

## 82-92 Camaro/Firebird Big Brake Upgrade

The following information outlines how to remove your stock braking system and install the new Big Brake kit. Some things to consider before attempting to install this package:

- Are your existing struts worn or leaking? Now would be a good time to change them.
- After install, have the car aligned to prevent abnormal tire wear

### **How to remove your stock braking system** (see illustrations below)

1. Raise vehicle and support at frame and remove the wheels
2. Position a suitable jack under lower control arm spring seat, raise jack to slightly compress coil spring. **Note: Jack must remain in place during spindle removal to hold spring and lower control arm in position.**
3. Remove caliper mounting pins using a 3/8 allen socket, remove clip holding the flex line to the strut assembly. Clamp the flex line using a suitable tool.
4. Remove caliper banjo bolt and caliper
5. Remove dust cap and cotter pin and adjusting nut
6. Remove rotor Splash shield bolts, splash shield
7. With a large breaker bar and 24mm socket remove strut to spindle retaining nuts.
8. Remove Tie rod end cotter pin and nut. A tie rod press is best suited for removal from the spindle. A few abrupt hits to the steering arm of the spindle will usually un-seat the tie rod. Do not strike the threads or the stud of the tie rod.
9. Remove the spindle to strut bolts.
10. Remove ball joint cotter pin and using a 15/16 wrench remove the balljoint nut. A tie rod press or pickle fork are best to un seat the lower balljoint.
11. Remove spindle.

### **How to install your brake upgrade:**

1. With the old brakes and spindles removed, position the new spindle/brake assembly onto the ball joint stud and fasten with castle nut, tighten and install cotter pin.
2. Grasping the spindle by its upper mount, guide it into the strut opening, install both spindle to strut retaining bolts and nuts. Tighten to 195 ft lbs.
3. Install outer tie rod end, castle nut and cotter pin.
4. Install banjo bolt and copper crush washers into brake flex hose, then carefully thread banjo bolt into rear of the caliper. The flex hose should route in the same direction as stock. Install C-clip to secure flex hose to strut tab.
5. Repeat procedure for the remaining side
6. With the assistance of a helper, bleed the brake system.
7. Because front end components have been replaced, the alignment should be checked and adjusted to factory specs.
8. Recheck all fasteners and adjust wheel bearings if necessary after a run in period.

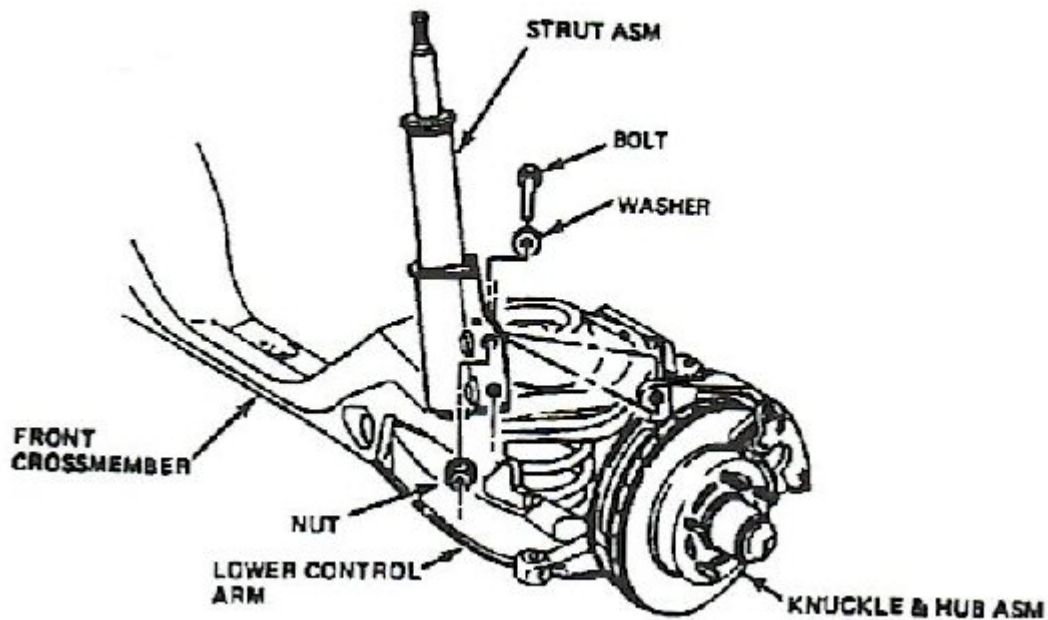


Image 1

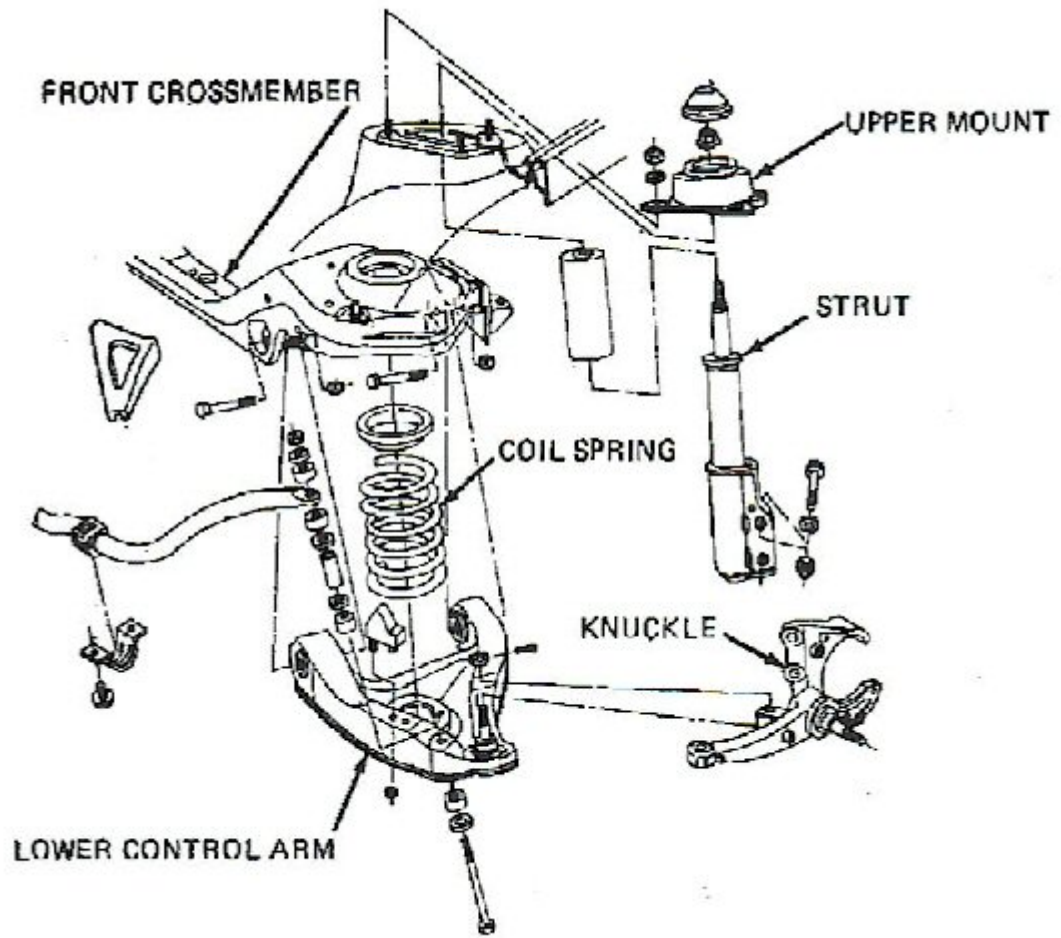


Image 2