

2014 to present C7 Corvette conversions for 1964 thru 72 gm cars with short spindle

WHEELS this is your first hurdle, these will need to fit over the brakes and around the brakes. You are looking for a 18 inch wheel at minimum and also a wheel that will allow for the caliper to clear the spokes, fit your bolt pattern and suit your tastes. Many have used later model stock wheels with wheel adapters top gain back space and clear the calipers, adapters can also swap the bolt pattern for a selected wheel.

BRACKETS are available for drum or disc spindles and these brackets work with all drop spindles tested so far. If your spindle will accept a stock disc bracket these will work in place of.

HUBS Drum based hubs are required for this brake conversion. Aftermarket hubs available from Kore3 or Cpp are preferred. These hubs are made from aluminum and have increased strength over the stock drum hubs. Aftermarket hubs or stock hubs will need longer studs than standard because we are stacking a rotor over them, at least 1.75 inch of exposed stud is what you will need. I would recommend also considering using a larger than stock stud size like 1/2 fine if possible. The major diameter of the hub you will be using made need to be turned down slightly to fit into your Brembo rotor hat. I stock no hubs for these conversions at this point.

ROTORS , This conversion uses the stock rotors, each brake group uses its own size rotor.

JL9 calipers aka stingrays use the 12.6 inch rotors. (17`s)

J55 calipers aka Z51 use the 13.6 inch rotors. (18`s)

J56 calipers aka Z06 use the 14.6 inch rotors (18`s)

J57 calipers aka Z07 carbon ceramic use the 15.3 inch rotors. (20`s suggested wheel)

BRAKE HOSES These will have to be custom. I offer Earl's stainless hoses for converting your car to the newer brakes, length and ends are custom selected for your application.

OTHER SUGGESTED items for the conversion would be at least a 1 inch bore master cylinder.