

#7081SWBK-SC5 Installation Instructions

for 1970-81 Camaro & Firebird C5 Corvette Brake Kits

Recommendations:

CPP recommends using new ball joints and tie rod ends when installing this kit.

Notes:

This spindle is designed to mount late model C5 Corvette brakes.

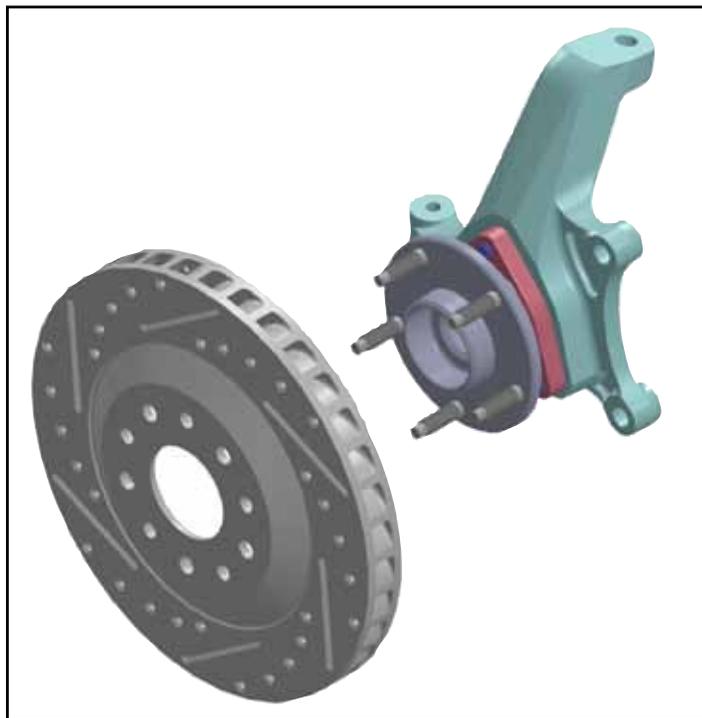
C5 Corvette wheel hubs use metric M12-1.5 wheel studs and require new M12-1.5 lug nuts. (Order #LN-125K, set of 10 metric lug nuts)

Instructions:

1. Safely jack or lift the front tires off the ground. Starting at the front passenger wheel, remove the wheel/tire assembly.
2. Make sure the lower control arm is safely supported so that the downward travel is not limited by the upper control arm (normally, the shock limits the droop.) If the upper control arm is limiting the droop of the lower control arm, the lower control arm must be raised and supported so that the spindle can be safely removed.
3. Disconnect the brake hose from the hard line at the frame. Remove the retaining clip and hose.
4. After double checking that the lower control arm is safely supported, remove the tie rod ends, upper ball joint, and lower ball joint from the spindle. Remove the spindle complete with the brake assembly.
5. Before installing the spindle on the car, install the C5 Corvette hub in the spindle. Some aftermarket hubs will have the wheel speed sensor wire in a different location. If the wire location does not allow the hub to fit easily in the spindle, CPP recommends obtaining a hub with the wheel speed sensor wire located near one of the flange bolt holes. If the wheel speed sensor is not going to be used, the wire can be cut flush to the hub. Make sure to use the provided shim between the hub and the spindle (which goes in place of the factory Corvette sensor wire mount.) Use thread locking compound on the long allen head bolt threads (for example, Red Loctite.) Tighten the bolts.

6. Attach the spindle to the upper and lower ball joints. Attach the tie rod end to the spindle. The caliper mounting holes should be towards the rear of the car.

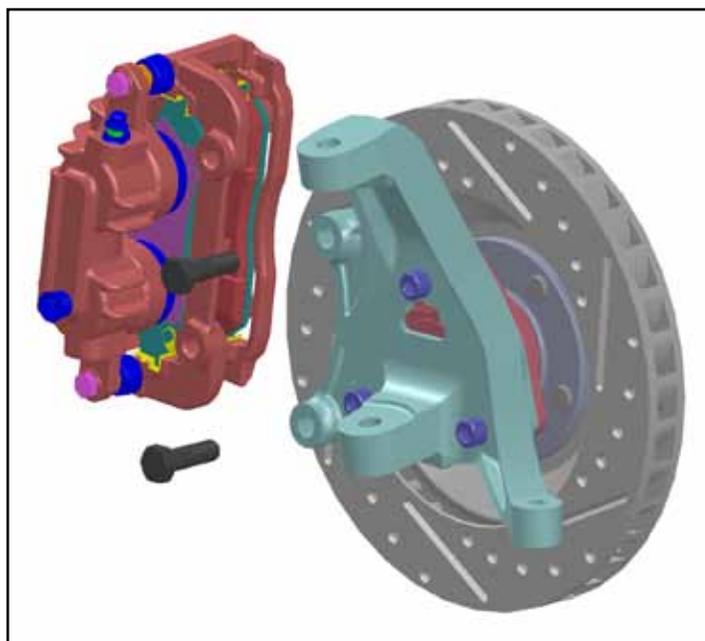
7. Set the brake rotor in place on the lugs. Note that C5 rotors are usually directional. The direction of rotation is determined by the angle of the internal vents (not slot or hole patterns) as shown in the illustration.



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8. Install the brake caliper. Use thread locking compound on the bolt threads (for example, Red Loctite.) Make sure the bleeder valves are towards the top.

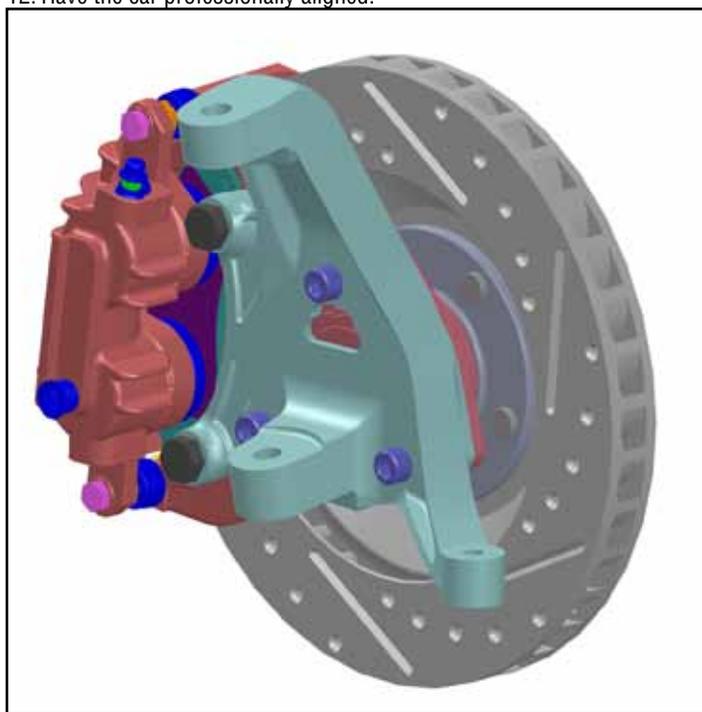


9. Connect the brake hose to the caliper and then frame. Check that the brake hose is not crimped or twisted

10. Bleed the brakes.

11. Check that the rotor can turn freely and that the brakes do not drag.

12. Have the car professionally aligned.



GENERAL TORQUE SPECIFICATIONS:

1/4"	grade 5	10lb/ft	1/4"	grade 8	14lb/ft
5/16"	grade 5	19lb/ft	5/16"	grade 8	29lb/ft
3/8"	grade 5	33lb/ft	3/8"	grade 8	47lb/ft
7/16"	grade 5	54lb/ft	7/16"	grade 8	78lb/ft
1/2"	grade 5	78lb/ft	1/2"	grade 8	119lb/ft
9/16"	grade 5	114lb/ft	9/16"	grade 8	169lb/ft
5/8"	grade 5	154lb/ft	5/8"	grade 8	230lb/ft