

#6474SWBK-STC5 Installation Instructions

for 1964-72 Chevelle, 1967-69 Camaro, 1967-74 Nova C5 Corvette Brake Kits

Recommendations:

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

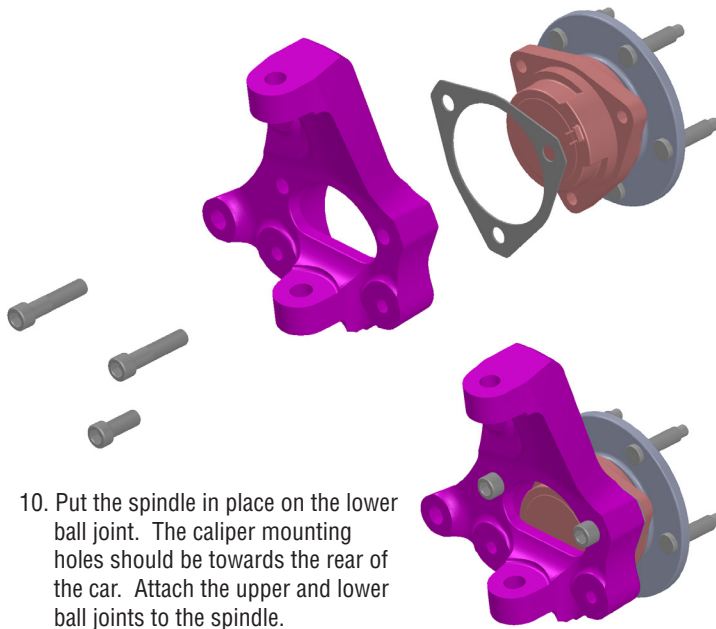
Notes:

This spindle is designed to mount late model C5 Corvette brakes and will not accommodate drum 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)

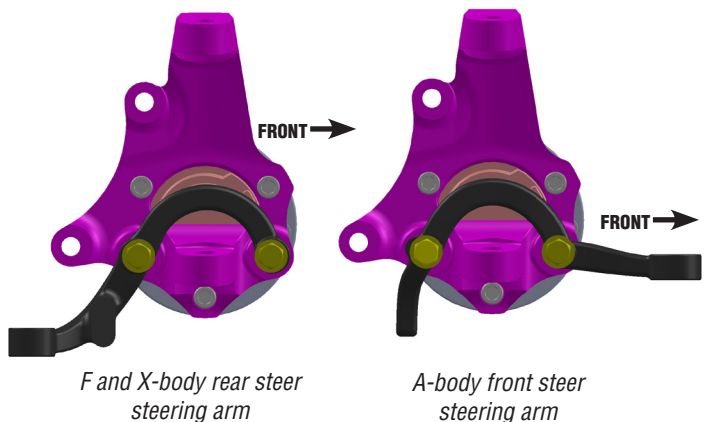
Instructions:

1. Safely jack or lift the front tires off the ground. Starting at the right front wheel, remove the wheel/tire assembly.
2. Make sure the lower control arm is safely held in place. The shock should limit the travel of the lower control arm. The upper control arm must not be allowed to limit the travel of the lower control arm.
3. Disconnect the brake hose from the hard line at the frame. Remove the retaining clip and pull the end of the hose from the mount on the frame.
4. Make sure that the car has an original style steering arm. CPP sells reproduction steering arms for this application.
5. Detach the steering arm from the spindle. Take this opportunity to note which direction the steering arm faces. It is not necessary to detach the steering arm from the tie rod end if the tie rod end is not being replaced.
6. Check to see if the original steering arm uses 7/16" or 1/2" hardware. This can be quickly checked by seeing whether or not the 1/2" bolts supplied with the kit will fit through the steering arm holes. If the 1/2" bolts do not fit, the mounting holes in the steering arm must be enlarged to 1/2".
7. Clean the steering arm and make sure there is no debris on the mounting surfaces.
8. After double checking that the lower control arm is safely supported, remove the cotter pins and slotted nuts from the upper and lower ball joints. Remove the old spindle complete with the old hub and brake assembly.
9. With the new spindle still off of the car, install the C5 Corvette hub. Make sure to use the provided spacer. The hub uses 3 allen head bolts with the shortest one going in the bottom hole. Tighten them now. The bottom bolt cannot be accessed once the spindle is on the lower ball joint.



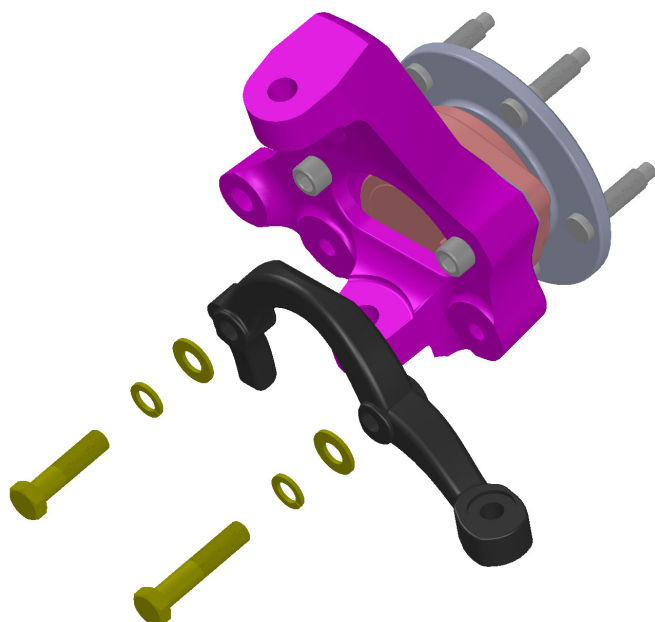
10. Put the spindle in place on the lower ball joint. The caliper mounting holes should be towards the rear of the car. Attach the upper and lower ball joints to the spindle.

11. Orient the steering arm correctly before attaching it to the spindle. Note that F and X-body cars used a rear steer steering arm while A-body cars used a front steer steering arm. Attach the steering arm to the new spindle using the supplied 1/2" hardware. Each steering arm mounting bolt will use a lock washer and a flat washer. Two different bolt lengths are used for each steering arm. Use the 2.5" bolt for the steering arm mounting hole with the thicker boss. The shorter 2" bolt is used in the remaining mounting hole with the thinner boss.

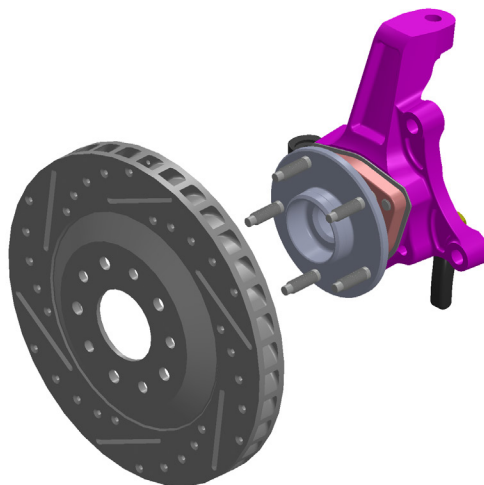


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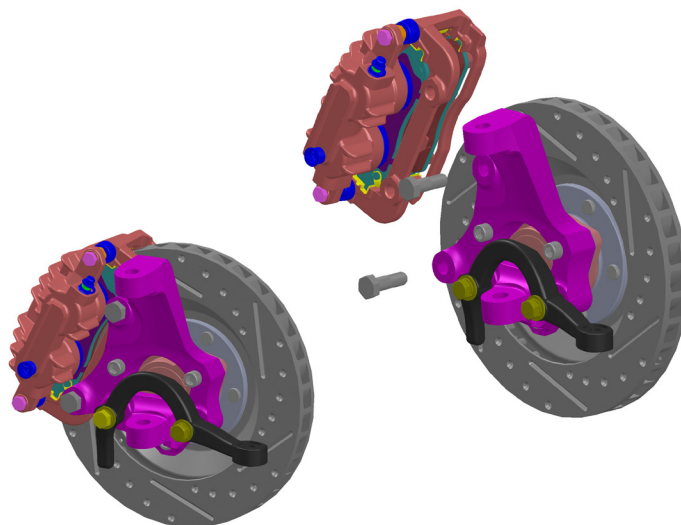
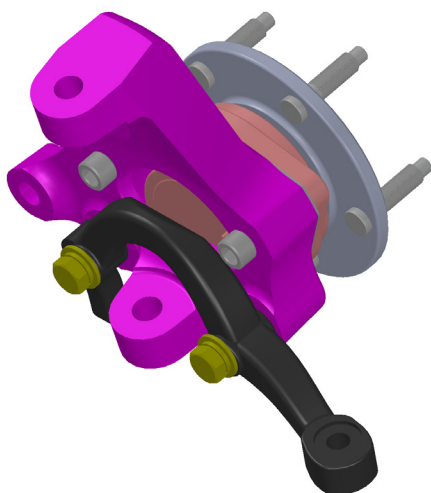
#6474SWBK-STC5 Instructions (Continued)



12. Set the brake rotor in place on the lugs. Note that the rotors are directional.



13. Install the brake caliper. The bleeder valves should be towards the top.



14. Connect the brake hose to the caliper and frame.
15. Bleed the brakes.
16. Check that the rotor can turn freely and that the brakes do not drag.
17. 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

NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.

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PLEASE NOTE: The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.