trim (4) and lift upward releasing the clips.
5. Disconnect the electrical connections.
6. Place a protective cover over the sill plate and door trim panel.
7. Position the seat rearward.
8. Remove the push pins and covers from the front of the adjuster legs.
9. Remove the nuts from the front of the adjuster legs.
10. Remove the nuts from the front of the adjuster legs.
11. Position the seat forward.
12. Remove the nuts attaching the rear adjuster legs.
13. Disconnect the seat electrical connectors, if equipped with a power seat.

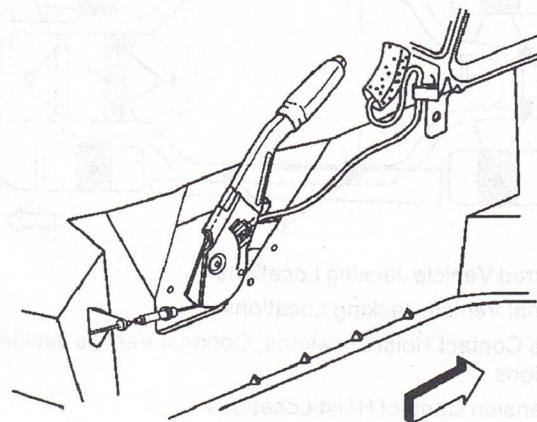
14. Remove the seat belt retaining nut and the seat belt from the anchor stud.
15. With the add of an assistant, remove the seat from the vehicle.



16. Lift and disengage the retainer clips on the park brake lever boot.



17. Disconnect the parking brake electrical connector.



### Corvette Park Brake

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DATE	REVISION	AUTH	DR
01DE04	Initial Release-Long Vu		
22JL05	Revised-Long Vu		

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18. Raise and support the vehicle.

**Caution:** To help avoid personal injury, always use jack stands when you are working on or under any vehicle that is supported only by a jack.

**Caution:** To avoid any vehicle damage, serious personal injury or death when major components are removed from the vehicle and the vehicle is supported by a hoist, support the vehicle with jack stands at the opposite end from which the components are being removed.

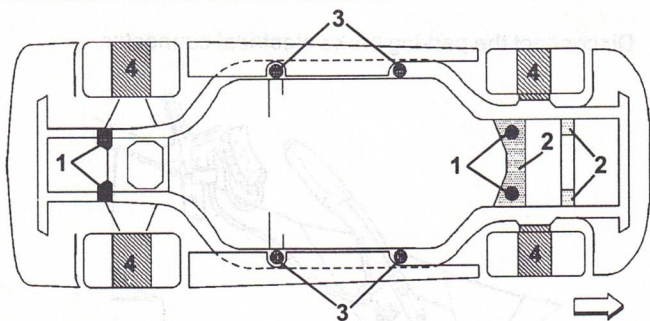
**Notice:** When you are jacking or lifting a vehicle at the frame side rails or other prescribed lift points, be certain that the lift pads do not contact the catalytic converter, the brake pipes or the fuel lines. If such contact occurs, vehicle damage or unsatisfactory vehicle performance may result.

Before you begin any lifting procedure, be sure the vehicle is on a clean, hard, level surface. Be sure all the lifting equipment meets weight standards and is in good working order. Be sure all the vehicle loads are equally distributed and secure. If you are only supporting the vehicle at the frame side rails, make sure the lifting equipment does not put too much stress on or weaken the frame side rails.

If you use any other lifting methods than those called out, take special care not to damage the fuel tanks, the exhaust system or the underbody.

**Notice:** When you are jacking the vehicle at the front locations, be certain that the jack or the jack lift pad does not contact the front fascia, front fascia air dam, or the front fenders. If such contact occurs, vehicle damage may result. When jacking at selected front locations additional clearance may be required for the jacking points.

For more detailed vehicle lifting procedures see **Document ID# 104056** in service instructions.



- (1) Preferred Vehicle Jacking Locations
- (2) Optional Vehicle Jacking Locations
- (3) Frame Contact Hoist Locations, Optional Vehicle Jacking Locations
- (4) Suspension Contact Hoist Locations

19. Remove the rear tire and wheel assembly as follows.

**Notice:** Use care when positioning the tire and wheel assembly on the tire changer. The upper/lower bead breaker or tire changing tools may damage the TPM sensor. To prevent damage, position the valve stem/sensor 90 degrees away from the two bead breakers. For rim clip tire changers, position the bead breakers approximately 180 degrees away from the valve stem/sensor.

**Important**

This vehicle is equipped with tire and wheel assemblies specific to the front and rear axles. Ensure that the correct tire and wheel assembly is installed on the corresponding axle.

- 20. Remove the wheel center cap, if equipped.
- 21. Remove the wheel nut caps, if equipped.
- 22. Mark the relationship of the wheel to the hub.
- 23. Remove the wheel nuts.

**Caution:** If penetrating oil gets on the vertical surfaces between the wheel and the rotor or drum it could cause the wheel to work loose as the vehicle is driven, resulting in loss of control and an injury accident.

**Notice:** Removing the wheel may be difficult because of foreign materials or a tight fit between the wheel and the hub/rotor. Slightly tap the tire side wall with a rubber mallet in order to remove the wheel. Failure to follow these instructions may result in damage to the wheel.

24. Remove the tire and wheel assembly from the vehicle.

If the tire and wheel assembly is difficult to remove, perform the following steps:

- Install and tighten all wheel nuts on the affected wheel.
- Loosen each wheel nut 2 turns.
- Lower the vehicle.
- Rock the vehicle from side to side.
- Repeat this procedure, if necessary.

If the tire and wheel assembly still does not loosen, perform the following steps:

- Start the engine.
- Drive the vehicle forward and rearward slightly while applying quick, hard jabs of the brakes prior to changing direction.
- Repeat this procedure, if necessary.

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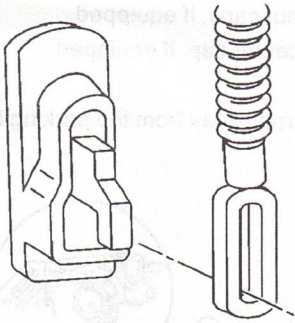
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**INSTALLATION INSTRUCTIONS**

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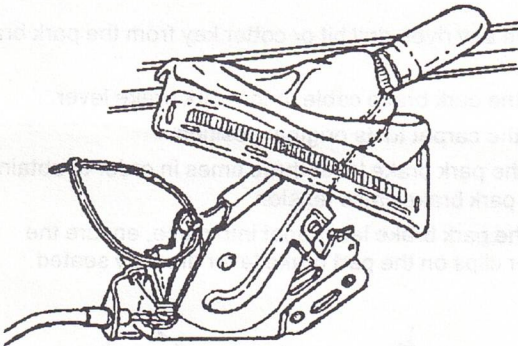
25. Disconnect the park brake cable from the left and right park brake actuators.



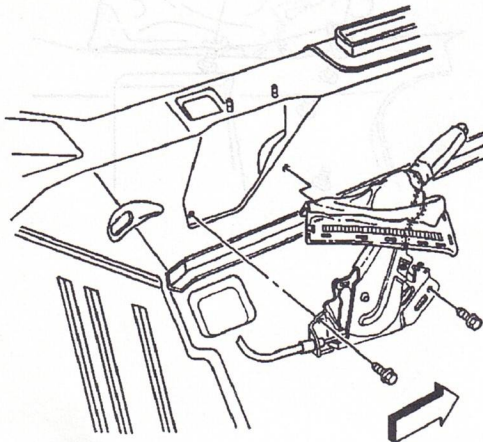
26. Lower the vehicle.

27. Reposition carpet away from park brake lever.

28. With the aid of an assistant, pull the disconnected park brake cable downward until it is fully extended and insert a rivet, drill bit or cotter key through the holes in the park brake lever mechanism as they line up. Do not overextend the cable.



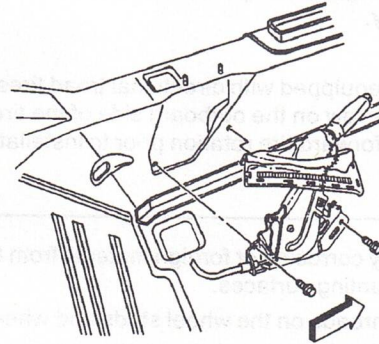
29. Remove the parking brake lever assembly mounting bolts.



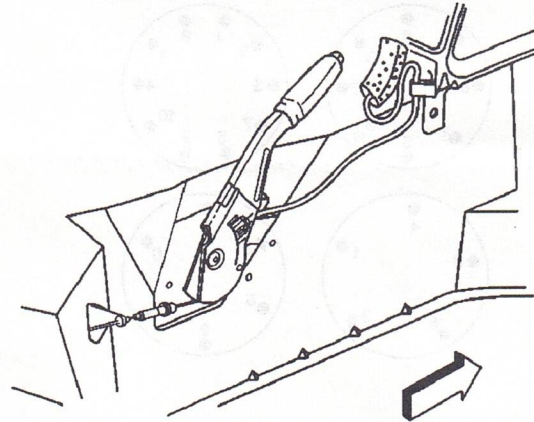
30. Reposition the park brake lever.

**Park Brake Assembly Installation**

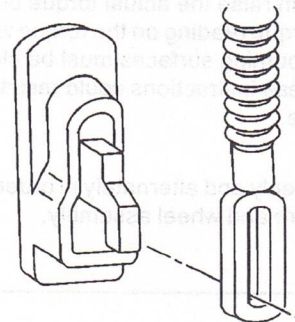
31. Install the parking brake lever assembly mounting bolts. Tighten. Tighten the parking brake lever assembly mounting bolts to 28 N·m (21 lb ft).



32. Connect the parking brake electrical connector.



33. Install the park brake cable to the left and right park brake actuators.



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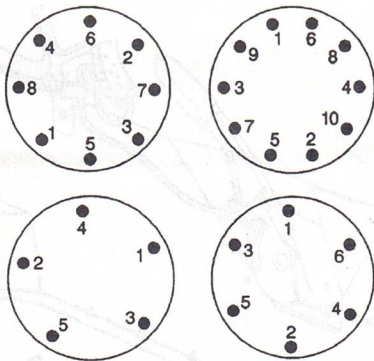
34. Install the rear tire and wheel assembly.

**Caution:** Before installing the wheels, remove any buildup of corrosion on the wheel mounting surface and brake drum or disc mounting surface by scraping and wire brushing. Installing wheels with poor metal-to-metal contact at the mounting surfaces can cause wheel nuts to loosen. This can cause a wheel to come off when the vehicle is moving, causing loss of control and possibly personal injury.

**Important**

If the vehicle is equipped with directional tread tires, ensure that the directional arrow on the outboard side of the tire is pointed in the direction of forward tire rotation prior to installation on the vehicle.

- 35. Remove any corrosion or foreign material from the wheel and the hub mounting surfaces.
- 36. Clean the threads on the wheel studs and wheel nuts.
- 37. Align the reference mark and install the tire and wheel assembly to the hub.



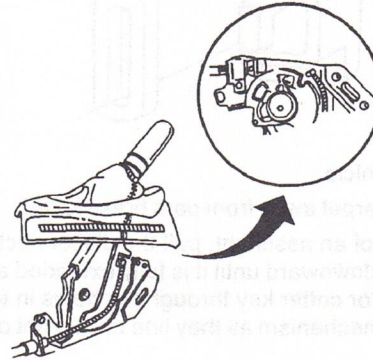
38. Install the wheel nuts.

**NOTICE:** A torque wrench or J 39544 must be used to ensure that wheel nuts are tightened to specification. Never use lubricants or penetrating fluids on wheel stud, nuts, or mounting surfaces, as this can raise the actual torque on the nut without a corresponding torque reading on the torque wrench. Wheel nuts, studs, and mounting surfaces must be clean and dry. Failure to follow these instructions could result in wheel, nut, and/or stud damage.

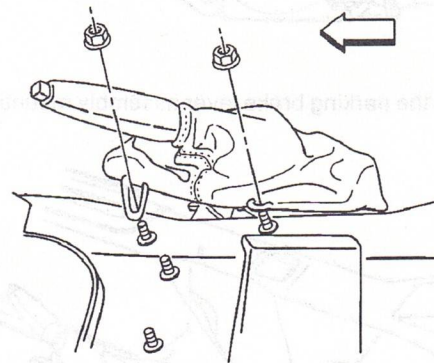
**Important**

Tighten the nuts evenly and alternately in order to avoid excessive runout of the tire and wheel assembly.

- 39. Using the J 39544-KIT, tighten the wheel nuts in the appropriate sequence shown. Tighten the nuts in sequence to 140 N·m (100 lb ft).
- 40. Install the wheel nut caps, if equipped.
- 41. Install the wheel center cap, if equipped.
- 42. Lower the vehicle.
- 43. Reposition the carpet away from the parking brake lever.



- 44. Remove any rivet, drill bit or cotter key from the park brake lever.
- 45. Install the park brake cable to the park brake lever.
- 46. Install the carpet to its original position.
- 47. Cycle the park brake lever three times in order to obtain proper park brake cable tension.
- 48. Snap the park brake lever boot into place, ensure the retainer clips on the part brake lever are fully seated.



**Corvette Park Brake**

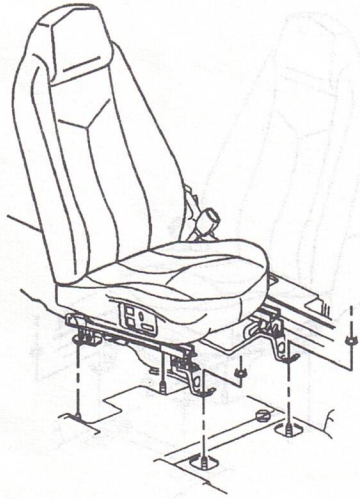
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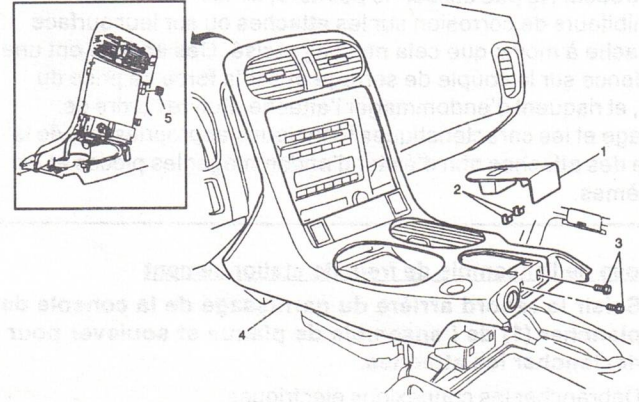
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- 49. Install the passenger seat.
- 50. Position the seat on the rear studs.



- 51. Install the seat belt and the retaining nut to the seat stud. Tighten the nut to 41 N·m (31 lb ft).
- 52. Connect the electrical connectors, if equipped with a power seat.
- 53. Install the nuts to the rear studs. Tighten the nuts to 50 N·m (37 lb ft).
- 54. Move the seat rearward.
- 55. Install the nuts to the front adjuster legs. Tighten the nuts to 50 N·m (37 lb ft).
- 56. Install the adjuster leg covers.
- 57. Secure the covers with push pins.



- 58. Install the accessory trim plate.
- 59. Insert the bolts and tighten to 3 N·m (27 lb in).
- 60. Attach the plate assembly floor console trim to the new plate assembly instrument panel accessory trim.

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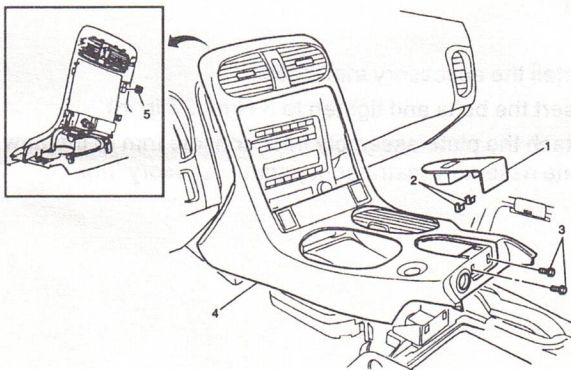
## Frein de stationnement de la Corvette

### Avis sur les attaches

Avis : Utiliser la bonne attache au bon endroit. Les attaches de rechange doivent être du numéro de pièce qui convient à cette application. Les attaches qui doivent être remplacées ou celles qui nécessitent l'utilisation d'un adhésif frein-filet ou d'un enduit d'étanchéité sont identifiées comme telles dans la procédure d'entretien. Ne pas utiliser de peinture, de lubrifiants ou d'inhibiteurs de corrosion sur les attaches ou sur leur surface d'attache à moins que cela ne soit précisé. Ces enduits ont une incidence sur le couple de serrage et sur la force de prise du joint, et risquent d'endommager l'attache. Suivre l'ordre de serrage et les caractéristiques techniques appropriés lors de la pose des attaches afin d'éviter d'endommager les pièces et les systèmes.

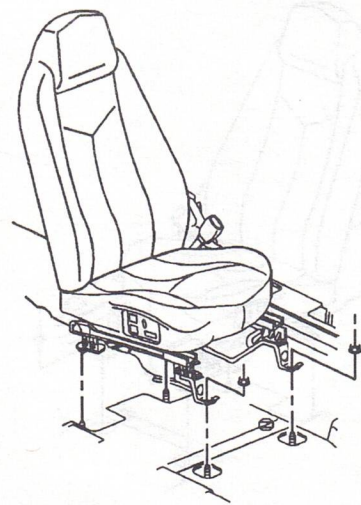
### Dépose de l'ensemble de frein de stationnement

1. Saisir le rebord arrière du garnissage de la console de plancher (1) de l'ensemble de plaque et soulever pour déclencher les attaches.
2. Débrancher les connexions électriques.

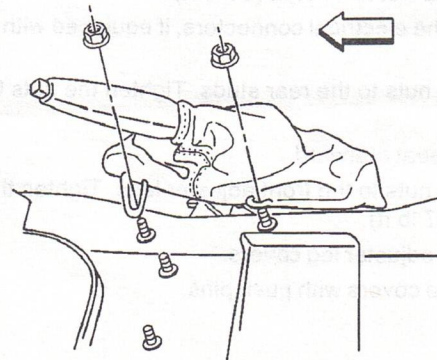


3. Enlever les boulons (3).
4. Saisir le rebord arrière du garnissage d'accessoires (4) du tableau de bord sur l'ensemble de plaque et le soulever pour déclencher les attaches.
5. Débrancher les connexions électriques.
6. Placer un couvercle protecteur sur l'enjoliveur d'entrée de porte et le panneau de garnissage de porte.
7. Reculer le siège.
8. Retirer les agrafes et les capuchons de la partie avant des pattes du réglage.
9. Enlever les écrous de la partie avant des pattes du réglage.
10. Enlever les écrous de la partie avant des pattes du réglage.
11. Avancer le siège.
12. Enlever les écrous fixant les pattes arrière du réglage.
13. Débrancher les connecteurs électriques du siège si le véhicule est pourvu d'un siège à commande électrique.

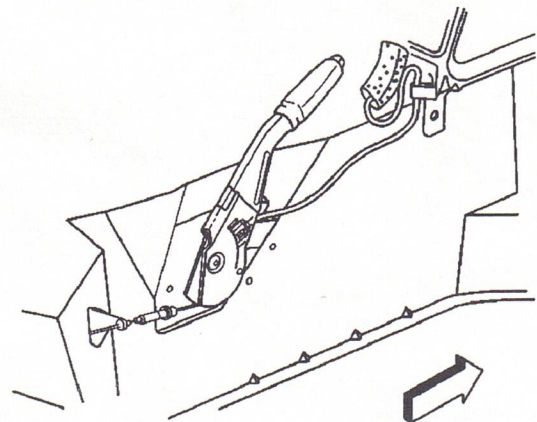
14. Enlever l'écrou de retenue de la ceinture de sécurité et la ceinture de sécurité du goujon d'ancrage.
15. À l'aide d'un assistant, retirer le siège du véhicule.



16. Soulever et déclencher les agrafes de retenue de la gaine du levier du frein de stationnement.



17. Débrancher le connecteur électrique du frein de stationnement.



### Corvette Park Brake

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22JUL05	Revised Long Vu		

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