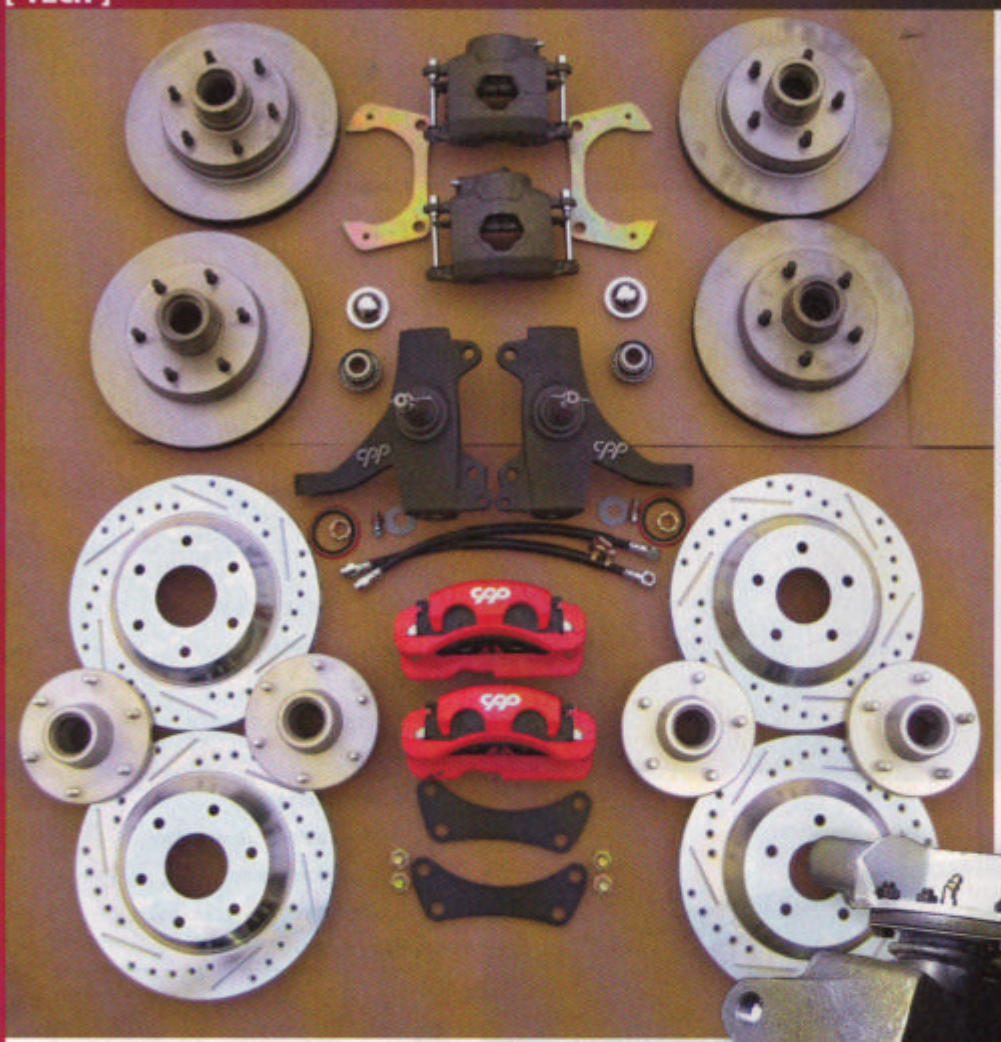


The heart of CPP's stock and big-brake kits for C-10s is now their all-new Modular dropped spindle. By selecting one of two sets of bolt-on brackets, you have your choice of stock-type '71-up disc brakes or the big 13-inch brakes in either six- or five-lug patterns. Not only that, but the spindle was also designed to tuck the wheels in the wheelwell as much as 1 ⅛ inches farther to reduce tire rub on lowered trucks. Fascinated? Read on.

CHOOSE YOUR OWN BRAKE ADVENTURE

CPP's New C-10 Modular Drop/Tuck Spindle And Its Many Brake Options

Before we started the install, we took some measurements of two sets of wheels on the '72 C-10 for reference: a set of 15-inch Cragars with tall/skinny 225/75R15 tires and a set of 18-inch Cragars wrapped in 255/45R18 Toyo Proxes S/T tires, which would be comparable with many larger-diameter/lower-profile tire combos found in the front.

Dropped spindles are a major staple in the world of most vintage custom cars and trucks. They are one of the easiest things to swap out and lower the nose of your truck in a matter of hours. But for most dropped spindles, there aren't a lot of options available; they do the job at hand, but may limit your choice of aftermarket brakes (namely big-diameter performance kits) should you want to defer from stock later on down the road.

TEXT CONT. ON 60 ▸

The 15-inchers are what I have on the truck most of the time, and despite being at the narrow end of what most would have on their truck, they still would rub the outer edge of the tire in the fenderwell. My truck is also lowered a good amount with dropped spindles and springs already, but to help illustrate, someone pushed down on the front of the truck with either set of wheels, and it would easily squish my finger at the corner where it rubs. This isn't a scientific test, but you get the point.

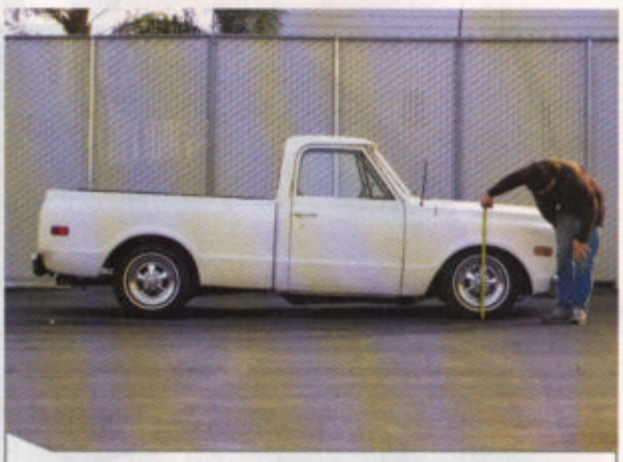
Let's make with the action. The '72 was equipped with the stock five-lug disc brakes, which is obviously a blessing compared to all the six-lug drum brake trucks out there. But all C-10 owners ('60-87) can benefit from what we're about to do. In order to get the new Modular spindle on, the brakes need to come off.

Most aftermarket dropped C-10 spindles like this one will only allow stock-type disc brakes, which is fine, but if you want to go to bigger brakes and wheels—like many do—than you'd have to buy another spindle. Not so with CPP's new Modular dropped spindles.

CPP spent a great deal of time and money to make sure their new Modular dropped spindle worked the way they said it would and still installed as easily as any other spindle. If you have worn-out ball joints in your control arms, now is the time to replace them (CPP stocks those, too).

The brackets to mount the stock GM calipers are easily bolted to the spindle. These brackets have a slight bend in them to locate the caliper on the rotor properly. The bend should be toward the outside.

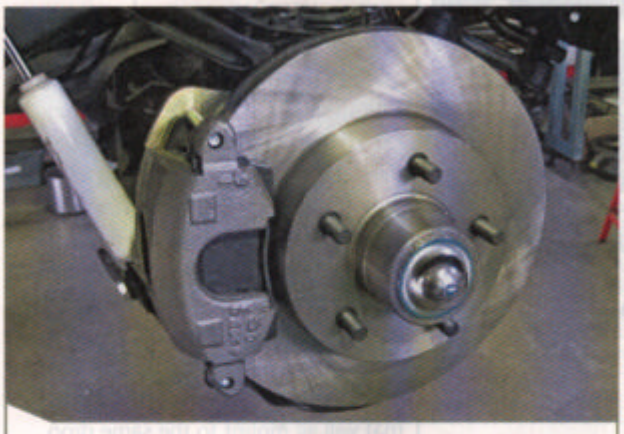
For grins, we put back on the old stock brakes to pull some measurements since we are also going to check out CPP's other brake options. With the truck back on the ground, the ride height didn't change a bit from the 2 ½-inch dropped spindles that were in it before, and they also pulled the tire in about a full inch on each side! These are the brakes that we recorded a best 60-0 stopping distance of 172 feet, which is in the not-so-great range.



With the 2 ½-inch dropped spindle and 2-inch dropped coils in the front, the C-10 measures roughly 26 inches from terra firma to the top of the front wheelwell. Basically, it's on the bumpstops up front, which isn't for everyone, but a simple coil spring change would give a bit more clearance. The back is going to come down in the near future—don't worry.

If you don't have disc brakes on your truck or need to replace your old factory ones, CPP can do that too in either a five- or six-lug rotor. These replacement disc brakes are installed just like the OE brakes and come with new wheel bearings and seals and can be used on stock or dropped spindles.

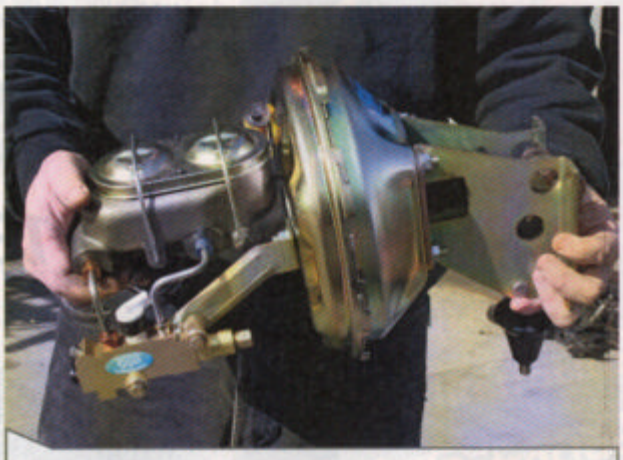
Craig showed us this little trick for installing grease caps without bashing them in with a hammer. Take a piece of tubing that fits over the cap and use it to seat the grease cap.



Here's the complete 12-inch stock-type disc brake kit installed. If you don't need the whole kit, each piece is available a la carte. Again, we put the truck back on the ground to take some measurements from the factory brakes, and these brakes didn't change any of the dimensions—which is a good thing!

To illustrate the results of my non-scientific test (aside from the tape measure), here's the truck at the same height while being pushed down on. Now I can get my whole hand up between the 18-inch wheel and the inner fender—and I have big hands.

We're going to turn our attention to the master cylinder/booster combo in the truck for a little while. My truck was originally equipped with a manual disc/drum brake system. Somewhere along the line it got switched to power-assist with parts from the junkyard. This wasn't a bad thing, but it looks like … well, um, not the best.



Luckily, CPP has a variety of master/booster combos available, including this very nice stock '67-72–style unit that CPP makes. It mimics the stock dimensions and operation to a "T" and can be ordered for a disc/drum or drum/drum setup depending on your needs. The 11-inch booster is gold cadmium–plated just like the originals and looks great in a driver or resto/show truck.

One of the first things that needs to be done to remove the old booster/master assembly is to take the pivot bolt out of the brake pedal that connects it to the booster pushrod under the dash.

The pushrod needs to be set to the same length as the old one. This is measured from the back of the mount to the pivot hole. Once this is set, tighten the jam nut. The CPP reproduction booster/master bracket is done just like the original with its unique fifth mount seen down by Craig's right hand.

Classic Performance Products is no stranger to the classic truck market and its suspension needs. While they have sold countless numbers of drop spindles over the years for many vehicles, they have recently been redesigning all of their spindles—which is no simple or cheap task. One of their main goals for the ever popular C-10 market was to make a spindle that would work with multiple disc brake packages from the stock '71-up binders to big 13-inchers. There are even huge, 14-inch models that will all mount to the same drop spindle with a simple two-bolt caliper bracket change. This modular feature makes it so you don't have to buy "starter" spindles and then replace them if you decided to go with bigger wheels and brakes which is common place these days.

But what happens when you do or have already decided to spring for the bigger rubber? The outside of the tires can rub the inner wheelwell, especially on '67-72 C-10s. While there are many concessions one must make or accept when building and driving almost any lowered vehicle, CPP figured out there was something they could do to help with this common tire-rubbing problem. While designing their new Modular spindles, they figured out that they could also offset the wheel about an inch from the outside, which helps most lowered trucks. This is also handy if maybe you bought a set of wheels that didn't quite have the right offset in the front and you have rubbing issues. It would be much cheaper to swap the spindles than buy a new set of wheels. CPP calls this SOS, or Simple Offset Solutions.

I took my '72 over to CPP to see what all the hubbub was about. While I don't have big-diameter wheels and tires, my truck is quite low and rubs with the 225/75R15 tires mounted on 15x7 Cragar S/S wheels. I did round up a set of 18-inch Cragars and 45-series Toyo Proxes S/Ts for a comparison, though. We measured the position of each wheel in the fenderwell before and after each brake swap and it pulled the wheels in about an inch per side! For

This is where the fifth mount goes on the firewall. Since this was originally a manual disc/drum truck, there was no booster bracket on it until someone made the one to mount the junkyard booster/master. The fifth mount is also a little offset from the plane of the other four mounts, which CPP's bracket accommodates perfectly instead of just mashing it down like many others out there.

Before installing the booster/master assembly, the master cylinder was removed and bench bled. Bleeding the air out of any new master cylinder like this is highly recommended since it is much easier than trying to push any air bubbles all the way to the wheel cylinders or calipers to be released.

Now the whole assembly can be put in its rightful place. It helps to have someone on the inside of the cab to guide the pushrod back to its location. Don't forget to secure the rubber boot seal in the firewall, too.

Quite the improvement, huh? What was once a huge eyesore under the hood is now one of the best-looking things there! When it comes time to hooking up your existing brake lines to the proportioning valve, it helps to loosen the proportioning valve, the master cylinder itself, or both. Just make sure to go back and retighten everything. If you have a brake light warning switch in your dash, that can now be reconnected or spliced into the new wiring provided.

most people, this will be a big help. If your truck is really low in the front like mine, it won't solve all your rubbing problems, but it will help put the tire in the middle of the inner fender. CPP also has many coil springs to adjust your ride height if you want to go up or down from where you are. It just so happens I like the truck that low in the front, but that's me trying to be cool!

We also played around with the different braking options the CPP Modular spindle has. The stock disc brake on the '72 stopped in a mediocre 172 feet from 60-0mph. They also faded considerably after three hard stops and at the end of the third the pedal was resting on the floor. Through a series of tests and upgrades, including a master cylinder and booster change, we wound up putting on CPP's big 13-inch discs that use the two piston late-model GM truck caliper and ceramic pads. The C-10 stopped in a very respectable 143 feet right out of the box and resisted fading much more than the stock discs. After the fifth test the fronts were still grabbing hard. The week link in the brake system now is the stock rear drums. A rear brake upgrade coupled with the front would make the truck stop with the best of them, but that'll be for another story. Shaving 29 feet off our stopping distance was no small feat, and coupled with the clearance benefits of the spindles, it was a success all the way around.

CPP can help you out with all or parts of this and the nice thing is that it can be done in small steps if needs be. So just say no to the same old parts and get with the times!

sources:

CLASSIC PERFORMANCE PRODUCTS
800-830-0952
www.classicperform.com

Now it's time to make good on the Modular-ness of CPP's new spindles. The spindles were stripped back down and the caliper brackets for the 13-inch discs were installed. These are flat, so there is no left and right.

Next, the hub gets fresh bearings, grease, and inner grease seal before going on. CPP uses the large truck bearings in their hubs, which only makes sense, but many other companies use smaller passenger-car bearings for their big brakes.

Now the impressive drilled and slotted 13-inch rotors can go on. These babies slide right onto the hub; a lug nut threaded on will help hold the rotor while installing the caliper.

For the 13-inch big brakes, CPP uses the big late-model GM two 52mm piston calipers. These calipers combined with quality AC Delco ceramic pads should last in the neighborhood of 100,000 miles or so! The ceramic from the pads actually builds up a layer of ceramic on the rotors and grips to it instead of wearing the rotor down. This takes about 50 miles to really start happening after the zinc plating wears off the rotor, but when it does the brakes get even better. The '72 stopped 29 feet shorter from 60-0 and resisted fading after the first three tests, unlike the stock brakes! Call or surf to CPP for more info today.