



Steering, Brake & Suspension Specialists

Front Disc Brake Conversion Kit Installation Instructions

For 1962-67 & 1968-74 Nova / 1967-69 Camaro / 1964-72 Chevelle

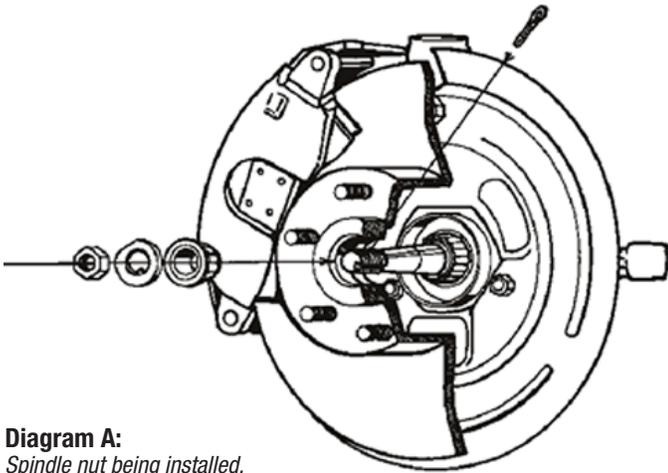


Diagram A:
Spindle nut being installed.

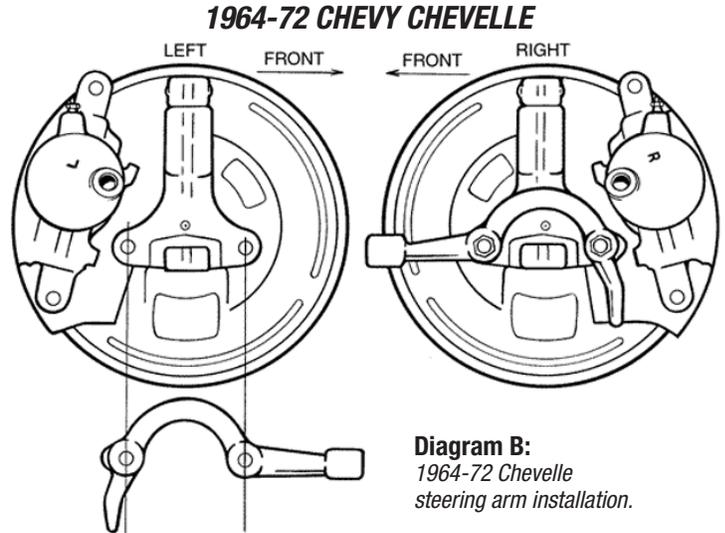


Diagram B:
1964-72 Chevelle
steering arm installation.

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 to 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.

NOTICE: Read these instructions completely before attempting this conversion. Make sure this kit fits your application before painting or plating. Beware that chroming or painting the booster can cause it to malfunction if not performed properly. Parts that have been painted, plated or modified may not be returned.

NOTE: For 1967 Chevy Camaro applications, installation of this disc brake kit may require the removal of the factory frame mounted bumpstop and bracket, and installation of a new lower control arm mounted bumpstop. Please refer to diagram on back page for more info.

Replacement Parts:

Rotors:	1969-72 Chevelle
Bearings and Seals:	1970-79 Camaro
Brake Pads:	1970-79 Camaro

Instructions:

1. Raise vehicle and support it with jackstands. Remove the wheels.
2. Remove stock spindle assemblies.
3. Inspect all ball joints and tie rod ends for wear. If any parts are worn out, replace them. Replacement parts are available from Classic Performance Products, Inc. Please call for pricing.

4. Remove steering arms from the stock spindle assemblies and install them on the new spindle assemblies according to the attached diagram using the supplied hardware. The rotor and caliper will need to be removed in order to tighten down the steering arm. On some applications it may be necessary to drill steering arm and spindle mounting holes out to 1/2" ID.
Note: 1962-63 4-lug Novas need the steering arms from a 1964-67 5-lug Nova (See Diagram D). Call for price and availability.
5. After the steering arm has been installed, re-install the rotor on the spindle, using the provided spindle nut and washer.
6. Adjust the wheel bearings as follows:
 - a. Tighten the nut only slightly (no more than 12 lb/ft.) spin the rotor in a forward direction to ensure the bearings are fully seated.
 - b. Check that the spindle nut is still tight. If not repeat step a.
 - c. Loosen the spindle nut until it is just loose.
 - d. Hand tighten the spindle nut and install the cotter pin. Do not use a wrench! If necessary loosen the nut too the first position the cotter pin can be installed into. (Re-check after 50 miles.)
7. Install dust cap and caliper.
8. Install the new spindle assemblies. Torque lower ball joint to 65ft.-lbs., upper ball joint to 50ft.-lbs. and tie rod end to 35ft.-lbs. Be sure to use supplied cotter pins where needed.
9. Check for any clearance issues, make sure everything is good and tight, and proceed to bleed your brake system (See Notes).

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Front Disc Brake Conversion Kit Installation Instructions (CONTINUED)

**1967-69 CHEVY CAMARO
1968-74 CHEVY NOVA**

1962-67 CHEVY NOVA

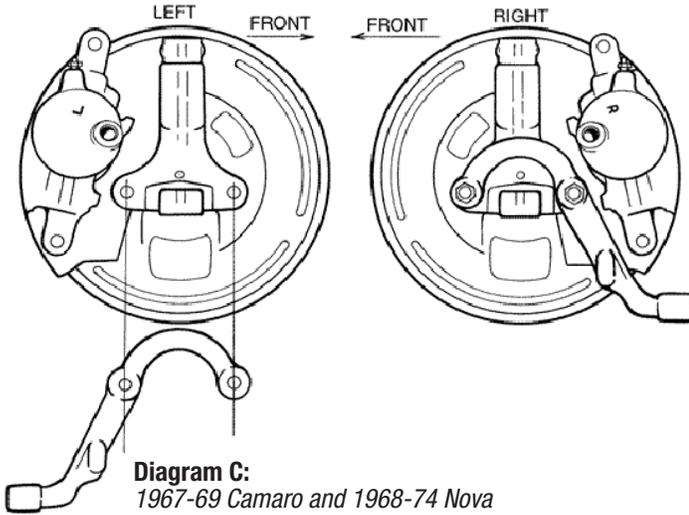


Diagram C:
1967-69 Camaro and 1968-74 Nova
steering arm installation.

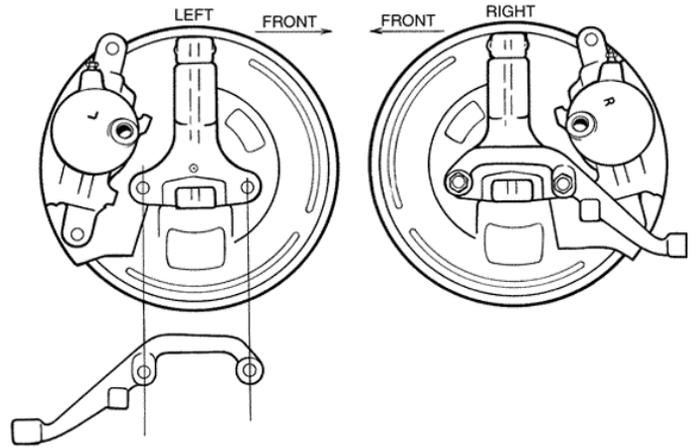


Diagram D:
1962-67 Nova steering arm installation.
1962-63 4-lug Novas must use steering arms
from 1964-67 5-lug Novas. (#6267SA)

1967 CHEVY CAMARO APPLICATIONS

NOTE: Installation of this disc brake kit may require the removal of the factory frame mounted bumpstop bracket and upper bumpstop for additional caliper and brake hose clearance. Installation of a new lower control arm mounted bumpstop for 1968-69 Chevy Camaro will be necessary (Available separately).

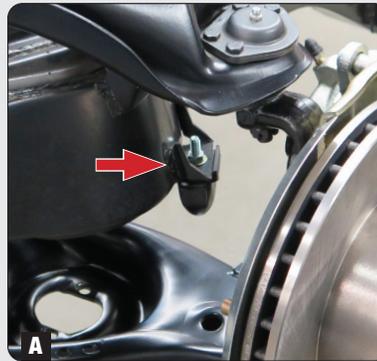
**LOWER CONTROL ARM BUMPSTOP
for 1968-69 Chevy Camaro:**

Rubber: #402410
Polyplus: #CP-9154G



Instructions:

1. Cut or grind off the upper factory bump stop and mounting bracket. (FIG. A)
2. Check for all clearances of the brake system by cycling the suspension up and down the full travel, and turning the spindle assemblies lock to lock. It is recommended to remove the coil-springs for this process.
3. Install the new lower control arm mounted bumpstops. You may need to drill new mounting holes in the lower control arms if using the factory arms or replacement arms that are not pre-drilled. (FIG. B-C)
4. Reinstall the coil-springs and complete brake install.



PRODUCTS ALSO AVAILABLE TO ASSIST YOUR INSTALL:



REPLACEMENT STEERING ARMS

#6267SA 1962-67 Nova (5-lug)
#6774SP-A 1968-74 Nova / 1967-69 Camaro
#6472SP-A 1964-72 GM A-Body/Chevelle

STEERING ARM HARDWARE KIT FOR STOCK SPINDLES #CPSAH



GENERAL TORQUE SPECIFICATIONS:

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