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Installation Guide for 67-69 Camaro/Firebird and 64-72 Chevelle Front 12" Disc Brakes



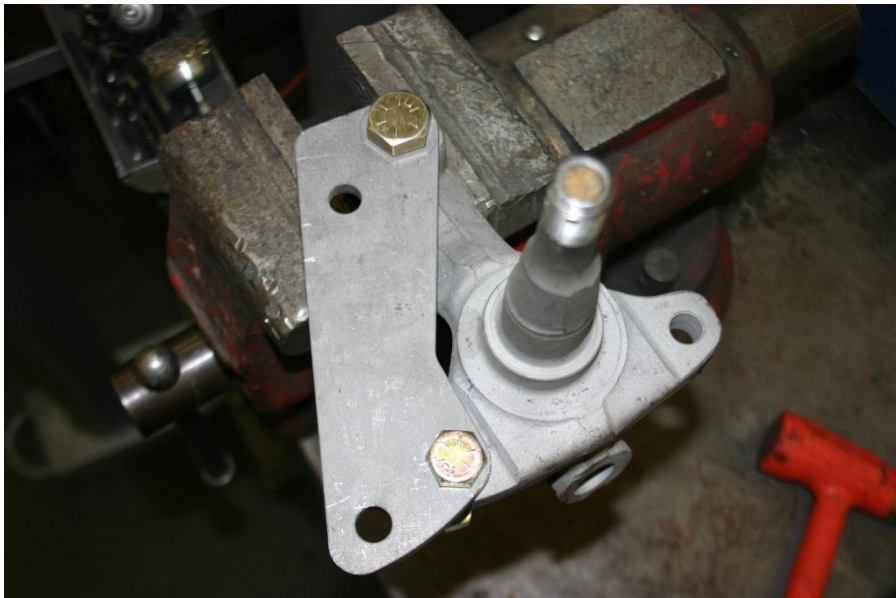
Hardware and Parts List

<u>Quantity</u>	<u>Item</u>
2	Brake Brackets (passenger and driver sides are the same)
2	1/2" Flat Washers
2	5/8" x 2" fine thread brake bracket bolts
2	5/8" flat washers
2	1/2" x 3" brake bracket bolts
2	1/2" lock nuts
2	Bearing Shims
4	12mm x 25mm caliper bracket bolts

Step 1:

These pictures show a mock up of the passenger's side spindle of the car. The drivers side is installed the same way just on the opposite side of the spindle. These spindles are also factory drum brake spindles.

A 1/2" flat washer is used on the outer surface of the lower steering arm bolt hole as a shim between the spindle and brake bracket. (see photos below)



You will need to use the supplied 1/2" x 3" bolt in the rear steering arm bolt hole as the extra thickness of the bracket will make the factory one too short.

Be sure to use the 5/8" flat washer on the 5/8" x 1 1/2" spindle bolt as the bolt will be too long if not used and will not fully tighten down on the brake bracket. (see photo below)



Tighten the 5/8" and 1/2" Bracket bolts. It is a good idea to use red loctite on the 5/8" bolt.

Step 2:

You can now install the new machined 67-69 Camaro hub to the spindle following the factory procedures.

If you did not buy our machined hubs and are machining your own hubs, you will need to install the included 2mm thick bearing shims. These are very important. They space out the hub so that the rotor will be centered in the caliper bracket. (see photos below) You will want to turn down the factory hubs outer diameter by .320" (just over 5/16") This will allow the 98-02 Camaro rotors to fit over the 67-69 drum hubs.



As you can see these shims go between the larger inner race seat and race. This will now space the entire hub out by 2mm.



Now you can press in the large inner race on top of the bearing shim.





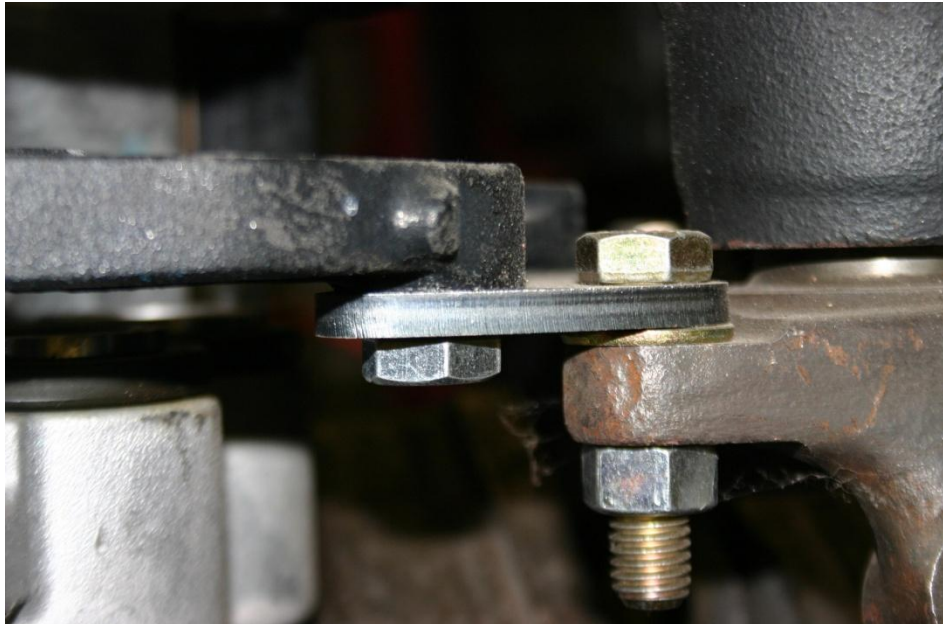
Step 3:

Next slide a 98-02 4th generation Camaro (12") rotor over your hub. Make sure that the rotor is sitting flush down on the face of the hub flange. The factor 67-69 Camaro hubs must be machined down in order for this to happen as they are too large in outer diameter.



Step 4:

You can now slide your 98-02 Camaro caliper and bracket over the rotor and install it to the brake bracket using the 12mm bolts. Install them so the caliper bleeder valve is positioned facing up.





Note:

If you have factory disc brake spindles, you will need to use the 9/16" spacer provided on the 5/8" bolt between the brake bracket and spindle to take up the extra space. The disc brake spindles have a shorter threaded portion than the drum brake spindles.



Road test your vehicle to familiarize yourself with it's new handling characteristics. BRP cannot supervise your installation of these parts and systems cannot be held responsible more than the cost of the kit and/or parts. The vehicle should be operated normally. Contact BRP if you need anything or if we can be of assistance. (Check the BRP web site for additional help).

Thank you for purchasing a Muscle Rod conversion kit proudly made in the USA.