

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

# INSTALLATION GUIDE



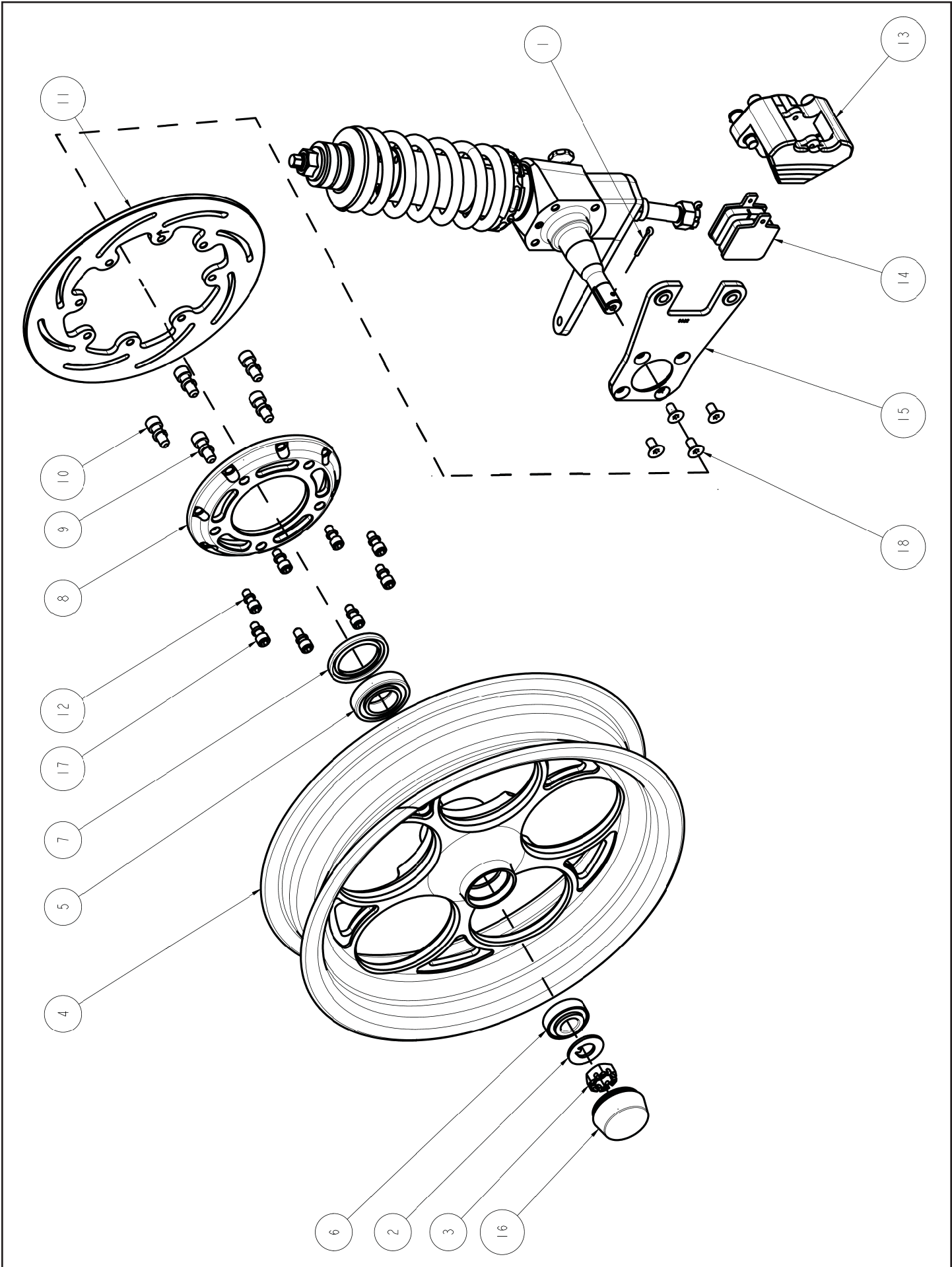
## 8364

### 10-1/4" Spindle-Mount Brake Kit for Chassisworks Drag Race VariStrut Integral Spindle Struts



**Description:** 10-1/4" spindle-mount front brake kit for integral spindle VariStrut

**Includes:** Slotted 10-1/4" x .25" rotor, billet-aluminum hat, spot caliper, brake pads, and aircraft grade mounting hardware.



ITEM	QTY	PART NO.	DESCRIPTION
1	2	3617	COTTER PIN, 5/32x1
2	1	2019	SPINDLE WASHER □n□ 1/2 x □n□ 3/4 .105 THICK, .180 x .110 KEY TANG
3	1	3630	SPINDLE NUT, 3/4-20 CASTLE STYLE
4	1	786-15001	WHEEL, WELD RACING
5	1	3375-3376	TIMKEN BEARING, CUP=LM67010, CONE=LM67048
6	1	3377-3378	TIMKEN BEARING, CUP=LM11910, CONE=LM11949
7	1	3650	GREASE SEAL 2.500 x 1.75 x .250
8	1	1327	HAT, 8 x 5/16 ON 5 7/8 BC .66 OFFSET, 5 x 3/8 ON 4 3/4 BC
9	5	3242	HIGH COLLAR LOCKWASHER, 3/8 STAINLESS
10	5	3449	SOCKET HEAD CAP SCREW 3/8-16 x 1
11	1	1522	ROTOR, .25 x 10.25 8 ON 5.875 BC, SLOTTED
12	8	3241	HIGH COLLAR LOCKWASHER, 5/16 INCH 18-8 STAINLESS
13	1	WW 120-2498	SINGLE FLOATER CALIPER .250 ROTOR WIDTH
14	2	WW 15E-6083K	PAD, DYNALITE SINGLE, POLYMATRIX E, 4 PK
15	1	3716	STRUT CALIPER BRACKET ASSY, SP FLOATING CALIPER MOUNT
16	1	786-15001-CAP	CAP, WELD RACING WHEEL
17	8	3450	SOCKET HEAD ALLEN 5/16-18 x 3/4
18	4	3462	SOCKET FLAT HEAD COUNTERSUNK, 5/16-18 x .625

DESCRIPTION

**SP FLOATING CALIPER, INTEGRAL  
SPINDLE, BILLET CALIPER 10.25 x .25 ROTOR**

PART NO.

**8364**

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4/16/04

DWG: 918364

# PARTS LIST

## 8364 - 10-1/4" Spindle-Mount Brake Kit for Chassisworks Drag Race Integral Spindle VariStrut

1	3915	Caliper mounting bracket set
1	3918	Rotor set
1	3919	Hat set, billet aluminum
1	3998	Caliper set, Billet Floating Dynalite

### 3915 - Caliper Bracket Set

2	3650	Grease seal, 2.50 x 1.75"
2	3716	Caliper bracket assembly
8	3105-031C0.63BP	Flat head cap screw, 5/16-18 x 5/8", black oxide, nylon patch

### 3918 - Rotor Set

2	1522	Slotted rotor, 10-1/4 x .25"
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### 3919 - Hat Set

2	1327	Rotor hat, 8 x 5/16 on 5-7/8" bolt circle
16	3103-031C0.75C	Socket head cap screw, 5/16-18 x 3/4", clear zinc
10	3103-038C1.00C	Socket head cap screw, 3/8-16 x 1", clear zinc
16	3108-031H-S	High-collar lock washer, 5/16", stainless
10	3108-038H-S	High-collar lock washer, 3/8", stainless

### OPTION - Forged Dynalite Calipers

2	WW 120-2498	Billet Floating Dynalite, single-piston spot caliper
1	WW 15E-9820K	Brake pad set, Billet Dynapro spot caliper (set of 4)

# INSTRUCTIONS

1. The 10-1/4 x .25" slotted rotors are directional. There is an arrow on the rotor. The arrow points to the front of the car when the rotor is at 12 o'clock. If you have the solid rotors, the driver and passenger sides are the same. These brakes were designed to fit Weld wheel Alumistar 2.0 (Weld part no. 78815001) and Magnum Pro wheels (Weld part number 78615001). Verify you have at least 1/4" of wheel clearance from all brake components.
2. Set the rotor on the backside of the billet hat. Line up the bolt circles on the hat with those on the rotor. Place a 5/16 high collar lockwasher over the 5/16-18 x 7/8 socket head Allen. Insert the bolts through the hat into the rotor. Insert all eight bolts and tighten from the front side of the assembly.
3. The billet aluminum wheels have threaded mounting holes for 3/8 bolts on a 4-3/4" bolt circle. 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. The weld wheel provided studs and locknuts will NOT work on this brake kit. Slide a 3/8" lock washer over the 3/8 x 1 socket head Allens, add a drop of Loctite™ to the threads and insert the bolts through the proper series of holes in the hat. Insert all the hat bolts and tighten them to the wheel from the backside of the assembly. You're ready to install the inner wheel bearing and seal.

4. The bearing races are usually pressed into the wheel at the factory. You must pack the wheel bearing before installing it. 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.
5. After the bearing is packed, drop it in the bearing race. The inner wheel bearing seal is then positioned on the hat. Place the hat on a wood surface before installing the seal.
6. Using a hammer and seal installer, drive the seal into the hat making sure it's fully seated.
7. Install the caliper bracket. Slide the caliper bracket over the spindle so the caliper will be behind the axle centerline and the part number on the bracket is toward you. Install the four 5/16-18 x 5/8 flat head screws through the caliper bracket and into the spindle. Use Loctite™ to secure them in place. Torque to 210 in/lb (17-1/2 ft/lb) before installing the hub assembly. Make sure the caliper bracket fits flat on the spindle face..
8. Disassemble the 2 caliper halves but do NOT remove the floating mount pin. Apply Loctite™ to the floating pins and screw them in with the in-board caliper half attached into the caliper bracket.
9. With the inner bearing and seal in place, slide the wheel and rotor assembly onto the correct spindle (remember, the slotted rotors are directional).
10. Pack the outer wheel bearing as you did the inner one. Slide the bearing into the race.
11. Slide the washer, provided with your strut over the spindle shaft and install the castle nut.
12. To fully seat the bearings, tighten the castle nut to 12 ft. lbs. while turning the rotor assembly forward by hand. This will remove any grease hub 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 inches of endplay when the wheel bearings are properly adjusted.
13. 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.
14. 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.
15. Install the out-board half of the Wilwood brake calipers and pads. Slide the caliper half in place and reattach the two halves with the bolts provided. Insert the brake pads into the caliper, one on each side of the rotor with the metal backing toward the pistons. Secure them in place with the cotter pin.
16. 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.
17. The brake bleeder screw must be above the inlet port on the caliper. You may have to switch their positions.

**WARRANTY NOTICE:**

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