



Re-furbished Front & Rear Brake Drums for 356, 356A & 356B

These re-furbished brake drums are crack-checked for integrity and measured for acceptability prior to the start of the renewal process.

The renewal process includes new bearings & races, wheel studs as well as the center spline for the rear drum. A specially engineered iron braking surface is then pinned and bonded into the aluminum drum before the final machining of the drum.

The new shoes are then arced to the new drum for maximum braking surface (shoe mating with drum surface under braking).

Due to the limited supply of the core brake drums, a \$1,000.00 core charge per pair will be applied, which is then refunded when we receive your usable cores in return.

FYI

Over the last 50+ years the brake drums on our 356 have been through a lot. It's doubtful that most of our cars still have the original drums in service.

So how much do we really know about the drums on our cars?

Well, it's very important to know the specs of the brake drums. So when you order brake shoes, your favorite machine shop (if still allowed) can properly arc the shoes to your drums.

Here are the basic specs for the brake drum on the 356. Additional information is referenced in the Factory Service Manual 1956 Edition, Section T, pg T20.

Maximum inside diameter should not exceed 282mm or 11.023

Another overlooked spec, the drums on each axle (opposite each other, front or rear) should NOT differ more than .008 or 2mm!

Now for the "pre-arc'd" shoe myth, the term "pre-arc'd" shoes meant that the shoe was pre-arc to a brand new drum! Not pre-arc to your drum, newly turned or not. The "pre-arc'd" shoe is only reliable to the drum it's arc'd too!

The shoe must be arc'd to the drum it's being installed in!

With properly arc'd shoes to the drum in which they are installed provides the greatest stopping power and a longer lining life!