

C5/ LS1 Brake Conversion Kit

You have purchased a kit which allows C5 Corvette brake components to your 70-81 F-body vehicle. Please follow the instructions below to ensure your installation is done correctly. This kit includes only the parts to adapt the Corvette brakes to your vehicle.

1. **Spindle modification:** The factory caliper mounting ears must be removed from your spindles. We recommend using a sawsall type saw, but a cut off wheel can also be used. Be sure and not remove the nub just below lower bracket mounting boss, this is your steering stop. Removal may cause damage to your brake line. Next you must drill and tap two of the dust shield bolt holes to 7/16-14 thread. A mill should be used, but a drill press will work if the spindle is properly supported to ensure the holes are drilled correctly. This is very important. Remove only enough material to clear the caliper and bolts. We recommend this step be performed by a qualified machine shop, or by us. We offer this service on an exchange policy for \$75 pair, or \$175 outright. Check availability



2. **Bracket:** A conversion bracket is included with the kit. This bracket should be attached to the spindle with 7/16-14 grade 8 hex bolts. Torque the bolts to 25 ft/lbs, and the use of medium duty threadlocker is recommended. Use M14-2.0 x 25mm socket head bolts to mount the caliper abutment to the bracket (C5 bracket), LS1 bracket uses 12mm socket head bolts and 2 washers between conversion bracket and caliper abutment. Be sure and check the caliper abutment is centered over rotor, you may need to use spacers to get this correct. Socket heads must be used for clearance. Torque to factory C5 specifications.
3. **Brake Hoses:** Your conversion hoses have been designed to bolt directly to your factory hard lines on one end, and your C5 calipers on the other. Be sure and use the supplied crush washers on both sides of the banjo fitting, torque supplied banjo bolt to factory C5 specs. Make sure to orient hose to clear tire and frame when wheels are turned complete lock-to-lock, to ensure brake line doesn't contact anything. In most cases the 90 degree fitting should be facing toward the back of the vehicle, but it can be rotated so it doesn't come in contact with anything. Please contact us if there is a problem before driving car.
4. **Hub:** The hub included in your kit is designed to not effect your track width when used with a C5 rotor. Your hub will have metric 12mm studs. Hub installs just like factory rotor. All hubs use Set 6 inner bearings, most 70-78 F-body spindles will need to use Set 2 outer bearings, while 79-81 F-body, and most B-body spindles will need to use Set 34 outer bearings. To ensure proper fitment, the outer bearing surface for a Set 2 bearing is .750", and a Set 34 is .850". Installation of new bearings and races must be done to ensure the right parts are installed. When the Set2 (.750") outer bearings are used, the outer race in the hub MUST be replaced with the race that comes with the bearing. When installing wheel, make sure that the lug nuts engage with wheel studs a minimum of 1/2". If there is less than 1/2", longer wheel studs can be used, or we sell 12mm lugnuts with an extended shank in the standard conicle seat style to engage threads an additional 1/4". Please contact us if you have any questions regarding this.

Warning

While this conversion has been performed for many years by others, we have not had it certified for street use, and may not be legal where you live. Please be careful and modify at your risk.