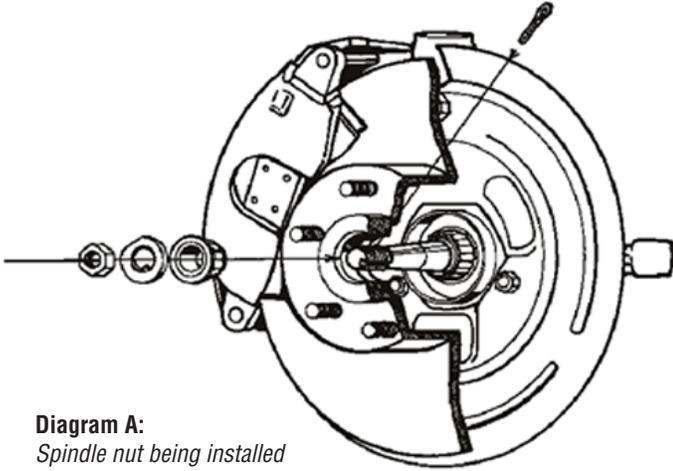


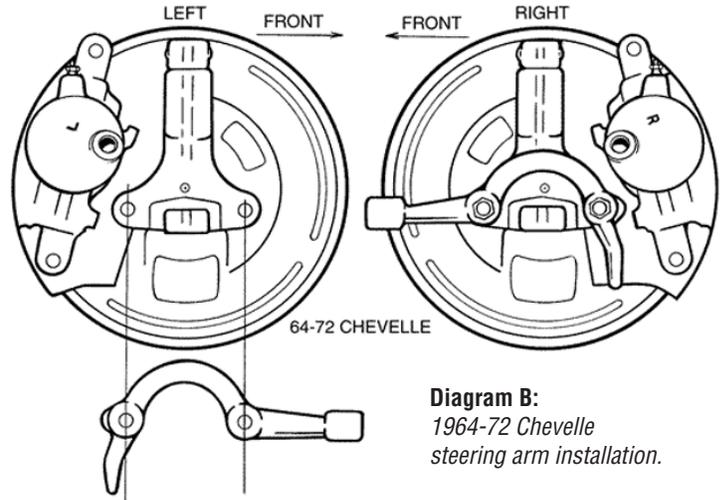


Steering, Brake & Suspension Specialists

## Front Disc Brake Conversion Kit Installation Instructions



**Diagram A:**  
Spindle nut being installed



**Diagram B:**  
1964-72 Chevelle  
steering arm installation.

### Note:

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.

### Replacement Parts:

Rotors: '69-'72 Chevelle  
Bearings and Seals: '70-'79 Camaro  
Brake Pads: '70-'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. 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. 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 12lb/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. Make sure everything is good and tight and proceed to bleed your brake system.

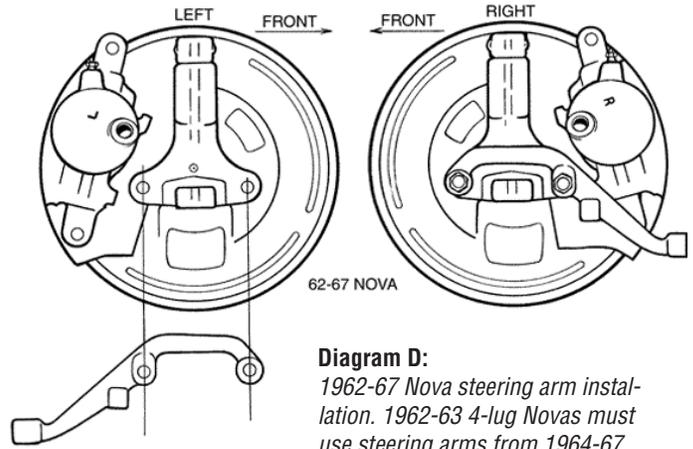
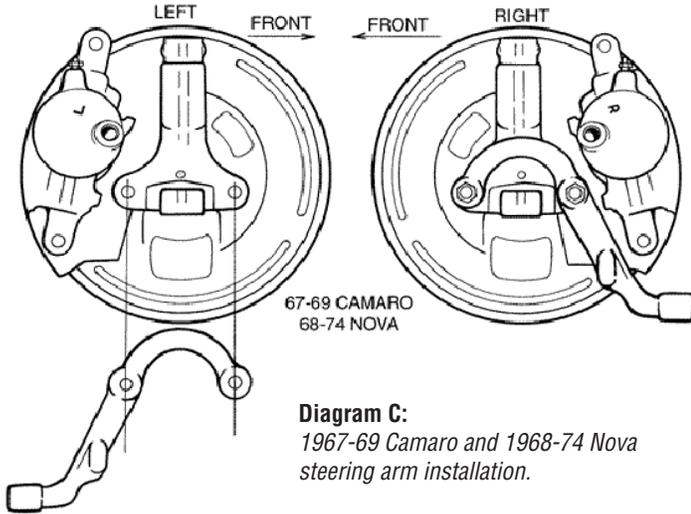
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# Front Disc Brake Conversion Kit Instructions

(Continued)



**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.

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