

READ ALL INSTRUCTIONS COMPLETELY AND THOROUGHLY UNDERSTAND THEM BEFORE DOING ANYTHING.  
CALL CHASSISWORKS TECH SUPPORT (916) 388-0288 IF YOU NEED ASSISTANCE.

# INSTALLATION GUIDE



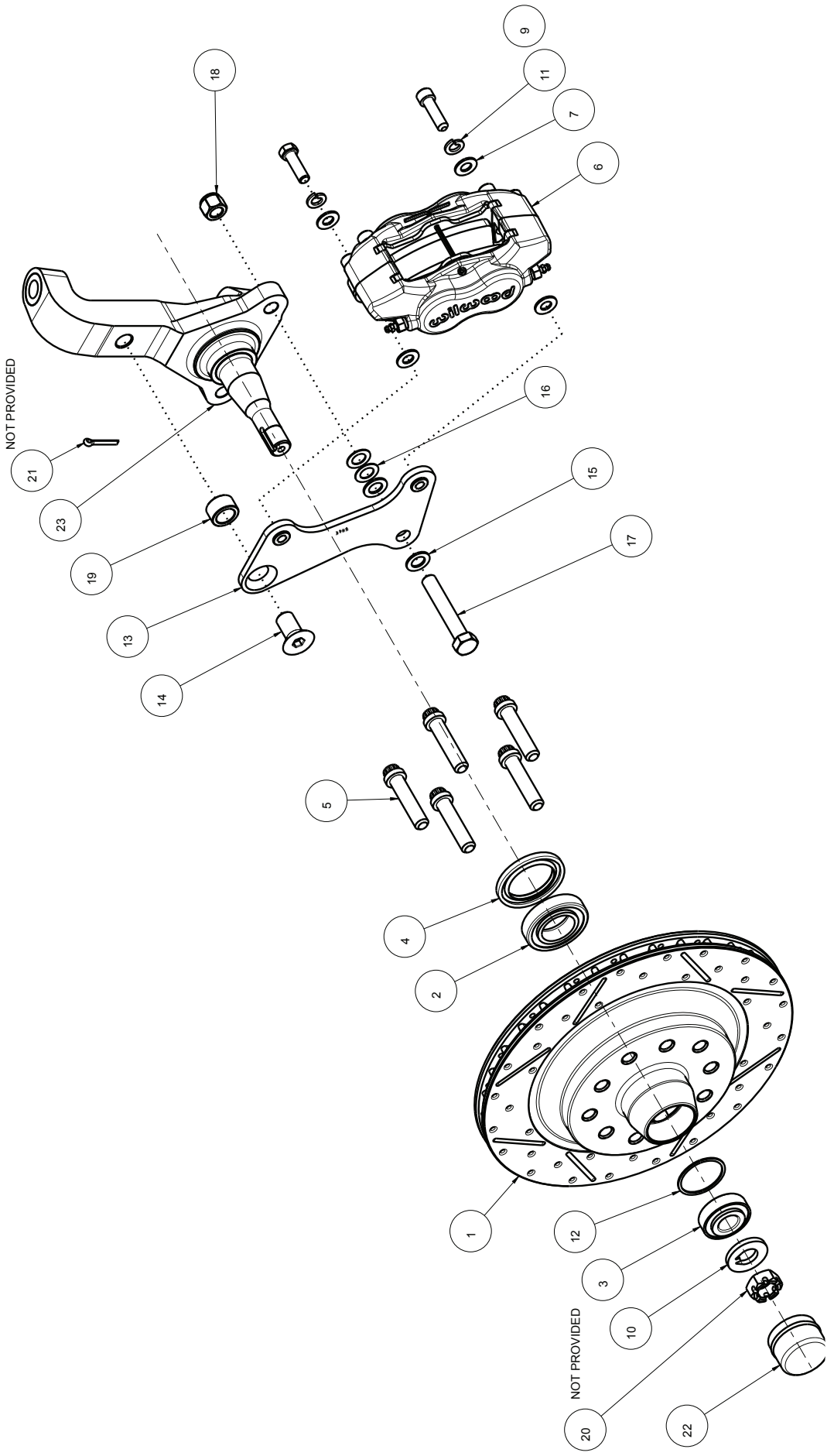
## 8318-XX

### g-Street 11-3/4" Iron Hub-Rotor Front Brake Kit for '64-72 GM A-, F- and X-Body Spindles



**Description:** g-Street 11-3/4" Iron Hub-Rotor Front Brake Kit for OEM and aftermarket GM A-, F- and X-Body spindles, stock or dropped height. (A-Body '64-72, F-Body '67-69, X-Body '68-72)

**Includes:** One-piece iron 11-3/4" x .81" vented rotor/hub, 4-piston caliper, brake pads, and aircraft grade mounting hardware.



ITEM	QTY	PART NO.	DESCRIPTION
1	1	1711	S/M SLOTTED ROTOR WITH HUB, 11.75 X .81 CAST IRON FOR S/M SPINDLES
2	1	3375-3376	TIMKEN BEARING, CUP=LM67010, CONE=LM67048
3	1	3377-3378	TIMKEN BEARING, CUP=LM11910, CONE=LM11949
4	1	3650	GREASE SEAL 2.500 x 1.75 x .250
5	5	3130-050F2.25B	12 POINT CAP SCREW, 1/2-20 x 2 1/4, GRADE 8, BLACK OXIDE
6	1	WW 120-13844	BILLET DYNALITE .38 WIDE CALIPER, 1.75 PIST. DIA.
7	4	3157-038S-S	WASHER, 3/8 SAE, STAINLESS, .812 OD x .406 ID x 1/16 THICK
8	1	3100-038F1.25Y	HEX BOLT, 3/8-24 x 1 1/4, GRADE 8, YELLOW ZINC
9	1	3103-038C1.38C	SOCKET HEAD CAP SCREW, GRADE 8, 3/8-16 x 1 3/8, CLEAR ZINC
10	1	2056	SPINDLE WASHER $\phi$ 1 1/2 x $\phi$ 3/4 .180 THICK, .180 x .080 KEY TANG
11	2	3108-038L-C	LOCK WASHER, HELICAL SPRING n 3/8, STEEL, ZINC
12	1	2073	SHIM, OUTER BEARING, GM SPINDLE, $\phi$ 1.775 x $\phi$ 1.575 x 18 GA (.048), STAINLESS
13	1	3705	CALIPER BKT ASSY M/D, DRV CAMARO/CHEVELLE/NOVA 64-72
14	1	3105-063F1.50B	FLAT HEAD SOCKET SCREW, 5/8-18 x 1 1/2, BLACK OXIDE
15	2	3109-050-S-2-Y	AIRCRAFT WASHER 1/2 x .062 THICK
16	2	3109-050-S-1-Y	AIRCRAFT WASHER 1/2 x .032 THICK
17	1	3100-050F3.00Y	HEX BOLT, 1/2-20 x 3, GRADE 8, YELLOW ZINC
18	1	3101-050-20C	LOCKNUT, 1/2-20, GRADE 5, NYLON INSERT, CLEAR ZINC
19	1	1023	SLEEVE $\phi$ 1 x .156 x .556 LONG CALIPER BRACKET SPACER
20	1	3630	SPINDLE NUT, 3/4-20 CASTLE STYLE
21	1	3145.156-1.00	COTTER PIN, 5/32 x 1
22	1	3646	CHROME DUST CAP FOR 1.780 BORE
23	1	7964-5001	SPINDLE ASSEMBLY, AFX, NO DROP, 1.250 x .750 SHAFT

DESCRIPTION		PART NO.	
H/D CAMARO/CHEVELLE/NOVA 64-72		8318	
BRAKES, 4 PISTON CALIPER, 11.75 x .81 VENTED			
Chris Alston's CHASSISWORKS INC.		PART NO.	
8661 YOUNGER CREEK DRIVE		8318	
SACRAMENTO, CA 95828		12/13/17	
(916) 388-0288 FAX 388-0295		DWG: 918318	

# PARTS LIST

## 8318-XX - gStreet 11-3/4" Front Brake Kit for '64-72 A-, F- and X-Body Spindles

1	3912	Caliper bracket set
2	3936	Rotor-hub and hardware

## 3912 - Caliper Bracket Set

1	3705	Caliper bracket, driver side
1	3706	Caliper bracket, passenger side
1	903912	Caliper bracket hardware bag

## 903912 - Caliper Bracket Hardware Bag

2	1023	Sleeve, 1.0 x .16 x .56"
4	3100-038F1.25Y	Hex head cap screw, 3/8-24 x 1-1/4", yellow zinc
2	3100-050F3.00Y	Hex head cap screw, 1/2-20 x 3", yellow zinc
2	3101-050-20C	Lock nut, 1/2-20, nylon insert, clear zinc
2	3105-063F1.50B	Flat head cap screw, 5/8-18 x 1-1/2", black oxide
4	3108-038L-C	Lock washer, 3/8" regular, clear zinc
2	3109-050-S-1-Y	Aircraft washer, 1/2 x 1/32", yellow zinc
8	3109-2050-S-2-Y	Aircraft washer, 1/2 x 1/16", yellow zinc
12	3157-038S-S	Flat washer, 3/8" regular, stainless
4	3157-038T-S	Flat washer, 3/8" thin, stainless

## 3936 - Rotor/Hub Assembly

1	1711	1-piece iron rotor/hub, slotted and drilled
1	2056	Thick spindle washer, 1-1/2 x 3/4 x .180"
1	2073	Shim, outer bearing GM spindle, stainless
5	3130-050F2.25B	12-point head cap screw, 1/2-20 x 2-1/4", black
1	3375	Bearing cup race 2.3280" OD, inner (in rotor-hub)
1	3376	Bearing cone 1.250" ID, inner
1	3377	Bearing cup race 1.7810" OD, outer (in rotor-hub)
1	3378	Bearing cone .75" ID, outer
1	3646	Dust cap 1.790" bore, chrome
1	3650	Grease seal 2.500" x 1.750" x .250"

## OPTION - Forged Dynalite Calipers

2	WW 120-13844-BK	Forged billet Dynalite 4-piston calipers for .81" rotor, black
2	WW 120-13844-RD	Forged billet Dynalite 4-piston calipers for .81" rotor, red
1	WW 150-8850K	Dynalite brake pad set

## OPTION - Dynapro Dust Boot Calipers

2	WW 120-11482-BK	Dynapro dust boot 4-piston calipers for .81" rotor, black
2	WW 120-11482-RD	Dynapro dust boot 4-piston calipers for .81" rotor, red
1	WW 150-8850K	Dynapro brake pad set

# INSTRUCTIONS

1. Install the caliper bracket. It bolts to the spindle in the 5/8-18-pivot pin hole in the top of the spindle and the 1/2-inch rear steering arm hole. On '64-'65 spindles, the spindle and steering arm holes will have to be drilled out to 1/2 inch. Attach the caliper bracket so the caliper will be behind the axle centerline. Remove the rear steering arm bolt and install the caliper bracket with the 1/2 x 3 bolt provided. Use two 1/2 aircraft washers as shims between the spindle and the rear of the caliper bracket.
2. Mount the bracket to the spindle upright using the 5/8" flathead screw; use Loctite™. Torque to 60 lb-ft after the lower end of bracket is secured. If the bolt is too long and bottoms out before the bracket is tight, shorten bolt until it will not bottom out.

DISC BRAKE SPINDLES: Use the additional 1" OD spacer between the bracket and spindle upright. It may be necessary to countersind one end of the space to clear the taper on the flat head screw.

DRUM BRAKE SPINDLES: Omit the 1" OD spacer. Grind a small chamfer along the edge of the 5/8" tapped hole to clear the base of the flat head cap screw

3. Reinstall the 1/2" lower steering arm bolt with two 1/16" thick aircraft washers to correctly space the flat bracket away from the spindle body.
4. The 11-3/4 x .81" slotted rotors are non-directional. These brakes require at least a 15" diameter wheel; however, even some 15" wheels may not clear. Verify you have at least 1/4" of wheel clearance from all brake components.
5. The rotor-hat has threaded-stud-mounting holes for 4-1/2" and 4-3/4" bolt circles. Choose the bolt circle that matches your wheels and chase the threads with a 1/2"-20 tap. Make sure the holes are free of debris.
6. Add a drop of Loctite™ to the threads of the 1/2-20 x 2-1/4" 12-point wheel studs, up near the head and insert the studs through the proper series of holes. Insert all the wheel studs and tighten them from the backside of the assembly. Longer studs can be used if you have thick wheels.
7. The bearing races are pressed in the hub from the factory. You must pack the wheel bearing before installing. Use a wheel-bearing packer to do this. If you do not have one available, hand packing the bearing is okay. If you are unsure how to pack the bearing, refer to an auto repair manual for assistance.
8. After the bearing is packed, drop it in the bearing race. The inner wheel bearing seal is then positioned on the hub.
9. Place the rotor-hub on a wood surface before installing the seal. Using a hammer and seal installer, drive the seal into the hub making sure it's fully seated.
10. With the inner bearing and seal in place, slide the rotor assembly onto the spindle.
11. Pack the outer wheel bearing as you did the inner one. Slide the bearing into the race.
12. Slide the thick washer over the spindle shaft and install the castle nut.
13. 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 endplay when the wheel bearings are properly adjusted.
14. 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. Fold the cotter pin legs to secure the castle nut.

15. Apply 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.
16. Install the Wilwood brake calipers and pads. Start by inserting the brake pads into the caliper, one on each side of the rotor slot with the metal backing toward the pistons.
17. Slide the caliper with the pads installed over the rotor and the caliper mounting pads on the spindle. Use the 3/8-16 x 1-3/8" socket head Allens, lock washers, and flat washers provided in your brake kit to mount the calipers. The lock washer goes against the head of the fastener.
18. Use an Allen wrench to tighten the mounting bolts. Rotate the rotor assembly slowly to check for any clearance problems between the rotor and the caliper. Make sure the rotor does not drag on the brake pads. The caliper can be shimmed where it attaches to the caliper bracket to adjust the pad clearance in relation to the rotor.
19. Finally, bolt your wheel and tire on 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 and does not rub on the caliper.

**WARRANTY NOTICE:**

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