

64-72 GM Short Spindle Brackets Installation Guide



Parts list:

- 2 Brembo conversion brackets
- 2 Upper bracket spacers 1.0 od. X .625 id. X .540
- 2 1 ¼" 5/8 18 hex head grade 8 bolts
- 2 M12 x .096" washers
- 2 1 ½" x ½ grade 8 bolts
- 2 ½ lock nuts
- 4 M14x30 10.9 caliper bolts (M12x30 for CTS-V1 2004-07)

This conversion bracket set will allow the installation of the

- 2010-15 Camaro SS Brembo brakes
- 2012-15 ZL1 Camaro Brembo brakes
- 2004-2015 CTS-V Cadillac Brembo brakes
- 2016+ Camaro SS Brembo brakes
- 2014+ C7 Corvette brakes

Other systems include, Brembo based XTS and ATS Cadillac, Buick GS w/ Brembo brakes and more.

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The following items are required for some installations, rotor center hole enlargement including all except C7 Corvette conversions. You will need:

- 1964-72 Drum based hub with diameter of 5.800 inches
- Longer wheel studs (min ½ longer)
- Drum or Disc Spindles stock or aftermarket
- Custom brake hoses for your system
- Larger wheels with spoke room for the brebmo brakes (18" wheels min for most installs)

Begin by checking your parts to be sure everything is included. Remove your current brake system bracketry, rotors hubs etc. Dry fit your parts first and mock up your complete assembly before greasing bearings or thread locking any fasteners.

1. Place the M12 washer on the lower pads of the spindles



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2. Next orient your bracket so the largest hole is centered over the upper mount on the spindle and using the 1 ½ long ½ bolt capture the M12 washer between the bracket and spindle.



3. Next place your upper spacers in position



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4. With your spacers and brackets aligned over the upper mount, the thin washers *if provided* between the brackets and the 5/8-18 bolts to secure the bracket to the upper mounts.



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5. Tighten your bolts snug to allow no movement for mock up and assemble the hub to the spindle



6. With your hub in place, mock up your brake system by installing the rotor(s) and caliper(s)
7. Check for any interference between the rotor and caliper and with new brake pads check the clearance to be sure there is no binding of pad and rotor. Once fitment has been verified, the installation can be made complete by packing bearings, installing locking compound and applying proper torque to the fasteners.
8. Custom length brake hose are needed, so check length at full droop, at the extremes of the turning radius before buying or creating custom length hoses.
9. Once assembled and bleed, test your new brakes at slow speeds to become used to the new characteristics of the new brake system.

If you have any questions at any point, please just contact us at:

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