

FIRST LOOK: 2010 CAMARO PRODUCTION BEGINS!



CAMARO

PERFORMERS

MUSCLECARS • STREET MACHINES • CLASSICS

NASTY

**FIVE STELLAR
ASPHALT
SHREDDERS**



**EDITORIAL
COVERAGE**

THIS ISSUE FEATURES

OF YOUR COMPANY & PRODUCTS

OFF THE COUCH!

TECH

★ **STEERING UPGRADE**
SIMPLE, FAST, AFFORDABLE

★ **SHOCK SELECTION**
KNOW HOW AND WHY

★ **DISC BRAKE INSTALL**
STEP-BY-STEP HOW-TO

★ **FOLLOW THE MASTERS**
FIREWALL SMOOTHING

PRO SCHOOL

HISTORY OF THE



\$5.99 US/\$6.99 CAN • MAY 2009 • DISPLAY UNTIL 5/19

A SOURCE INTERLINK MEDIA PUBLICATION



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Brake Basics

If your second-gen is in need of some new front brake components and your wallet doesn't allow for some high-dollar, multi-piston, large-diameter discs, check out this stock replacement setup from CPP.

by Nick Licata photographs by the author

Being in the magazine business, it's pretty easy to get caught up in putting the best stuff on our cars just because it's the latest, greatest, or biggest thing out there. We often lose sight of what is most practical for our cars, and especially our wallets. Be it engine components, suspension stuff, wheels, tires, or whatever, it's so easy to get sucked into the "bling" aspect of a particular component just because it's "cool."

For this tech piece we dialed it way back and decided to go to the roots of a simple disc brake replacement installation. This basic install takes place on a second-generation Camaro that was in some dyer need of some new brake components. The calipers and rotors looked to be as old as the car itself. And even though we were sure the pads had been changed at some point, that was up for discussion though—the existing surface was about as thick as the 8-track tape we found under the rear seat.

We got on the phone and called up the experienced team over at Classic Performance Products (CPP) in Anaheim, California. They are known for their basic suspension and brake kits, and some of the most top-of-the-line performance components in the industry, so we knew they would be able to point in the right direction for our simple swap. We told them we wanted to go with their stock replacement offerings for our '71. We're talking no bells or whistles, just a basic, proper-functioning brake system. The discs aren't slotted or drilled (although CPP offers those for about 50 bucks more), and the booster and master cylinder are stock replacements.

This simple disc brake replacement can be performed by anyone in their garage or driveway with some basic hand tools and a couple of free hours. Not only is it easy, it's effective. You'll instantly notice the newfound stopping power of the new binders. Best of all, you'll only need about \$380.00 and a friend to help bleed the brakes once you've completed the install.

BREAK IT DOWN

1 Item #4059
FR Caliper
\$49.00

1 Item #4060
FL Caliper
\$49.00

2 Item #AR-8202E
2 Camaro Rotors
\$47.50

2 Item #LM11949 A-2
Raceless Bearing
\$6.95

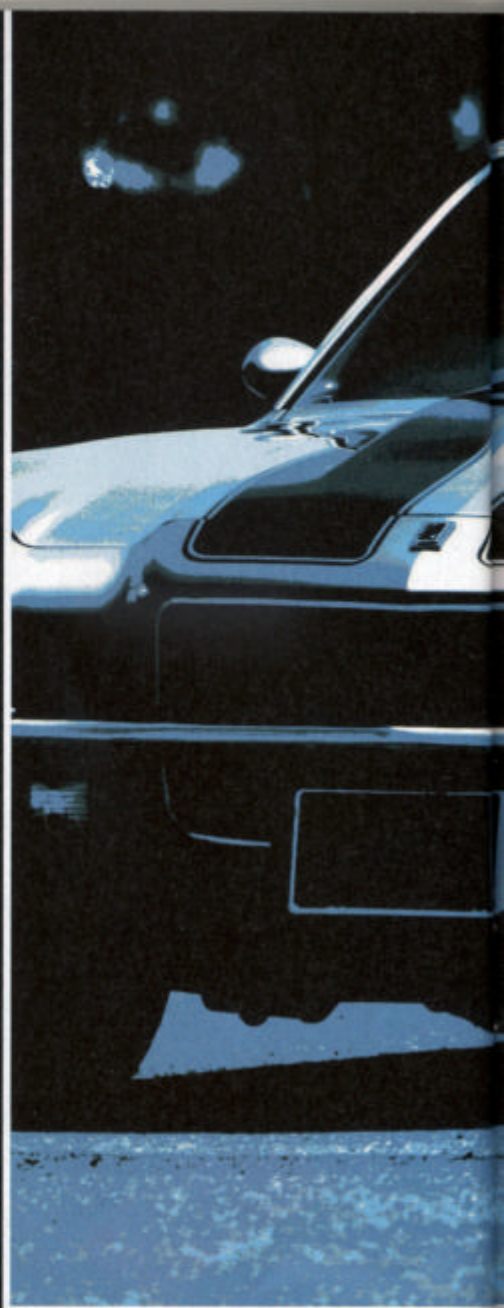
2 Item #LM67048 A-6
Raceless Bearing
\$6.95

1 Item # CPPHWF-C
Dust Cap Hardware Kit
\$9.00

2 Item # BB-716
Banjo Bolt 7/16-20
\$5.95

1 Item # 7079BB-11
Power Brake Booster,
11" Booster 7079 CM
\$199.00

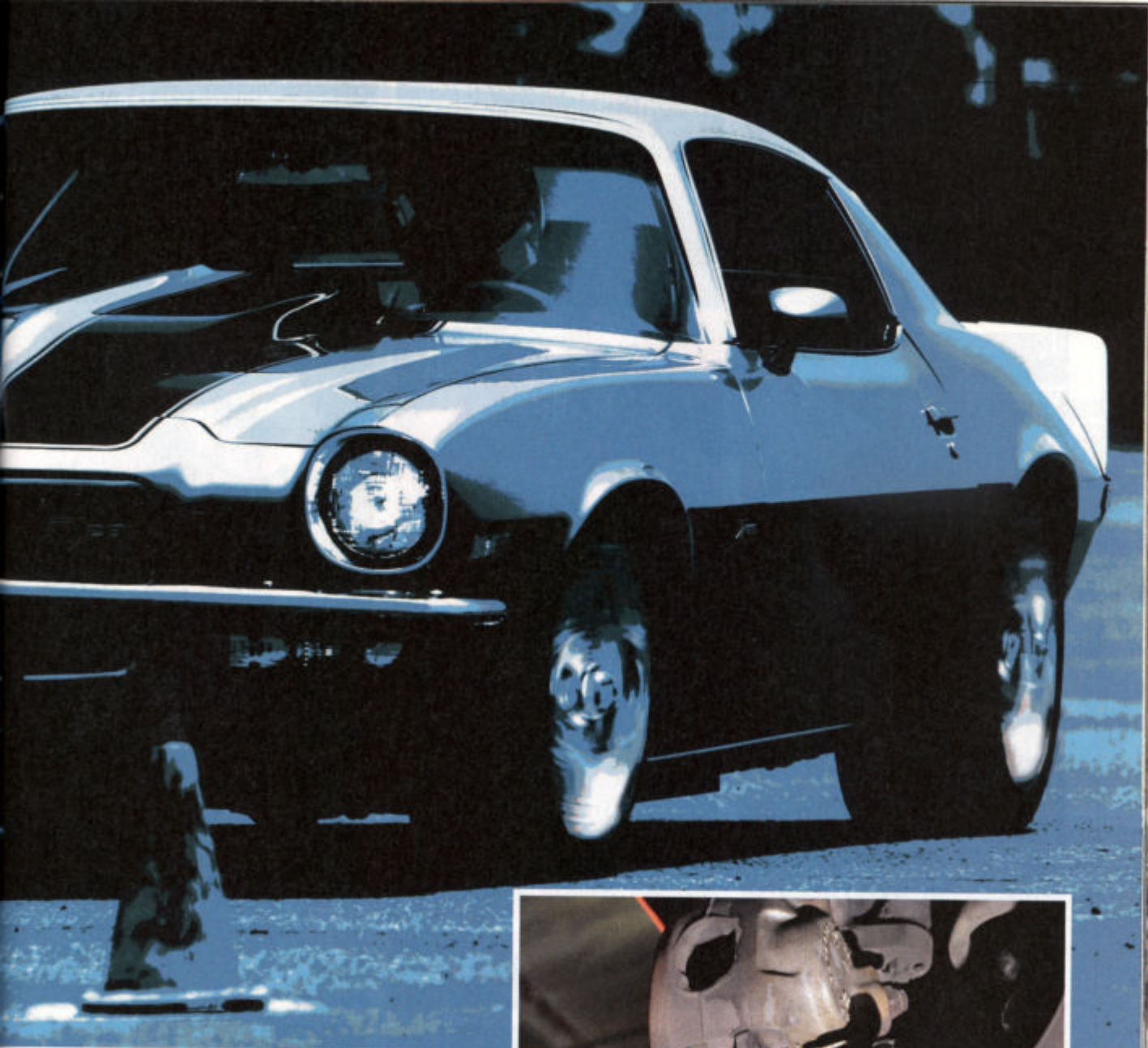
TOTAL = \$373.35



1. In order to keep costs down, we went with individual brake components for our '71. But if you need spindles for your ride, CPP offers the 1970-78 stock spindle disc brake wheel kit (which includes new spindles) for \$549.00.

2. Source Interlink Tech Center manager, Jason Scudellari, starts the brake install by removing the vintage brake calipers. He loosens the allen bolt with a 3/8-inch wrench on the top and bottom of the caliper bracket.

3. With the bolts removed the caliper just lifts off.



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4. The brake disc comes off simply by loosening the spindle nut. Be sure to throw away the old cotter pin as you'll always need to use a new one.

5. From inside the car, Jason removed the brake lever pin on the brake pedal arm in order to remove the rod that's connected to the master cylinder. Before removing the booster and master, we disconnected the front and rear brake lines.

6. Just loosen the four bolts where the booster connects to the firewall.

7. With the lines disconnected, the master cylinder and brake booster were ready to be removed.

8. With everything removed, it was time to start putting the new stuff together. First thing to do before installing the new brake

components is to pack the bearings with a good dose of wheel bearing grease.

9. With the bearings packed, Jason then dropped the bearings into the CPP-supplied brake discs.

10. Just a little tap on the seal was necessary to get the bearings snugly in place. Be sure to use a rubber hammer as to not dent or bend the seal.

11. Before we installed the new discs, the spindle also got a good dose of grease.

12. We purposely left the old brake calipers connected until we were ready to install the new ones. This was done to prevent unnecessary leaking of the existing fluid left in the old lines.

13. With the old hardware removed, we then installed the new CPP-supplied clips and brake lines to the existing brackets.

14. The new lines are pre-cut to the necessary length, so they bolted right up to the back of the new calipers.



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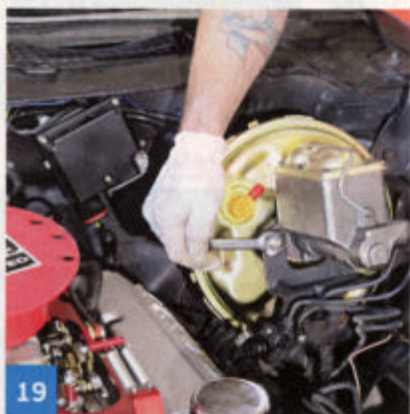
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15. You may be so inclined to take a shortcut, or try to save money by using some of the old parts, but we highly advise you use the new hardware that comes with the kit. It will only bite you in the rear down the road. Jason tightened up the new castle nut and topped it off with the new cotter pin.

16. The new discs look sweet, and the calipers just bolted right in place with no issues whatsoever.

17. With the new discs and calipers bolted up, Jason moved on to bleed the new master cylinder. We connected the

supplied master cylinder bleeder kit to the brake line attachment, then filled the master with air-free fluid. You'll need to pump it about 25 or so times, or until there are no visual air bubbles in the line.

18. With the new master bled, we then bolted up the original proportion valve. The kit doesn't come with one, so be sure to save your original. They rarely go bad, but if you happen to need a new one, CPP has them in stock for about \$75.00

19. It was then time to move forward and bolt up the booster. Again, this is an exact

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replacement system, so everything lines up just how you would expect.

20. Next, Jason hooked up the master cylinder to the booster, then the brake pedal to the brake rod.

21. The existing brake lines then bolted right back up to the proportion valve. All that was left to do was fill up the master cylinder with brake fluid and bleed the brakes. Our replacement system works just like new and the whole deal only set us back about \$380.00. If you want to go for the kit that includes new spindles, you're looking at about \$549.00.