1965-73 DELCO-MORAINE AUTOMATIC ADJUSTER

Buick, All (1965-73)
Cadillac, All (1965-73)
Chevrolet, Exc. Corvette & Vega (1965-73)
Oldsmobile, All (1965-73)
Pontiac, All (1965-73)

► CHANGES, CAUTIONS, CORRECTIONS

► *BRAKE DRUM REPLACEMENT NOTE* – Various smooth surface, finned, and aluminum type drums are used in production on various models. Ensure same type as original is used for service replacement, in order to avoid uneven braking or other problems.

► *BRAKE ADJUSTING SCREW LUBRICANT NOTE* – Manufacturer recommends use of special lubricant number 5450032 for adjusting screw and brake backing plate, to prevent gumming and freezing of parts.

► *1965-67 CHEVROLET METALLIC LINING SERVICES NOTES & CAUTIONS* –

Brake Drums – Drums must be specially honed to 20 micro-inch finish for use with metallic lining. Do not use metallic linings for replacement with standard drums which have not been honed as specified.

Lining Wear Limit – Each segment of metallic lining has top layer of metallic braking material and bottom layer is a metal backing pad. Both layers are similar in appearance. To avoid mistakes in determining actual lining thickness, replace brake shoes whenever combined thickness of lining and backing pad in any one area is 3/32" or less.

Seating New Linings – After brakes have been properly adjusted, make six to eight stops from 30 MPH, with moderate pedal pressure (aids seating and eliminates tendency to dive). Then make six to eight complete stops from maximum legal highway speed, at approximately one mile intervals.

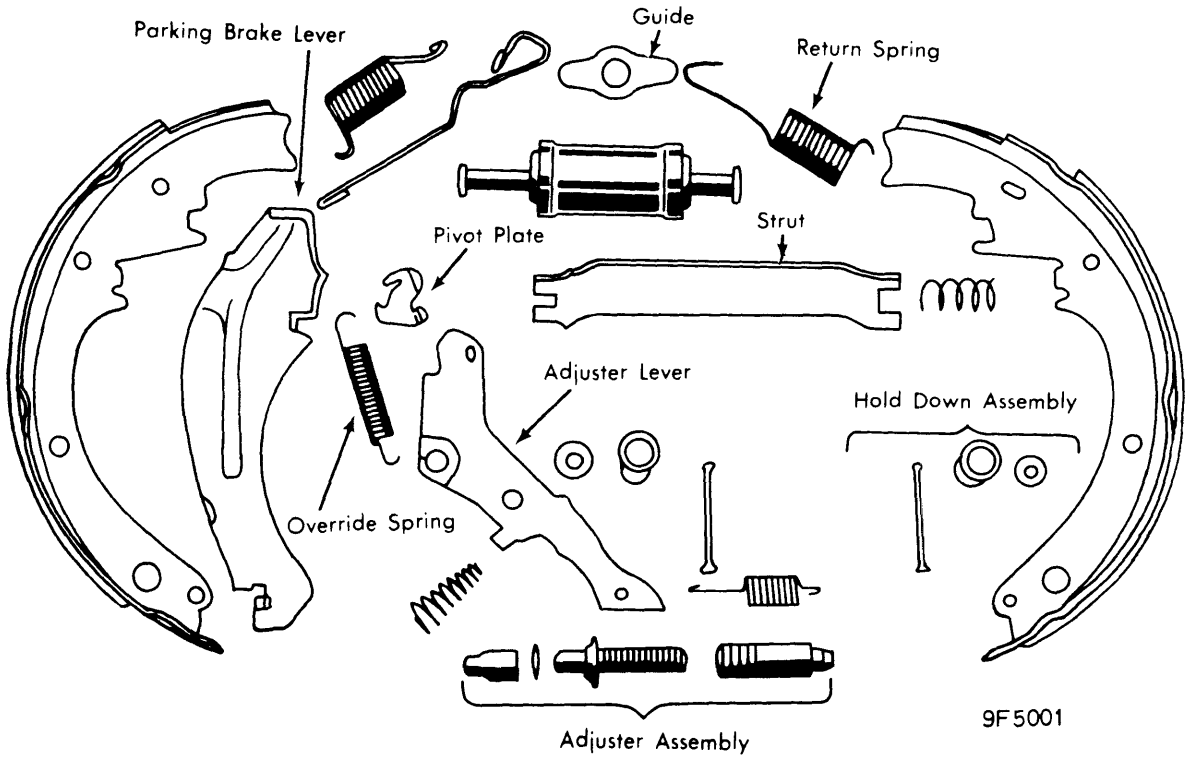
► *1965-66 BUICK FRONT WHEEL BOLT REMOVAL (FOR DRUM REPLACEMENT) CAUTION* – Bolts are pressed into hub and drum assembly and a shoulder is formed on bolt by swaging operation. Remove bolts as follows, to avoid drum damage:

Cast Iron Drums – Center punch bolt head, drill 1/8" pilot hole in head, then redrill bolt with 9/16" drill. Cut off remaining portion of bolt head with chisel, then drive bolt through drum with suitable drift.

Aluminum Drums – No drilling required. Bolts can be knocked out from outside of drum and installed from inside drum, using hammer and drift.

► *1965 CHEVELLE, CHEVY II & CORVAIR FRONT BRAKE ANCHOR PIN CHANGE & SERVICE CAUTION* – New brake anchor pin is used which requires revision in steering knuckle, flange plate, and anchor lock pin. Both type parts are available in service kits; however, either all first type or all second type parts must be used. Do not mix. When installing new type pin, torque to 130 ft. lbs. before peening tabs on lock.

► *1965-66 PONTIAC & TEMPEST FRONT WHEEL HUB & DRUM BOLT REPLACEMENT NOTE* – To avoid drum damage, support drum in area of bolt being removed with pipe, or other suitable sleeve-type device. After bolt is pressed out, clean hole by drilling with 41/64" drill (Pontiac), or 9/16" drill (Tempest). Use replacement bolt number 9785351.



BRAKE ASSEMBLY WITH AUTOMATIC ADJUSTER

1965-73 DELCO-MORAINE AUTOMATIC ADJUSTER (Cont.)

► *1967 & EARLIER PONTIAC FRONT BRAKE HOSE REPLACEMENT NOTE* – Whenever replacing hose on any applicable model Pontiac, a new front brake pipe connector washer number 231343 must be installed to provide proper sealing.

► *1966 PONTIAC & TEMPEST LOW BRAKE PEDAL CHECK & ADJUSTMENT NOTE* – If condition is encountered during brake application, measure pedal-to-toeboard clearance with carpet firmly pressed down in area of measurement. Maintain adjustment at or above low limit as follows:

	Pontiac	Tempest
Std. Brakes	5 1/8-5 3/8"	5 5/8-5 7/8"
Power Brakes	2 1/4-2 3/4"	3 1/8-3 3/8"

► *BUICK WHEEL BOLT REPLACEMENT NOTE* – Wheel bolts on cast iron drums must not be pressed out. Drill out bolt and cut off head. To remove wheel bolts from aluminum drums, use suitable press.

► *BUICK BRAKE ROD FRONT & REAR BUSHING WASHER LOCATION* – Under no circumstances should front and rear brake reaction rod bushing washers be relocated to a different position. This would cause toe in, caster and camber to be out of specifications.

► *1973 ELDORADO REAR BRAKE ADJUSTER PAWL REVISED* – Eldorados incorporate (interim 1973) a revised automatic adjuster pawl. Change involves use of a separate blade to contact the adjuster star wheel. Blade is retained by means of a slot (similar to Fleetwood, Calais, DeVille). Use of this design also eliminates the override spring.

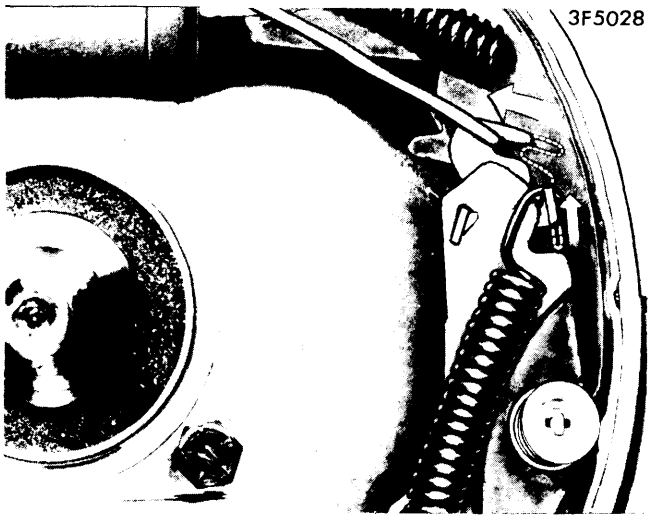
DESCRIPTION

Hydraulic single anchor type brake (without eccentric) with Bendix type shoes. Brake shoe anchor pins are fixed in backing plate and require no adjustment. Automatic adjusting mechanism consists of a link, actuating lever, pawl and pawl return spring (mounted on secondary brake shoe). System also contains an override pivot plate and spring, which acts to protect against binding linkage. *NOTE – Some earlier Corvettes with special large high performance brakes have actuator mounted on primary shoe and override spring is not used.*

OPERATION

NOTE – Corvettes with special large high performance brakes have adjuster mounted on primary shoe; therefore, brake adjustment takes place during forward brake applications.

The adjusters operate only when brakes are applied as car is moving in reverse. The link which holds top of actuating lever stationary, forces lever to pivot on secondary shoe. This pivoting action forces pawl downward against end of a tooth on the star wheel adjusting screw. If lining-to-drum clearance is correct, the downward movement will stop before star wheel is turned. If clearance is too wide, the secondary shoe will move outward and the pawl will move downward far enough to turn star wheel one notch and take up the adjustment. Should the star wheel become frozen, or clearance be too excessive, the override mechanism will act to prevent the movement and binding of automatic adjuster linkage.



OVERRIDE MECHANISM COMPONENTS

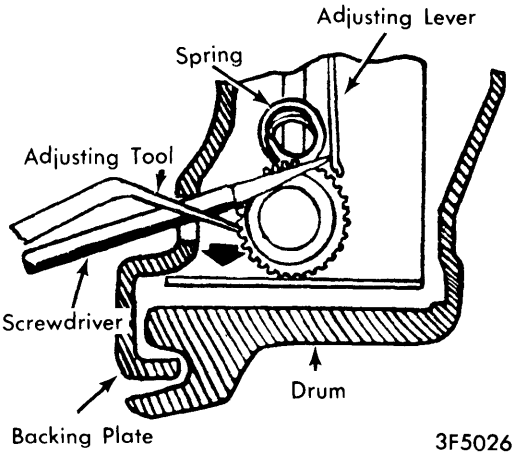
ADJUSTMENT

BRAKE SHOE ADJUSTMENT

Adjustment should be required only after shoe relining or replacement, or when length of star wheel has been changed.

Buick – Remove adjusting hole cover and install a suitable tool through hole to move self-adjuster actuator lever off adjusting screw. Use a suitable tool to turn adjusting screw and expand brake shoes until wheel can just be turned by hand. Make sure drag is equal at all wheels. Back off adjusting screw 30 notches. If shoes still drag, back off an additional one or two notches, or check for tight parking brake cable.

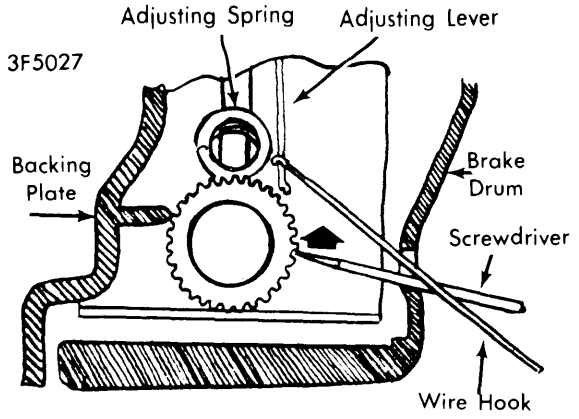
Cadillac (1965-71) – With wheels removed, tighten adjusting star wheel until brake drum can just be rotated forward, using a steel bar placed between mounting studs. Adjusting access hole is in backing plate on rear wheels and in drum on front wheels. Disengage adjuster pawl from star wheel with a hooked tool and back off star wheel 40 notches,



ADJUSTING BRAKES (THROUGH BACKING PLATE)

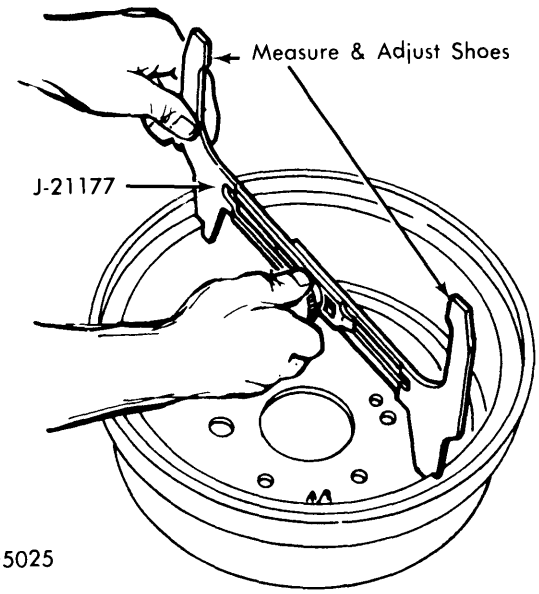
1965-73 DELCO-MORAINE AUTOMATIC ADJUSTER (Cont.)

using suitable adjuster tool. Install wheels and lower vehicle. Drive forward and backward, applying brakes moderately for each stop. Repeat until pedal travel does not exceed 1 7/8" on 1965 vehicles, or 1 1/2" or 1966-69 vehicles.



ADJUSTING BRAKES (THROUGH DRUM)

Cadillac (1972-73) & Oldsmobile – Remove drums and ensure parking brake cable and linkage are free. Measure drum inside diameter, using suitable tool (J-21177). Adjust shoes to fit opposite side of measuring tool (see illustration). Replace drums and drive vehicle alternately backward and forward, applying brakes moderately, until pedal travel is adequate (2 1/16" maximum).



MEASURING DRUM I.D.

Chevrolet (All) – Use same procedure as described for Cadillac and Oldsmobile. If tool is not available, disengage adjusting lever from star wheel and turn star wheel until drum slides over shoes with a slight drag; then, turn adjusting star 1 1/4 turns to retract shoes. Install drums and drive vehicles alternately backward and forward, making firm braking stops, until pedal travel is satisfactory.

Pontiac With Std. Brakes, Exc. Tempest & Firebird (1965-70) – Turn adjusting star wheel while rotating drum in forward direction until drag of 14-20 lbs. is noted at outer diameter of drum (7-12 ft. lb. reading on torque wrench applied on a wheel stud). Hold adjusting lever away from star wheel and back off 24 notches on 1965-66 models, or 30 notches on 1967-70 models. This should provide .015" secondary shoe clearance with primary shoe out against drum. Drum must be free of any drag.

Pontiac With H.D. Brakes, Exc. Tempest (1965-68) – These brakes have adjustable anchor pin. Pin is adjusted by turning, as necessary. Brake shoe clearance is measured by inserting feeler gauge between secondary lining and drum (insert through slot in drum). If drum does not have slot, substitute with slotted type. Proper clearance is .010-.020". Recheck clearance after making any large adjustment in star wheel or anchor pin. *NOTE – When making clearance measurement, ensure primary shoe is against drum.* Torque anchor pin lock nut to 60-90 ft. lbs.

Pontiac Tempest & Firebird (1965-70) – Turn adjusting star wheel until drag of 14-20 lbs. is noted at outer diameter of tire. Hold adjusting lever away from star wheel and back off 30 notches on 1965 models or 26 notches on 1966-69 vehicles. Wheel must be free of drag.

Pontiac, All (1971-73) – Remove drum. Remove ridge at open end of drum with number 40 grit sandpaper, or equivalent. Adjust suitable measuring tool (J-22364) to diameter of drum, then adjust shoes to fit opposite side of tool. Replace drum, drive vehicle alternately forward and backward, making moderate braking stops, until pedal travel is suitable. As an alternate method, use procedure as described for Buick, adjusting star to the following: Catalina, Bonneville, Grand Ville, back off 30 notches; all others, back off 26 notches.

Anchor Pin Adjustment – 1) Loosen anchor pin lock nut one-half turn. *NOTE – On front wheels, it is necessary to loosen backing plate upper mounting stud.* Tap anchor pin up, then down to bottom of slot. Turn star adjuster to expand brake shoes until drum cannot be turned in direction of forward rotation. Tap anchor upward lightly; drum should be free and rotate easily. Retighten star adjuster and repeat tapping anchor nut until drum cannot be rotated (this will cause brake shoes to centralize the anchor). Loosen star wheel until a .015" feeler gauge can be inserted between bottom of secondary lining and drum. Rotate drum forward until feeler is wedged between secondary shoe and drum, then turn drum back until feeler is at bottom of lining. This clearance should be .015".

2) If clearance is not as specified, adjust star wheel to obtain proper clearance. Also check clearance between drum and top end of secondary lining. This clearance should be .010". If clearance is not correct, tap anchor pin up if more than specified, or down if less than specified. A .010" feeler gauge should clear all around lining, including primary lining. *CAUTION – Do not attempt to set .010" or .015" clearance at primary shoe.* Tighten front anchor lock nut and backing plate upper mounting stud to 80-100 ft. lbs. Tighten rear anchor lock nut to 100-120 ft. lbs. Recheck lining-to-drum clearance.

1965-73 DELCO-MORAINE AUTOMATIC ADJUSTER (Cont.)

PARKING BRAKE ADJUSTMENT

Buick, Except Special (1965) – Adjustment is necessary whenever cables have been disconnected, stretched, or pedal may be depressed more than eight ratchet clicks. With parking brake assembly fully released, there should be 3/8" distance from rear face of parking brake idler lever to end of its slot in the frame (1965 Riviera). Correct distance, if necessary, by adjusting front cable clevis. Then depress parking brake pedal three ratchet clicks and tighten rear cable adjusting nut to obtain heavy drag at rear wheels. Release brake lever and ensure free rotation of rear wheels.

Buick Special (1965); Buick, All (1966-73) – Adjustment is necessary whenever rear brake cables have been disconnected. Adjustment is also required if service brakes operate properly, but parking brake depresses more than eight ratchet clicks on Century and Regal models, or more than 16 ratchet clicks on all other models. To adjust, depress parking brake exactly three ratchet clicks, loosen jam nut at rear of equalizer adjusting nut, and tighten adjusting nut until rear wheels can just be turned rearward (using two hands), but will lock when turned forward. Tighten jam nut against adjusting nut. With mechanism totally disengaged, rear wheels should turn freely in either direction. *NOTE – Do not overtighten cables, or dragging may result.*

Cadillac (1965-73) – Lubricate parking brake linkage at equalizer and cable stud, and ensure free movement of cables. Depress parking brake pedal approximately 1 3/4" on 1965-72 models, or 1" on 1973 models, from fully released position. Raise rear wheels. Hold brake cable stud from turning and tighten equalizer nut, one turn at a time (checking for drag after each turn), until light drag is felt on either wheel (turning forward). Release parking brake. No drag should be present. After adjustment, parking brake pedal should travel 1 3/4-2 3/4" on all 1965-72 models and 1973 Eldorado, or 2-3" on all other 1973 models. Pedal travel measurement force is 125 lbs.

Chevrolet, Exc. Corvair (1965-73) – Apply parking brake two notches from fully released position. Loosen equalizer Check nut and tighten or loosen front jam nut until a light-to-moderate drag is felt when rear wheels are rotated forward. Tighten nuts securely. With brake fully released, no drag should be felt at rear wheels.

Corvair (1965-69) – Pull parking brake lever up one notch from fully released position. Loosen forward nut at equalizer and tighten rear nut to obtain heavy drag at rear wheels. Tighten forward nut. Release brake lever and ensure rear wheels are free of drag.

Oldsmobile (1965-71) – With parking brake lever fully released, tighten equalizer adjusting nut until a heavy drag is felt at rear brakes, then loosen nut seven turns. Check brake operation and make sure rear wheels rotate freely when parking brake is fully released.

Oldsmobile (1972-73) – Depress parking brake pedal exactly three ratchet clicks. Tighten adjusting nut until rear wheels can just be turned rearward, using two hands, but will lock when turned forward. Release parking brake and be sure wheels rotate with no drag.

Pontiac Tempest (1965) – Apply the parking brake lightly and check equalization by turning rear wheels. Loosen adjusting screw of tightest brake, if adjustment is uneven. If more than a few notches movement are required for equalization, loosen clamp screws on spreader and pull downward on tighter cable. Cable tension should equalize. Tighten spreader clamp screws while parking brake lever is still in applied position. When lever is fully released, wheels should turn freely, while pulling cable down (grip midway between conduit and guide on frame). When adjusting rear end of front cable, be sure to turn clevis on or off cable end, but do not twist cable.

Pontiac (1965) – Depress parking brake pedal three notches from fully released position. Loosen rear lock nut on front cable fitting at equalizer, turn adjusting nut up for light-to-moderate drag at rear wheels. Tighten lock nut. Release parking brake pedal and check rear wheels for freedom from drag.

Pontiac (1966-73) – Depress parking brake pedal, as indicated, from fully released position:

Year	No. of Notches
1966-71, Exc. 1968 Firebird	5-7
1968 Firebird	2
1972, All	4-8
1973, All	8

Loosen equalizer rear lock nut. Adjust front nut until a light-to-moderate drag is felt when rear wheels are rotated. Tighten lock nut. Fully release parking brake and turn rear wheels; no drag should be felt.

BRAKE PEDAL ADJUSTMENT

Adjustment procedures are listed below only where applicable. Vehicles not listed either have no adjustment, or require pedal adjustment as part of power unit installation. *NOTE – On vehicles with stop light switch actuated directly by brake pedal, always adjust stop light switch after changing pedal position.*

Buick Special (1965-66) – Adjust clevis at pedal arm so distance from top center of pedal pad-to-floor pan is 6 1/2" with standard brakes, or 4 1/2" with power brakes (pedal in fully released position).

Buick, Inspection Only (1973) – Pedal travel should be checked as a preliminary brake inspection. Check with pedal firmly depressed while brakes are cold. Pedal travel should not exceed 4 3/4" on non-power brakes, or 1 3/4" on power brakes. If equipped with power brakes, pump pedal at least three times (engine off), before measuring pedal travel. This exhausts all vacuum from power unit. Excessive pedal travel may indicate need for brake system service.

Cadillac (1973) – On vehicles equipped with Tilt and Telescope steering columns, place wheel in third position from top (use steering wheel as point of reference when measuring pedal travel). Apply force equal to moderate braking. Pedal should not travel more than 2 1/16". If travel exceeds specification, drive vehicle forward and backward, pumping brakes, to attempt to bring pedal back to normal travel, or bleed system.

Chevrolet (Exc. Disc Brakes) & Olds Omega (1973) – Loosen check nut on pedal push rod. Turn push rod as required, to provide correct adjustment. Movement (measured at pedal pad) before push rod contacts master cylinder piston must be 1/16-1/4". Tighten check nut to 14 ft. lbs. against clevis.

1965-73 DELCO-MORAINE AUTOMATIC ADJUSTER (Cont.)

Oldsmobile, Exc. F-85 (1965-66) – Adjustment is for cars without power brakes. Pedal height should be 7 15/16". ±1/8" from the top of the pedal pad to floor pan. To adjust, loosen lock nut and adjust stop screw located on underside of brake pedal support. Make pedal freeplay adjustment as follows: Push master cylinder push rod until it contacts hydraulic piston, then turn push rod so clevis pin can freely be installed into brake pedal. Tighten push rod one full turn for proper freeplay. Tighten lock nut and connect push rod to brake pedal.

Oldsmobile F-85 (1965-66) – Adjust push rod clevis at pedal arm until distance from top of pedal pad to floor pan is 7 1/2", on vehicles with Auto. Trans. On Man. Trans. equipped models, brake pedal should be even with clutch pedal, within 1/8". Adjust freeplay in same manner as other Oldsmobile models.

Pontiac & Tempest (1965-66) – Pedal height may be varied for personal requirements, but pedal should not be lowered more than necessary (to ensure adequate pedal travel is maintained). Nominal pedal height is: 5 1/4", Pontiac (1965-66); 5 3/4", Tempest (1965-66). Measurements are made from underside of pedal to floor mat. Adjust push rod clevis at pedal arm, as necessary.

Tempest (1967), Pontiac, All (1968) – Brake pedal height (Non-Power), may be varied for different drivers by adjusting push rod clevis at pedal arm. *CAUTION – DO NOT lower pedal more than absolutely necessary, or insufficient pedal travel may result at high speeds with worn linings.*

FRONT WHEEL BEARING ADJUSTMENT

See Front Wheel Bearing Adjustment in WHEEL ALIGNMENT Section.

SERVICING

SHOE & LINING REPLACEMENT

Removal – *NOTE – Mark position of springs and star adjusters as they are removed, for reinstallation in original position.* Loosen parking brake cable at equalizer. If necessary, back off brake adjustment before removing drum. Unhook return springs. Remove hold down springs and cups. Lift actuator and unhook actuating link from anchor pin. Separate shoes from wheel cylinder connecting links, remove parking brake strut and spring, disconnect cable from parking brake lever, and remove shoes. Detach adjuster screw and spring from shoes. Remove parking brake lever.

Installation – Lubricate fulcrum end of parking brake lever, then attach to secondary shoe. Connect adjusting screw spring, then place screw in position (align star with adjusting hole). *NOTE – Ensure adjuster screws are installed in original positions.* Lubricate shoe and cable contact surfaces on backing plate. Position shoes and insert into wheel cylinder links. Connect cable to parking brake strut and spring, between lever and primary shoe. Install actuator, actuator return spring, and actuating link. Replace hold down springs and return springs. Adjust brake shoe clearance as previously described.

BLEEDING SYSTEM

See Hydraulic Brake Bleeding in this Section.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Buick	
With 9 1/2" Drums	70
All Others	75
Cadillac	
Exc. 1973	105
1973	130
Chevrolet	70
Oldsmobile	
88,98, Custom Cruiser	85
Toronado	130
All Other Models	80
Pontiac	
Catalina, Bonneville, Grand Ville	75
LeMans, Grand Prix, Firebird	70
Ventura	65

BRAKE LINING SPECIFICATIONS (METALLIC SEGMENT TYPE)

CAR MODEL	Year	DIMENSIONS OF EACH SEGMENT						NUMBER OF SEGMENTS	
		WIDTH		LENGTH		THICKNESS			
		Front	Rear	Front	Rear	Primary	Secondary	Primary	Secondary
Chevrolet	1965-67	1.37"	1"	1.64"	2"	.175"	.295"	6	①
Chevy II	1965-67	1.25"	1"	1.64"	1.64"	.175"	.285"	6	10
Chevelle & Camaro	1965-67	1.25"	1"	1.64"	1.64"	.175"	.285"	6	10
Oldsmobile F-85 & Jetstar 88	1965-67	1.25"	1"	1.64"	1.64"	.175"	.295"	6	10

① – Front 12; Rear 10.

1965-73 DELCO-MORAINE AUTOMATIC ADJUSTER (Cont.)

1965 BRAKE LINING SPECIFICATIONS

Car Model	Drum Diam.	Width		Length		Thickness	
		Front	Rear	Primary	Secondary	Primary	Secondary
Buick	12"	2¼"	2"	9.90"	12.85"	.220"	.254"
Buick Special	9½"	2½"	①2"	7.65"	9.92"	.196"	.265"
Buick Gran Sport	9½"	2½"	2"	7.40"	9.92"	.196"	.265"
Cadillac 75 &							
Comm. Chassis	12"	2½"	2½"	11.00"	12.99"	.254"	.274"
All Others	12"	2½"	2½"	11.00"	12.36"	.254"	.254"
Chevrolet	11"	2¾"	2"	9.25"	11.63"	.168"	.168"
Chevelle	9½"	2½"	2"	9.01"	9.75"	.170"	.200"
Chevy II	9"	2½"	2"	9.01"	9.75"	.170"	.200"
Corvair	9"	2"	2½"	9.01"	9.75"	.170"	.200"
Oldsmobile ③	11"	2¾"	②2"	9.375"	12.00"	.250"	.313"
Oldsmobile F-85,							
Cutlass & Jetstar 88 ④	9½"	2½"	2"	7.50"	9.875"	.188"	.250"
Pontiac	11"	2¾"	2"	8.88"	11.52"	.220"	.220"
Pontiac Tempest	9½"	2½"	2"	7.50"	9.88"	.196"	.265"

① - 2½" for 120" wheelbase station wagons. ② - 2½" for 98 models. ③ - Includes station wagons with 120" wheelbase ④ - Except station wagons with 120" wheelbase.

1965 BRAKE SYSTEM SPECIFICATIONS

Car Model	Drum Diam.	Wheel Cyl. Diam.		Master Cyl. Diameter	% Braking Power	
		Front	Rear		Front	Rear
Buick	12"	1 1/8"	1"	1"	56	44
Buick Special	9½"	1 1/16"	①15/16"	1"	56	44
Cadillac						
Comm. Chassis	12"	1 3/16"	1 1/8"	1"	52.8	47.2
All Others	12"	1 3/16"	1"	1"	59	41
Chevrolet	11"	1 3/16"	1"	②1"	58.5	41.5
Chevelle	9½"	1.112"	15/16"	②1"	59.5	40.5
Chevy II	9½"	1 1/16"	15/16"	②1"	59.5	40.5
Corvair	9½"	7/8"	15/16"	1"	46	54
Oldsmobile F-85,						
Cutlass, Jetstar 88	9½"	1 1/16"	③15/16"	④1"	⑤59.6	⑤40.4
All Others	11"	1 1/8"	1"	⑥1"	56	44
Pontiac	11"	1 3/16"	15/16"	1"	61.4	38.6
Pontiac Tempest	9½"	1 1/8"	15/16"	1"	56.3	43.7

① - 1" for Sportwagon. ② - 7/8" with Metallic (Segment) lining. ③ - 1" for station wagon with 120" wheelbase. ④ - 7/8" for heavy duty models (except Jetstar 88 which is 1" with standard brakes, 7/8" with power brakes). ⑤ - Station wagons with 120" wheelbase are 53% front, 47% rear. ⑥ - 7/8" for heavy duty models (except Jetstar 88 which is 1" with standard brakes, 7/8" with power brakes).

1965-73 DELCO-MORAINE AUTOMATIC ADJUSTER (Cont.)

1966 BRAKE LINING SPECIFICATIONS

Car Model	Drum Diam.	Width		Length		Thickness	
		Front	Rear	Primary	Secondary	Primary	Secondary
Buick	11"	2½"	2"	9.90"	12.85"	.196"	.260"
Buick Special	9½"	2½"	①2"	②7.65"	9.92"	.196"	.260"
Cadillac 75 &							
Comm. Chassis	12"	2½"	2½"	11.00"	12.36"	③.260"	④.280"
All Others	12"	2½"	2½"	11.00"	12.36"	.260"	.280"
Chevrolet	11"	2¾"	2"	9.25"	12.6406"	.168"	. 68"
Chevelle	9½"	2½"	2"	9.00"	9.75"	⑤.170"	⑤.170"
Chevy II, Corvair	9"	2½"	2"	9.00"	9.75"	⑤.170"	⑤.170"
Oldsmobile	11"	2¾"	⑥2"	9.375"	12.00"	.250"	.3125"
Oldsmobile F-85,							
Cutlass, Jetstar 88	9½"	2½"	⑦2"	7.50"	9.875"	.1875"	.250"
Pontiac	11"	2¾"	2"	8.88"	11.52"	.220"	.265"
Pontiac Tempest	9½"	2½"	2"	7.60"	9.85"	.196"	.265"

① - 1" for station wagons with 120" wheelbase. ② - 7.87" with heavy duty brakes. ③ - .230" for rear wheels. ④ - .260" for rear wheels. ⑤ - .200" for rear wheels. ⑥ - 2.12" for 98 models. ⑦ - 2.12" for station wagons with 120" wheelbase.

1966 BRAKE SYSTEM SPECIFICATIONS

Car Model	Drum Diam.	Wheel Cyl. Diam.		Master Cyl. Diameter	% Braking Power	
		Front	Rear		Front	Rear
Buick	12"	1 1/16"	15/16"	1"	56	44
Gran Sport	9½"	1 1/8"	15/16"	1"	59	41
Sport Wagon	9½"	1 1/16"	1"	1"	53	47
All Others	9½"	1 1/16"	15/16"	1"	56	44
Cadillac						
Comm. Chassis	12"	1 3/16"	1 1/8"	1"	52.8	47.2
All Others	12"	1 3/16"	1"	1"	58.6	41.4
Chevrolet	11"	1 3/16"	1"	1"	58.5	41.5
Chevelle	9½"	1 1/8"	15/16"	1"	59.4	40.6
Chevy II	9½"	1 1/16	7/8"	1"	59.4	40.6
Oldsmobile F-85,						
Cutlass	9½"	1 1/16"	①15/16"	②1"	55	45
Jetstar 88	9½"	1 1/16"	15/16"	②1"	59.6	40.4
Starfire, 88, 98	11"	1 1/8"	1"	②1"	56	44
Toronado	11"	1 1/8"	1"	②1"	62	38
Pontiac	11"	1 3/16"	15/16"	②1"	61.4	38.6
Pontiac Tempest	9½"	1 1/8"	15/16"	②1"	59.3	40.7

① - 1" for station wagons with 120" wheelbase. ② - 7/8" with heavy duty or power brakes.

1965-73 DELCO-MORAINE AUTOMATIC ADJUSTER (Cont.)

1967 BRAKE LINING SPECIFICATIONS

Car Model	Drum Diam.	Width		Length		Thickness	
		Front	Rear	Primary	Secondary	Primary	Secondary
Buick	11"	2¼"	2"	9.90"	12.85"	.220"	.316"
Buick Special	9½"	①2"	①2"	7.65"	9.92"	.196"	.265"
Cadillac Eldorado	12"	2¾"	2"	12.00"	12.00"	.200"	.290"
75 & Comm. Chassis	12"	2½"	2½"	11.00"	12.36"	.260"	.280"
All Others	12"	2½"	2½"	11.00"	12.36"	②.260"	③.280"
Chevrolet	11"	2¾"	2"	9.25"	11.6406"	.168"	.168"
Chevelle	9½"	2½"	2"	9.00"	9.75"	.17"	.290"
Chevy II, Camaro	9"	2½"	2"	9.00"	9.75"	④.17	.290"
Oldsmobile Toronado	11"	2¾"	2"	12.00"	12.00"	.200"	.290"
F-85	9½"	2½"	⑤2"	7.50"	9.875"	.1875"	.250"
All Others	11"	2¾"	⑥2"	9.375"	12.00"	.250"	.3125"
Pontiac	11"	2½"	2"	7.60"	9.85"	.196"	.265"
Pontiac Tempest	9½"	2¾"	2"	8.88"	11.52"	.220"	.265"

① - 2 1/2" for Sportswagon. ② - .230" for rear wheels. ③ - .260" for rear wheels. ④ - Camaro with 302" engine is .410" (front), .170" (rear primary), .200" (rear secondary). ⑤ - 2 1/2" for station wagons with 120" wheelbase. ⑥ - 2 1/2" for 98 models.

1967 BRAKE SYSTEM SPECIFICATIONS

Car Model	Drum Diam.	Wheel Cyl. Diam.		Master Cyl. Diameter	% Braking Power	
		Front	Rear		Front	Rear
Buick	12"	1 1/16"	15/16"	1"	56	44
Gran Sport	9½"	1 1/8"	15/16"	1"	59	41
Sport Wagon	9½"	1 1/16"	1"	1"	53	47
All Others	9½"	1 1/16"	15/16"	1"	56	44
Cadillac						
Comm. Chassis	12"	1 3/16"	1 1/8"	1"	52.8	47.2
All Others	12"	1 3/16"	1"	1"	58.6	41.4
Chevrolet	11"	1 3/16"	1"	1"	58.5	41.5
Chevelle	9½"	1 1/8"	15/16"	1"	59.4	40.6
Chevy II	9½"	1 1/16"	7/8"	1"	59.4	40.6
Oldsmobile F-85 &						
Cutlass	9½"	1 1/16	①15/16"	②1"	55	45
Jetstar 88	9½"	1 1/16"	15/16	②1"	59.6	40.4
Starfire 88, 98	11"	1 1/8"	1"	②1"	56	44
Toronado	11"	1 1/8"	1"	②1"	62	38
Pontiac	11"	1 3/16"	15/16"	②1"	61.4	38.6
Pontiac Tempest	9½"	1 1/8"	15/16"	②1"	59.3	40.7

① - 1" for station wagons with 120" wheelbase. ② - 7/8" with heavy duty or power brakes.

1965-73 DELCO-MORAINE AUTOMATIC ADJUSTER (Cont.)

1968 BRAKE LINING SPECIFICATIONS

Car Model	Drum Diam.	Width		Length		Thickness	
		Front	Rear	Primary	Secondary	Primary	Secondary
Buick LeSabre, Wildcat, Electra, Riviera	11"	2¼"	2"	9.90"	12.85"	.220"	.316"
Buick Special, Gran Sport, Skylark Sportwagon	9½"	2½"	①2"	7.65"	9.92"	.196"	.265"
Cadillac Eldorado	12"	2¾"	2"	12.00"	12.00"	.200"	.290"
75 & Comm. Chassis	12"	2½"	2½"	11.00	12.36"	.260"	.280"
All Others	12"	2½"	2½"	11.00"	12.36"	②.260"	③.280"
Chevrolet	11"	2¾"	2"	9.25"	11.64"	.168"	.168"
Chevelle	9½"	2½"	2"	9.00"	9.75"	.17"	.20"
Chevy II, Camaro	9"	2½"	2"	9.00"	9.75"	④.17"	.20"
Oldsmobile Toronado	11"	2¾"	2"	⑤12.00"	12.00"	.200"	.290"
F-85, Cutlass, 4-4-2, Vista Cruiser	9½"	2½"	⑥2"	7½"	9 7/8"	3/16"	1/4"
Delmont, Delta, & 98	11"	2¾"	⑥2"	9 3/8"	12"	1/4"	5/16"
Pontiac	11"	2¾"	2"	7.60"	9.85"	.220"	.260"
Tempest & Firebird	9½"	2½"	2"	8.88"	11.52"	.196"	.265"

① - Sportwagon is 2½".
② - .230" for rear wheels.
③ - .260" for rear wheels.
④ - 302" Camaro is .410 (front), .170" (rear primary), .200" (rear secondary).
⑤ - 9.00" (rear primary).
⑥ - 2½" for Vista Cruiser & "98" models.

1968 BRAKE SYSTEM SPECIFICATIONS

Car Model	Drum Diam.	Wheel Cyl. Diam.		Master Cyl. Diameter	% Braking Power	
		Front	Rear		Front	Rear
Buick LeSabre, Wildcat, Electra, Riviera	12"	1 3/16"	①1"	1"	②58.5	②41.5
Sportwagon	9.5"	1 1/8"	1"	1"	55.9	44.1
All Others	9.5"	1 1/8"	7/8"	1"	62.3	37.7
Cadillac						
Comm. Chassis	12"	1 3/16"	1 1/8"	1"	52.8	47.2
All Others	12"	1 3/16"	1"	1"	58.6	41.4
Chevrolet	11"	1 3/16"	1"	1"	58.5	41.5
Chevelle	9½"	1 1/8"	15/16"	1"	59.4	40.6
Chevy II	9½"	1 1/8"	7/8"	1"	59.4	40.6
Oldsmobile						
F-85, Cutlass, 4-4-2	9½"	1 1/8"	7/8"	1"	68	32
Vista-Cruiser	9½"	1 1/8"	1"	1"	61	39
Delmont & Delta 88	11"	1 1/8"	1"	1"	56	44
Ninety-Eight	11"	1 1/8"	1"	1"	56	44
Toronado	11"	③1.94"	③.88"	1"	67	33
Pontiac	11"	1 1/8"	15/16"	1"	61.4	38.6
Tempest & Firebird	9½"	1 1/8"	7/8"	1"	59.3	40.7

① - Riviera 15/16". ② - Riviera 61.5-38.5. ③ - Disc Brakes-

1965-73 DELCO-MORAINE AUTOMATIC ADJUSTER (Cont.)

1969 BRAKE LINING SPECIFICATIONS

Car Model	Drum Diam.	Width		Length		Thickness	
		Front	Rear	Primary	Secondary	Primary	Secondary
Buick							
Special, GS-350, GS-400, Skylark	9.5"	2.50"	2.00"	7.65"	9.92"	.096"	.165"
Sportwagon	9.5"	2.50"	2.50"	7.65"	9.92"	.096"	.165"
LeSabre, Wildcat, Electra, Riviera	12"	2.25"	2.00"	9.90"	12.85"	.220"	.316"
Cadillac							
Comm. Chassis	12"	①	2.50"	11.00"	12.36"	.260"	.280"
Eldorado	11"	①	2.00"	9.00"	12.00"	.200"	.290"
All Others	12"	①	2.50"	11.00"	12.36"	.240"	.260"
Chevrolet Division							
Chevy Nova, Camaro & Chevelle	9.5"	2.50"	2.00"	9.01"	9.75"	.170"	.200"
Chevrolet	11"	2.75"	2.00"	9.25"	11.63"	.168"	.168"
Corvair	9.5"	2.00"	2.50"	9.01"	9.75"	.170"	.200"
Oldsmobile							
F-85, Cutlass, 442, Vista Cruiser	9.5"	2.50"	2.00" ②	7.50"	9.875"	.1875"	.250"
Delta 88, 98	11"	2.75"	2.00" ③	9.375"	12"	.250"	.3125"
Toronado	11"	2.75"	2.00"	④	12"	.250"	.3125"
Pontiac							
Firebird, Tempest, Grand Prix	9.5"	2.50"	2.00"	.....	.....	.196"	.265"
All Others	11"	2.75"	2.00"	.....	.....	.220"	.260"

① – Disc Brake on front wheels. ② – 2.50" on Vista Cruiser. ③ – 2.50" on 98 Series Vehicles.
④ – Front Primary – 12"; Rear Primary – 9".

1969 BRAKE SYSTEM SPECIFICATIONS

Car Model	Drum Diam.	Wheel Cylinder Diameter		Master Cylinder Diameter
		Front	Rear	
Buick				
Special, GS-350, GS-400, Skylark	9.495-9.505"	1-1/8"	① 7/8"	1"
LeSabre, Wildcat, Electra, Riviera	11.997-12.022"	1-3/16"	② 1"	1"
Cadillac				
Except Eldorado	12.00"	③	④ 13/16"	1"
Eldorado	11.00"	③	7/8"	1.125"
Chevrolet Div.				
Chevy Nova, Camaro & Chevelle	9.5"	1.125"	⑤ .875"	1.00"
Chevrolet	11.00"	1.1875"	1.00"	1.00"
Corvair	9.5"	.875"	.938"	1.00"
Oldsmobile				
F-85, Cutlass, 442, Vista Cruiser	9.5"	1-1/8"	⑥ 7/8"	1"
Delta 88, 98	11"	1-3/16"	1"	1"
Toronado	11"	1-3/16"	1"	1"
Pontiac				
Firebird, Tempest	9.5"	1-1/8"	7/8"	1"
Pontiac	11"	1-1/8"	7/8"	1"
Grand Prix	9.5"	1-1/8"	7/8"	1"

① – Sportwagon – 1".
② – Riviera 15/16".
③ – Disc brakes on front wheels.
④ – Fleetwood 75 7/8", Comm'l. Chassis 15/16".
⑤ – Chevelle .9375".
⑥ – Vista Cruiser 1".

1965-73 DELCO-MORAINE AUTOMATIC ADJUSTER (Cont.)

1970 BRAKE LINING SPECIFICATIONS

Car Model	Drum Diam.	Width		Length		Thickness	
		Front	Rear	Primary	Secondary	Primary	Secondary
Buick							
Special, GS-350, GS-400, Skylark	9.5"	2.50"	①2"	7.65"	9.92"	.196"	.265"
LeSabre, Wildcat, Electra Riviera	12"	2.25"	2"	9.90"	12.85"	.220"	.316"
Cadillac							
Except Eldorado, 75 & Comm.	12"	④	2.5"	11.00"	12.36"	②.260"	③.280"
Eldorado	11"	④	2"	9.00"	12.00"	.200"	.290"
75 & Comm. Chassis	12"	④	2.5"	11.00"	12.36"	.260"	.280"
Chevrolet							
Camaro, Monte Carlo	9.5"	④	2"	9.00"	9.75"	.170"	.200"
Chevelle, Chevy Nova	9.5"	2.50"	2"	9.00"	9.75"	.170"	.200"
Chevrolet	11"	2.75"	2"	9.25"	11.63"	.168"	.168"
Oldsmobile							
Cutlass, F-85, 4-4-2, Vista Cruiser	9.5"	2.50"	⑥2"	7.63"	9.91"	.190"	.270"
Delmont, Delta 88 & 98	11"	2.75"	⑥2"	8.90	11.60"	.200"	.290"
Toronado	11"	④	2"	⑤8.90"	11.60"	.200"	.290"
Pontiac							
Tempest	9.5"	2.50"	2"	8.88"	11.52"	.196"	.265"
Firebird	9.5"	④	2"	8.88"	11.52"	.196"	.265"
Pontiac	11"	2.75"	2"	7.60"	9.85"	.220"	.260"

① – Sportwagon is 2.50".
② – .230" for rear wheels.
③ – .260" for rear wheels.
④ – Front disc brakes are standard equipment on these models.
⑤ – 9.00" (rear primary).
⑥ – 2.50" for Vista Cruiser & "98" models.

1970 BRAKE SYSTEM SPECIFICATIONS

Car Model	Drum Diameter	Wheel Cylinder Diameter		Master Cylinder Diameter
		Front	Rear	
Buick				
Special, GS-350, GS-400, Skylark	9.5"	1.125"	①1.875"	1"
LeSabre, Wildcat, Electra, Riviera	12"	1.188"	②1"	1"
Cadillac				
Except Eldorado	12"	③	④.813"	1"
Eldorado	11"	③	.875"	1.125"
Chevrolet				
Chevy Nova, Chevelle	9.5"	1.125"	⑤.875"	1"
Chevrolet	11"	1.188"	1"	1"
Camaro	9.5"	③	.875"	1.125"

① – Sportwagon: 1".
② – Riviera: .938".
③ – Disc brakes standard on front wheels.
④ – Fleetwood 75: .875". Commercial Chassis: .938".
⑤ – Chevelle: .938".

1965-73 DELCO-MORAINE AUTOMATIC ADJUSTER (Cont.)

1970 BRAKE SYSTEM SPECIFICATIONS (Continued)

Car Model	Drum Diameter	Wheel Cylinder Diameter		Master Cylinder Diameter
		Front	Rear	
Oldsmobile				
F-85, Cutlass, 4-4-2, Vista Cruiser	9.5"	1.125"	⑥.875"	1"
Delta 88, 98	11"	1.188"	.938"	1"
Toronado	11"	1.188"	.938"	1"
Pontiac				
Tempest	9.5"	1.125"	.875"	1"
Firebird	9.5"	③	.875"	1.125"
Pontiac	11"	1.125"	.938"	1"
Grand Prix	9.5"	1.125"	.875"	1"

③ – Disc brakes standard on front wheels. ⑥ – Vista Cruiser: 1". Station Wagon: .938".

1971 BRAKE LINING SPECIFICATIONS

Car Model	Drum Diam.	Width		Length		Thickness	
		Front	Rear	Primary	Secondary	Primary	Secondary
Buick							
Centurion, Electra 225, Riviera, LeSabre, LeSabre Custom	11.0"	①	2.0"	8.93"	11.58"	.232"	.272"
Skylark, Skylark Custom, G.S.	9.5"	2.5"	2.0"	7.57"	9.83"	.196"	.265"
Sportswagon	9.5"	①	2.0"	7.57"	9.83"	.196"	.265"
Estate Wagon	12.0"	①	2.0"	9.90"	12.85"	.236"	.296"
Cadillac							
Except Eldorado & Comm. Chassis	12.0"	①	2.5"	11.00"	12.36"	.240"	.260"
Eldorado	11.0"	①	2.0"	9.00"	12.00"	.200"	.290"
Commercial Chassis	12.0"	①	2.5"	11.00"	12.36"	.240"	.260"
Chevrolet							
Chevrolet Sedan & Coupe	11.0"	①	2.0"	8.63"	11.19"	.210"	.210"
Station Wagon	12.0"	①	2.0"	8.88"	11.52"	.220"	.220"
Chevelle, Chevy Nova	9.5"	⑤ 2.5"	2.0"	9.01"	9.75"	.170"	.200"
Camaro, Monte Carlo	9.5"	①	2.0"	9.01"	9.75"	.170"	.200"
Oldsmobile							
Custom Cruiser Station Wagon, & Models with H.D. Brakes	12.0"	①	2.0"	10.00"	13.00"	.220"	.284"
88, 98	11.0"	①	2.0"	9.00"	11.50"	.200"	.260"
Toronado	11.0"	①	2.0"	8.90"	11.60"	.200"	.290"
Vista Cruiser	9.5"	①	2.5"	7.63"	9.91"	.190"	.270"
All Other Models	9.5"	2.5"	2.0"	7.63"	9.91"	.190"	.270"
Pontiac							
Catalina, Catalina Brougham, Grandville, Bonneville, Except Station Wagon	11.0"	①	2.0"	8.88"	11.52"	.230"	.270"
Station Wagon	12.0"	①	2.0"	9.45"	12.58"	.230"	.290"
Ventura II	9.5"	2.5"	2.0"	9.01"	9.75"	.170"	.200"
All Other Models	9.5"	2.5"	2.0"	7.60"	9.85"	.196"	.265"

① Front disc brakes standard.

⑤ Chevelle – Front disc brakes standard with 454 SS option and all V-8 wagons except Nomad.

1965-73 DELCO-MORAINE AUTOMATIC ADJUSTER (Cont.)

1971 BRAKE SYSTEM SPECIFICATIONS

Car Model	Drum Diam.	Wheel Cylinder Diameter		Master Cylinder Diameter
		Front	Rear	
Buick				
Centurion, Electra 225, Riviera, LeSabre, LeSabre Custom	11.0"	①	.9375"	1.000"
Skylark, Skylark Custom, G.S.	9.5"	1.125"	.875"	1.000"
Sportswagon	9.5"	①	.875"	1.000"
Estate Wagon	12.0"	①	1.000"	1.125"
Cadillac				
Except Eldorado & Comm. Chassis	12.0"	①	.9375"	1.125"
Eldorado	11.0"	①	.9375"	1.125"
Commercial Chassis	12.0"	①	1.000"	1.125"
Chevrolet				
Chevrolet Sedan & Coupe	11.0"	①	.8125"	1.125"
Station Wagon	12.0"	①	1.000"	1.125"
Chevelle, Chevy Nova	9.5"	1.125"	.875"	② 1.000"
Camaro, Monte Carlo	9.5"	①	.875"	1.125"
Oldsmobile				
Custom Cruiser Station Wagon, & Models with H.D. Brakes	12.0"	①	1.000"	1.125"
88, 98, Toronado	11.0"	①	.9375"	1.125"
Vista Cruiser	9.5"	①	1.000"	1.125"
All Other Models	9.5"	1.125"	.875"	1.000"
Pontiac				
Catalina, Catalina Brougham, Grandville, Bonneville, Except Station Wagon	11.0"	①	.9375"	1.125"
Station Wagon	12.0"	①	.9375"	1.125"
All Other Models	9.5"	1.125"	.875"	② 1.000"

① Front disc brakes standard.
② 1.125", if equipped with front disc brakes.

1972 BRAKE LINING SPECIFICATIONS

Car Model	Drum Diam.	Width		Length		Thickness	
		Front	Rear	Primary	Secondary	Primary	Secondary
Buick							
Skylark, Skylark Custom, G.S., Sportwagon	9.5"	2.50"	2.00"	7.65"	9.92"	.196"	.265"
Estate Wagon	12"	①	2.00"	9.90"	12.85"	.236"	.296"
All Other Models	11"	①	2.00"	8.93"	11.58"	.232"	.275"
Cadillac							
Except Eldorado	12.0"	①	2.50"	11.00"	12.36"	.24"	.26"
Eldorado	11.0"	①	2.00"	9.00"	12.00"	.20"	.29"

① – Equipped with front disc brakes.

1965-73 DELCO-MORAINE AUTOMATIC ADJUSTER (Cont.)

1972 BRAKE LINING SPECIFICATIONS (Cont.)

Car Model	Drum Diam.	Width		Length		Thickness	
		Front	Rear	Primary	Secondary	Primary	Secondary
Chevrolet							
Camaro	9.5"	①	2.0"	9.01"	9.75"	.17"	.20"
Chevrolet Sedan & Coupe	11.0"	①	2.0"	8.63"	11.19"	.21"	.21"
Station Wagon	12.0"	①	2.0"	9.45"	12.58"	.23"	.23"
Monte Carlo	9.5"	①	2.0"	9.01"	9.75"	.17"	.17"
Chevelle, Nova	9.5"	2.5"	2.0"	9.01"	9.75"	.17"	.20"
Oldsmobile							
Custom Cruiser	12.0"	①	2.0"	9.90"	12.85"	.220"	.316"
88, 98	11.0"	①	2.0"	9.00"	11.50"	.220"	.260"
Toronado	11.0"	①	2.0"	8.90"	11.60"	.200"	.290"
Vista Cruiser	9.5"	2.5"	2.5"	7.63"	9.91"	.190"	.270"
All Other Models	9.5"	2.5"	2.0"	7.63"	9.91"	.190"	.270"
Pontiac							
Catalina, Catalina Brougham, Bonneville, Grand Ville (Exc. Station Wagon)	11"	①	2"	8.88"	11.52"	.220"	.260"
Station Wagon	12"	①	2"	9.45"	12.58"	.220"	.260"
Ventura II	9.5"	2.5"	2"	9.01"	9.75"	.017"	.020"
All Other Models	9.5"	2.5"	2"	7.6"	9.85"	.196"	.265"

① – Equipped with front disc brakes.

1972 BRAKE SYSTEM SPECIFICATIONS

Car Model	Drum Diam.	Wheel Cylinder Diameter		Master Cylinder Diameter
		Front	Rear	
Buick				
Skylark, Skylark Custom, G.S., Sportswagon	9.5"	1 1/8"	7/8"	① 1"
Estate Wagon	12"	②	1"	1 1/8"
All Other Models	11"	②	15/16"	1 1/8"
Cadillac				
Except Eldorado & Comm. Chassis	12.0"	②	15/16"	1.125"
Eldorado	11.0"	②	15/16"	1.125"
Commercial Chassis	12.0"	②	1"	1.125"
Chevrolet				
Camaro, Monte Carlo	9.5"	②	.875"	1.125"
Chevrolet Sedan & Coupe	11.0	②	.9375"	1.125"
Station Wagon	12.0"	②	1.0"	1.125"
Chevelle, Nova	9.5"	1.125"	.875"	③ 1.00"
Oldsmobile				
88, 98, Toronado	11.0"	②	.94"	1.125"
Custom Cruiser	12.0"	②	1.0"	1.125"
All Other Models	9.5"	1.125"	.875"	1.000"
Pontiac				
Catalina, Catalina Brougham, Bonneville, Grand Ville (Except Station Wagon)	11.0"	②	15/16"	1.125"
Station Wagon	12.0"	②	15/16"	1.125"
All Other Models	9.5"	1 1/8"	7/8"	③ 1.00"

① – 1 1/8" if equipped with front disc brakes.
② – Equipped with front disc brakes.
③ – 1.125" if equipped with front disc brakes.

1965-73 DELCO-MORAINE AUTOMATIC ADJUSTER (Cont.)

1973 BRAKE SYSTEM SPECIFICATIONS

Application	Drum Diam.	Wheel Cylinder Diameter		Master Cylinder Diameter
		Front	Rear	
Buick				
Century, Regal	9 1/2"	1 1/8"	7/8"	1"
Exc. Cent., Reg.	11" ①	②	15/16"	1 1/8"
Cadillac				
Exc. Commercial	12"	②	15/16"	1 1/8"
Commercial	12"	②	1"	1 1/8"
Chevrolet				
Nova	9 1/2"	1 1/8"	7/8"	1" ③
Camaro	9 1/2"	②	7/8"	1"
Chevelle (Exc. Sta. Wag.)	9 1/2"	②	7/8"	1" ③
Chevelle S/W	11"	②	15/16"	1" ③
Monte Carlo	9 1/2"	②	7/8"	1 1/8"
Chevrolet (Exc. Sta. Wgn.)	11"	②	15/16"	1 1/8"
Chevrolet S/W	12"	②	1"	1 1/8"
Oldsmobile				
Omega	9 1/2"	1 1/8"	7/8"	1"
Cutlass (Exc. Sta. Wag.)	9 1/2"	②	7/8"	1" ④
Cutlass Wagon	11"	②	1"	1" ④
88, 98 (Exc. 88 Wag., H.D. Pwr. Brakes)	11"	②	15/16"	1" ④
88 Wag., H.D. Pwr. Brakes	12"	②	1"	1" ④
Toronado	11"	②	15/16"	1" ④
Pontiac				
Ventura	9 1/2"	1 1/8"	7/8"	1" ④
LeMans, Grand Am (Exc. Sta. Wag)	9 1/2"	②	7/8"	1" ④
Station Wagon	11"	②	15/16"	1" ④
Firebird	9 1/2"	②	7/8"	1" ④
Grand Prix	9 1/2"	②	7/8"	1 1/8"
Catalina, Bonn., Grand Ville (Exc. S/W)	11"	②	15/16"	1 1/8"
Station Wagon	12"	②	1"	1 1/8"

① — Incl. Station Wagon with 12" Drums.
② — Front Disc Equipped.
③ — 1", Drum Brakes; 1 1/8", Front Disc Brakes.
④ — 1", Non-power Brakes; 1 1/8", Power Brakes.

1965-73 DELCO-MORAINE AUTOMATIC ADJUSTER (Cont.)

1973 BRAKE LINING SPECIFICATIONS

Application	Drum Dia.	Width		Length		Thickness	
		Front	Rear	Primary	Secondary	Primary	Secondary
Buick							
Century, Regal	9 1/2"	2 1/2"	2"	7 5/8"	9 15/16"	①	①
Exc. Cent., Regal, Estate Wagon	11" ②	.....	2"	8 15/16"	9 9/16"	①	①
Estate Wagon	12" ②	.....	2"	9 7/8"	12 7/8"	①	①
Cadillac							
Exc. Eldorado	12" ②	.....	2 1/2"	11"	12 3/8"	1/4"	1/4"
Eldorado	11" ②	.....	2"	9"	12"	3/16"	9/32"
Chevrolet							
Nova	9 1/2"	2 1/2"	2 1/2"	7 5/8"	9 13/16"	3/16"	1/4"
Camaro	9 1/2" ②	.....	2"	9"	9 3/4"	3/16"	7/32"
Monte Carlo, Chevelle (Exc. S/W)	9 1/2" ②	.....	2"	7 5/8"	9 7/8"	7/32"	5/16"
Chevelle Sta. Wgn., Chevrolet (Exc. S/W)	11" ②	.....	2"	8 7/8"	11 1/2"	1/4"	5/16"
Chevrolet Sta. Wgn.	12" ②	.....	2"	12 7/8"	12 3/4"	1/4"	5/16"
Oldsmobile							
Omega, Cutlass (Exc. S/W)	9 1/2" ③	2 1/2"	2"	7 5/8"	9 7/8"	3/16"	1/4"
Cut. S/W, 88, 98, (Exc. 88 S/W, H.D. Pwr. Brakes)	11" ②	.....	2"	9"	11 1/2"	732"	1/4"
Toronado	11" ②	.....	2"	8 7/8"	11 5/8"	316"	9/32"
88 S/W, H.D. Pwr. Br.	12" ②	.....	2"	10"	13"	7/32"	9/32"
Pontiac							
Ventura	9 1/2"	2 1/2"	2 1/2"	8 9/16"	9 9/32"	7/32"	1/4"
LeMans, Grand Prix, Grand Am (Exc. S/W)	9 1/2" ②	.....	2"	7 5/8"	9 7/8"	1/4"	5/16"
Station Wagon	11" ②	.....	2"	8 7/8"	11 1/2"	1/4"	5/16"
Firebird	9 1/2" ②	.....	2"	9"	9 3/4"	7/32"	1/4"
Cat., Bonn., Grand Ville (Exc. S/W)	11" ②	.....	2"	8 7/8"	11 1/2"	1/4"	5/16"
Station Wagon	12" ②	.....	2"	9 7/8"	12 3/4"	1/4"	5/16"

① — .005" Max. Allowable Space Between Shoe & Lining After Re-riveting.
② — Front Disc Equipped.
③ — Omega, Front Drum Standard Equip.; Cutlass, Front Disc Equipped.