

INSTALLATION GUIDE



8368

g-Street 16" Front Disc Brake Kit

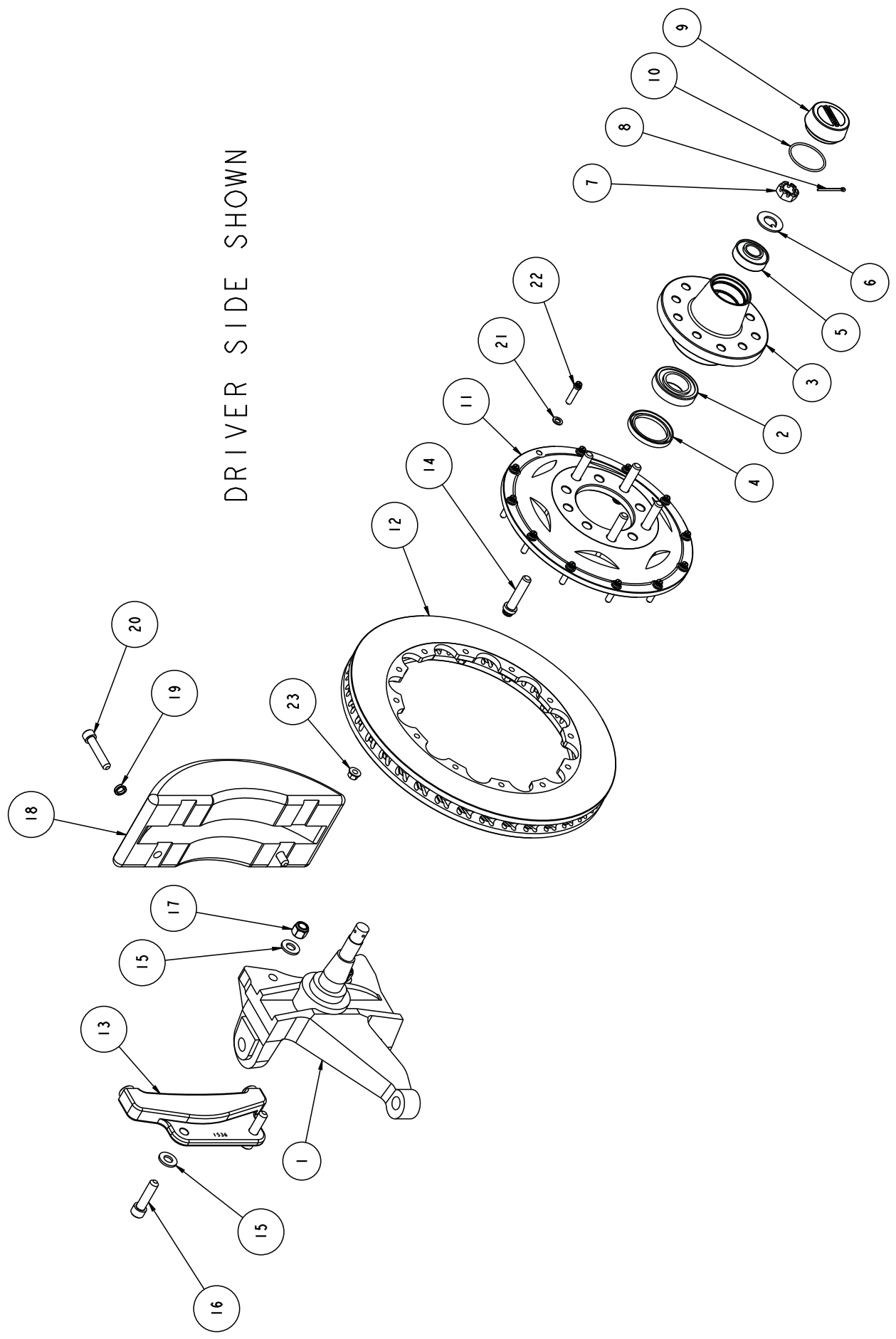


Description: g-Street front disc-brake kit for 1973-1987 Chevrolet and GMC C10 pickups. Maintains stock track width. Minimum wheel diameter of 20" is required for use. Not for use with positive offset wheels.

Includes: 6-piston calipers with pads, 16" vented rotors, billet-aluminum hat and rotor, wheel studs and bearings, and necessary mounting hardware. Requires 2-1/2" dropped spindles, KPC DOS-C51-LUG.

Applications: Direct fit for 1973-1987 Chevrolet and GMC C10 pickups. Product can also be installed on 1963-1972 C10 pickups; requires use of 1973-1987 balljoints.

DRIVER SIDE SHOWN



ITEM	QTY	PART NO.	DESCRIPTION
1	1	7919-032	SPINDLE, LUG STYLE, 3" DROP, DRIVER, 73-87 C10
2	1	3179-B-1.375-3179-R-2.563	TIMKEN BEARING SET CUP=LM48510, CONE=LM48548A
3	1	1335	HUB, 10 x 1/2-20 x ϕ 4.75, ϕ 5.00, 73-87 GM C10 PICKUP
4	1	3180-2.00-2.63	SEAL, GREASE, 2.625 x 2.000 x .285
5	1	3179-B-0.844-3179-R-1.969	TIMKEN BEARING SET CUP=M12610, CONE=M12649
6	1	2019	SPINDLE WASHER ϕ 1 1/2 x ϕ 3/4 .105 THICK, .180 x .110 KEY TANG
7	1	3630	SPINDLE NUT, 3/4-20 CASTLE STYLE
8	1	3145.125-1.50C	COTTER PIN, 1/8 x 1 1/2
9	1	1334	CAP, FRONT, HUB "B"
10	1	3116-2.000-10B	O-RING, #136, 2 ID x 2 3/16 OD x 3/32 WIDE, BUNA-N, 70 DUROMETER
11	1	1336	HAT, ROTOR, 10 x ϕ 1/2 x ϕ 4.75, ϕ 5.00, 12 x ϕ 5/16 x ϕ 10.75
12	1	WW 160-8956-BK	ϕ 16 x 1.38 SV-SRP ROTOR, DRV 12 x ϕ 10.75 HAT MNT, WILWOOD
13	1	1536	BRACKET, CALIPER MOUNT, DRIVER, 73-87 GM C10 PICKUP
14	5	3130-050F2.25B	12 POINT CAP SCREW, 1/2-20 x 2 1/4, GRADE 8, BLACK OXIDE
15	4	3120-050S-Y	FLAT WASHER, 1/2 SAE, HARDENED
16	2	3103-050C2.00C	SOCKET HEAD CAP SCREW, 1/2-13 x 2, GRADE 8, CLEAR ZINC
17	2	3101-050-13C	LOCKNUT 1/2-13, GRADE 5, NYLON INSERT, CLEAR ZINC
18	1	120-8908-RS	BRAKE CALIPER, BILLET TC-6, DRIVER, WILWOOD
19	2	3108-044H-C	HIGH COLLAR LOCKWASHER, ϕ 7/16, STEEL, ZINC
20	2	3103-044C2.25C	SOCKET HEAD CAP SCREW, 7/16-14 x 2 1/4, CLEAR ZINC
21	12	3109-031-S-2-Y	AIRCRAFT WASHER .328 ID x .562 OD x .063 THICK
22	12	3122-031C1.25B	12 POINT CAP SCREW, 5/16-18 x 1 1/4, GRADE 8, BLACK OXIDE
23	12	3132-031-18C	FLANGED TOP LOCKNUT, 5/16-18, GRADE G, CLEAR ZINC

DESCRIPTION		16 DISC BRAKE ASSEMBLY, 73-87 GM C10 PICKUP	
PART NO.		8368	
<i>Chris Adams's CHASSISWORKS INC.</i> 8661 YOUNGER CREEK DRIVE SACRAMENTO, CA 95828 (916) 388-0288 FAX 388-0295		8/3/09 DWG: 918368	

PARTS LIST

8368 - g-Street 16" C10 Disc Brake and Dropped Spindle Kit

Qty	Part Number	Description
1	3927	Hub and caliper mounts '63-87 C10 dual 4-3/4 & 5" bolt circle 1/2" studs
1	KPC DOS-C51-LUG	Spindle 2-1/2" drop lug caliper mounts 73-87 C10 Chevy & GMC 1/2 ton
1	WW 150-9118K	Pad TC-6 6 piston street performance, Polymatrix BP-10 , 4 pk
1	WW 160-8955-BK	Rotor SV-SRP 60 1.38 x 16.00" passenger side, slotted & drilled, black E-coated
1	WW 160-8956-BK	Rotor SV-SRP 60 1.38 x 16.00" driver side, slotted & drilled, black E-coated
1	WW 120-8907-RS	Billet black RR TC-6 caliper 1-3/8" wide caliper for 16" rotor, passenger side
1	WW 120-8908-RS	Billet black LR TC-6 caliper 1-3/8" wide caliper for 16" rotor, driver side
Optional red calipers		
1	WW 120-8907-RSR	Billet red RR TC-6 caliper 1-3/8" wide caliper for 16" rotor, passenger side
1	WW 120-8908-RSR	Billet red LR TC-6 caliper 1-3/8" wide caliper for 16" rotor, driver side

3927 - Hub and Caliper Mounts

2	1336	Hat 1.300" offset, 12 x 5/16" hole on 10-3/4" bolt circle
1	1536	Caliper mount DR TC 6 piston, 16 x 1.38" rotor - 73-87 C10 lug-style driver spindle
1	1537	Caliper mount DR TC 6 piston, 16 x 1.38" rotor - 73-87 C10 lug-style passenger spindle
2	3762	Front hub H/D-B assembly C10 races and cap with O-ring installed, clear anodized
1	903927.12	Hardware bag 1 of 2
1	903927.22	Hardware bag 2 of 2

903927.12 - Hardware Bag 1 of 2

2	3179-B-0.844	Bearing cone 0.844" bore x .720" wide
2	3179-B-1.375	Bearing cone 1.375" bore x .720" wide
2	3180-2.00-2.63	Shaft seal 2-5/8" housing x 2" shaft x .285" width single lip W/O spring

903927.22 - Hardware Bag 2 of 2

4	3101-050-13C	Locknut 1/2-13 nylon insert
4	3103-044C2.25C	Socket head 7/16-14 x 2-1/4" cap screw Grade 8, clear zinc plated
4	3103-050C2.00C	Socket head 1/2-13 x 2" cap screw Grade 8, clear zinc plated
4	3108-044H-C	Lock washer 7/16" high collar, clear zinc plated
24	3109-031-S-2-Y	Aircraft washer, 5/16" small OD
8	3120-050S-Y	Washer, 1/2" hardened flat SAE
24	3122-031C1.25B	12-point flange bolt 5/16-18 x 1-1/4"
24	3132-031-18C	Flanged toplock nut 5/16-18 x 6-point head
10	3130-050F2.25B	Bolt 12-point head 1/2-20 x 2-1/4" long

KPC DOS-C51-LUG - g-Street C10 Dropped Spindles (sold separately)

1	7919-032	Spindle 2-1/2" drop DS lug style 73-87 C10 driver side for aftermarket disc brakes
1	7919-033	Spindle 2-1/2" drop PS lug style 73-87 C10 passenger side for aftermarket disc brakes
1	7926-DOSC51LU	Hardware bag for KPC DOS-C51-LUG spindle

7926-DOSC51LU - Hardware Bag

2	2019	Spindle washer 1-1/2 x 3/4 x .100" thick clear zinc plated
2	3145.125-1.50C	Cotter pin 1/8 x 1-1/2" long, clear zinc plated
2	3630	Spindle nut 3/4-20 castle style

INSTRUCTIONS

Spindle Installation

1. Set the spindle onto the lower balljoint. Thread the castle nut. Tighten the castle nut, per OEM torque specifications, until the slots align with the hole in the balljoint.
2. Insert the cotter pin into the cross-hole in the balljoint and fold the ends over.

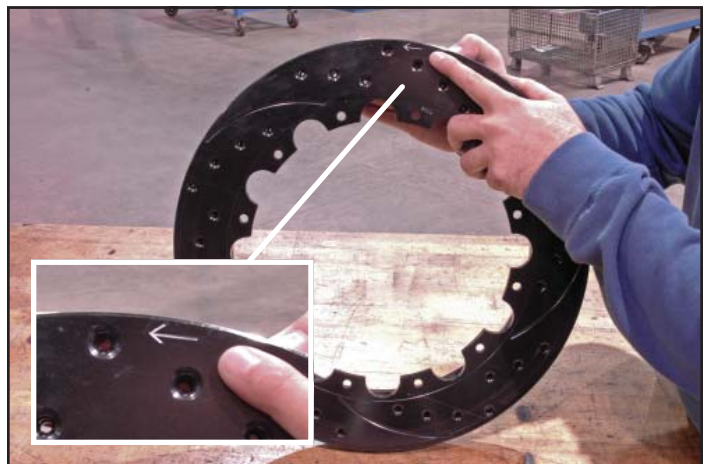


3. Lower the upper arm and insert the upper ball joint stud into the spindle. Tighten and install the cotter pin as done on the lower balljoint.
4. The spindle is installed and ready for hub and rotor assembly.



Brake Installation

5. The 16-inch vented rotors are directional. The "arrow" machined on the face of the rotor point forward when installed. These brakes require at least a 20" diameter wheel. Verify you have at least 1/4" of wheel clearance from all brake components.



6. Set the hat onto the rotor and align the holes. The hat bolts to the rotor with twelve 5/16-18 x 1-1/4" 12-point bolts, aircraft washers, and flanged steel locknuts.



7. Place the aircraft washer on the 12-point bolt. Insert it into the hat and through the rotor. Secure with the flanged, steel locknut.



8. Tighten all the bolts until the locknuts are snug against the rotor. Torque to 25 lb-ft. Use a crossing pattern when torquing the bolts.



9. The billet aluminum hubs have threaded stud-mounting holes for both 4-3/4" and 5" bolt circles. Choose the bolt circle that matches your wheels and chase the threads with a 1/2-20 tap. After chasing the threads, it is a good idea to blow them out with an air hose making sure no debris remains in the holes.



10. Set the rotor and hat assembly over the backside of the billet hub. The larger bearing race snout on the hub is the backside. Line up the bolt circles on the hub and the rotor.



11. Add a drop of Loctite™ about 1/2" from the shoulder to the threads of the 12-point x 2-1/4" bolts. Insert the studs through the proper series of holes. If you need a longer wheel stud for thicker wheels, 3-inch long studs are available.



12. Tighten the studs from the backside of the assembly. Torque to 40 lb-ft.



13. The bearing races are pressed in the billet hub from the factory. You must pack the wheel bearing with grease before installing it. If you are unsure how to pack the bearing, refer to an auto repair manual for assistance.



14. After the bearing is packed, drop it in the bearing race. The inner wheel bearing seal is then positioned on the hub.



15. Place the hub on a wood surface before installing the seal. Using a hammer and seal installer, carefully drive the seal into the hub, making sure it's fully seated.



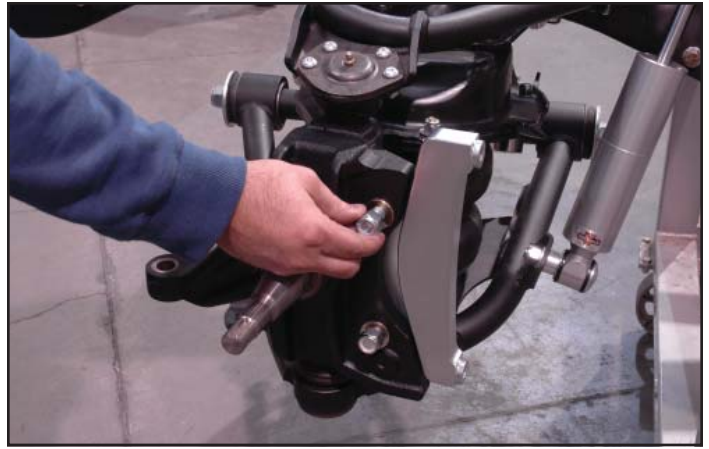
16. The hub and rotor assembly is ready to install on the spindle.



17. This is the caliper adapter that will be bolted to spindle. The side with the milled pocket faces toward the centerline of the vehicle. There is a driver and passenger side mount.



18. Set the caliper adapter against the back side of the spindle.
19. Place a 1/2" hardened washer over each 1/2-13 x 2" socket cap screw.



20. Insert the cap screws from the adapter side of the spindle flange.



21. Secure the adapter using flat washers and 1/2-13 locknuts. Torque to 55 lb-ft.



22. With the inner bearing and seal in place, slide the hub and rotor assembly onto the correct spindle (remember, the rotors are directional).
23. Pack the outer wheel bearing as you did the inner one. Slide the bearing into the race.



24. Slide the washer over the spindle shaft and install the castle nut.



25. To fully seat the bearings, tighten the castle nut to 12 lb-ft while turning the rotor assembly forward by hand. This will remove any grease that could cause excessive wheel bearing play. Back off the castle nut to the “just loose” position and then hand tighten. There will be .001 to .005” of end play when the wheel bearings are properly adjusted.



26. After the wheel bearings are tight, insert the cotter pin through the castle nut and the hole in the end of the spindle shaft. Do not tighten the castle nut when aligning the cotter pin; only loosen it. Use the same procedure you used on the balljoints to fold the cotter pin legs.



27. Apply a small amount of anti-seize to the threads of the screw-on dust cap. Screw the dust cap onto the hub. It only needs to be hand tightened, the o-ring inside will keep it from coming loose.

28. The hub and rotor assembly install is complete.



29. Remove the caliper pad retainer bolts and anti-rattle clip from the caliper.

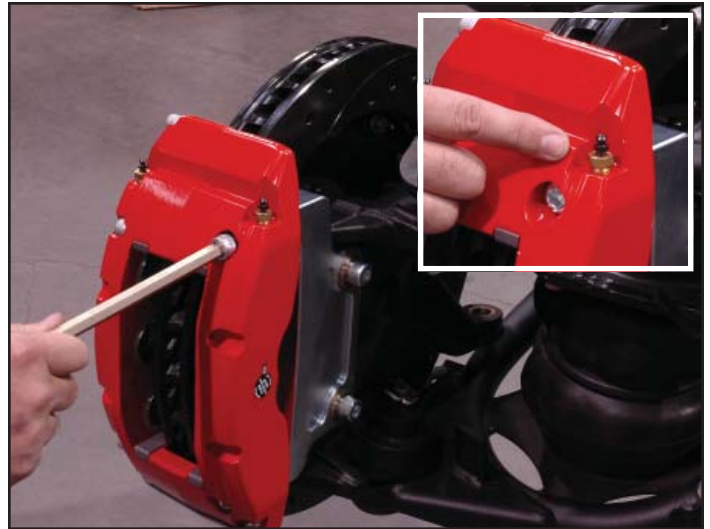


30. Slide the high collar lock washer over the 7/16-14 x 2-1/4" socket head cap screws.

31. Set the caliper onto the adapter bracket with the bleeders toward the top. There is a driver and passenger side caliper.

32. Align the holes and insert the cap screws and tighten. Torque to 40 lb-ft.

33. Rotate the rotor assembly slowly to check for any clearance problems between the rotor and the caliper.



34. Slide the brake pads into the caliper on each side of the rotor. You may need to push the pistons into the caliper before inserting the pads. Loosen the bleeders before pushing the pistons in.

35. Install the brake pad retainer bolts and anti-rattle clip removed earlier and tighten the bolts.



36. The install is complete. Bolt your wheel and tire onto the hub and check again to be sure there is at least 1/4" clearance between the caliper and the wheel. There are differences in wheel manufacturer's tolerances. Make sure your wheel turns freely.



WARRANTY NOTICE:

There are NO WARRANTIES, either expressed or implied. Neither the seller nor manufacturer will be liable for any loss, damage or injury, direct or indirect, arising from the use or inability to determine the appropriate use of any products. Before any attempt at installation, all drawings and/or instruction sheets should be completely reviewed to determine the suitability of the product for its intended use. In this connection, the user assumes all responsibility and risk. We reserve the right to change specification without notice. Further, Chris Alston's Chassisworks, Inc., makes **NO GUARANTEE** in reference to any specific class legality of any component. **ALL PRODUCTS ARE INTENDED FOR RACING AND OFF-ROAD USE AND MAY NOT BE LEGALLY USED ON THE HIGHWAY.** The products offered for sale are true race-car components and, in all cases, require some fabrication skill. **NO PRODUCT OR SERVICE IS DESIGNED OR INTENDED TO PREVENT INJURY OR DEATH.**

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