

4. Set the driver side hat and rotor assembly on the backside of the billet hub. Line up the bolt circles on the hub with those on the rotor. Up near the head of the 1/2-20 x 2-1/4" 12-point wheel studs add a drop of Loctite™ to the threads, and insert the studs through the proper series of holes. Insert all the wheel studs and tighten them from the backside of the assembly. Tighten to 40 lb-ft of torque. Optional 3" studs can be used if you have thick wheels (our part number 8031).
5. The bearing races are pressed in the billet hub from the factory. You must pack the wheel bearing before installing it. Use a wheel-bearing packer to do this. If you do not have one available, hand packing the bearing is okay. If you are unsure how to pack the bearing, refer to an auto repair manual for assistance.
6. After the bearing is packed, drop it into the bearing race. The inner wheel bearing seal is then positioned on the hub.
7. Place the hub on a wood surface before installing the seal. Using a hammer and seal installer, drive the seal into the hub making sure it's fully seated.
8. With the inner bearing and seal in place, slide the hub and rotor assembly onto the correct spindle (remember, the slotted rotors are directional).
9. Pack the outer wheel bearing as you did the inner one. Slide the bearing into the race.
10. Slide the washer over the spindle shaft and install the castle nut.
11. To fully seat the bearings, tighten the castle nut to 12 lb-ft while turning the rotor assembly forward by hand. This will remove any grease that could cause excessive wheel bearing play. Back off the castle nut to the "just loose" position and then hand tighten. There will be .001 to .005 inches of endplay when the wheel bearings are properly adjusted.
12. After the wheel bearings are tight, insert the cotter pin through the castle nut and the hole in the end of the spindle shaft. Do not tighten the castle nut when aligning the cotter pin, only loosen it. Fold the cotter pin legs to secure the castle nut.
13. Apply anti-seize to the threads of the screw-on dust cap. Screw the dust cap onto the hub. It only needs to be hand tightened, the o-ring inside will keep it from coming loose.
14. Use the 3/8-16 x 1" socket head Allens and high collar lockwashers provided in your brake kit to mount the caliper adapters to the spindle bosses. The high collar lockwasher goes against the head of the fastener. Tighten to 30 lb-ft of torque.
15. Install the Wilwood brake calipers and pads. Start by inserting the brake pads into the caliper, one on each side of the rotor slot with the metal backing toward the pistons. When installed the bleed screws must be pointer up, this is how to tell the difference between the driver and passenger side caliper.
16. Slide the 3/8" high collar lockwashers over the 3/8"-16 x 1-3/4" caliper mounting bolts. Insert the bolts through the caliper into the caliper adapter. Use an Allen wrench to tighten until snug. Rotate the rotor assembly slowly to check for any clearance problems between the rotor and the caliper. Make sure the rotor does not drag on the brake pads. The caliper can be shimmed where it attaches to the caliper bracket to adjust the pad clearance in relation to the rotor. Once everything is checked, tighten to 30 lb-ft of torque.
17. Finally, bolt your wheel and tire on the hub and check again to be sure there is at least 1/4" clearance between the caliper and the wheel. There are differences in wheel manufacturer's tolerances. Make sure your wheel turns freely and does not rub on the caliper.

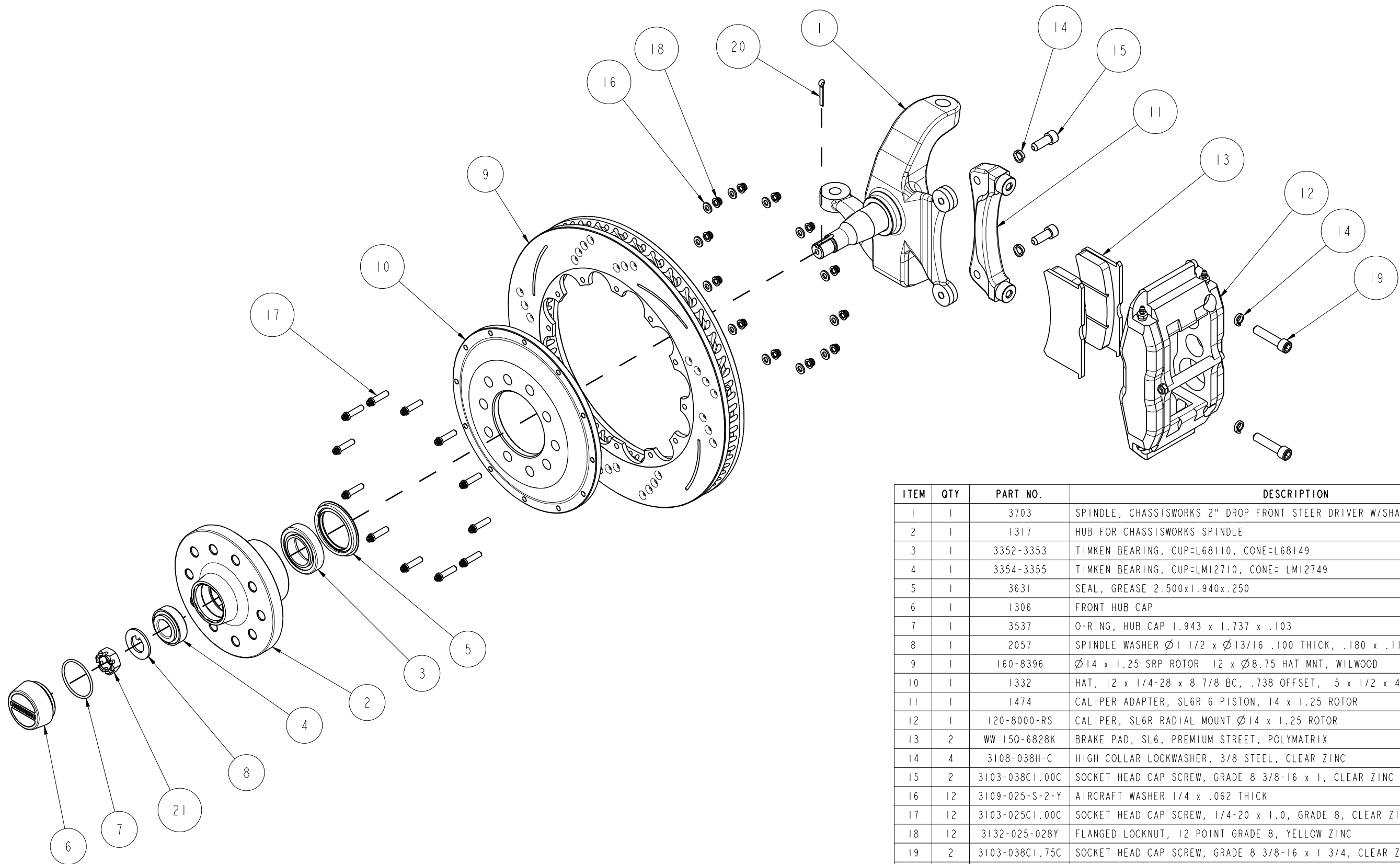


8323 G-STREET 14" S/M SPINDLE BRAKE			
ITEM	QTY	PART NO.	DESCRIPTION
1	2	1306-1	Cap for front hub anodized
2	2	1317-1	Heavy duty anodized hub
3	2	1332	Hat .738 offset 12 x 1/4-28
4	2	1474	Caliper adapter SL6R 6 piston
5	4	3103-038C1.00C	Socket head allen 3/8-16 x 1"
6	4	3103-038C1.75C	Socket head allen 3/8-16 x 1-3/4"
7	8	3108-038H-C	High collar lockwasher 3/8"
8	24	3109-025-S-2-Y	Aircraft washer 1/4" small OD
9	24	3122-025F1.00Y	12-point flange bolts 1/4-28 x1"
10	10	3130-050F2.25B	Wheel stud 12-point 1/2-20 x 2-1/4"
11	24	3132-025-28Y	Flanged locknut 1/4-28 12-point
12	2	3352	Bearing cup 2.3280 OD
13	2	3353	Bearing cone 1.3775 ID
14	2	3354	Bearing cup 1.7810 OD
15	2	3355	Bearing cone .8656 ID
16	2	3537	O-ring hub cap
17	2	3631	Grease seal 2.5 x 1.94 x .25
18	1	WW 120-8000-RS	Billet SL6R Caliper 1-1/4" wide passenger
	1	WW 120-8001-RS	Billet SL6R Caliper 1-1/4" wide driver
19	1 pack	WW 15Q-7268K	DynaPro pad premium street poly
20	1	WW 160-8396	Rotor SRP 1.25x 14.00" passenger side
21	1	WW 160-8397	Rotor SRP 1.25 x 14.00" driver side
OPTIONAL COMPONENTS BASED ON KIT PURCHASED			
22	10	3447	Optional wheel stud 12-point 1/2-20 x 3
23	2	1306-2	Optional cap for front hub polished
24	2	1317-2-0	Optional heavy duty polished hub
ADDITIONAL COMPONENTS – NOT USED IN THIS APPLICATION			
	4	3242	High collar lock washer 3/8
	4	3253	Stainless 3/8 washer .406 x .812
	4	3441	Socket head allen 3/8-16 x 1-3/8

NOTE: Wheel clearance with the 14"-diameter rotor is critical. Most 18"-diameter wheels will fit. You must check the wheel to be sure you have proper clearance. The caliper will extend .500" toward the wheel from the hub surface and the minimum diameter at this position is 15.75". Check your wheel before trying them over the brake kit. Verify you have at least 1/4" of wheel clearance from all brake components.

Scratched or damaged hubs, rotors, calipers on mounts are non-returnable for any reason.

1. The 14.00 x 1.25 inch drilled slotted rotors are directional. There is an arrow on the flat side of the rotor that points toward the front of the car with the rotor installed.
2. Thread the 12-1/4 x1" 12-point bolts into the hat. Tighten to 8.5 lb-ft or 103 lb-in of torque but do not over tighten these bolts. Set the driver side rotor on the bolts you just installed with the flanged side of the rotor toward the hat. Slide the 1/4" aircraft washers over the bolts and then slide the 12-point flanged locknuts on. Tighten to 14 lb-ft or 168 lb-in of torque; you must hold the bolts with a wrench while tightening the locknuts. Repeat this for the passenger side.
3. The billet aluminum hubs have threaded-stud mounting holes for both 4-1/2 and 4-3/4 inch bolt circles. Choose the bolt circle that matches your wheels and chase the threads with a 1/2-20 tap. After chasing the threads, it is a good idea to blow them out with an air hose making sure no debris remains in the holes.



DRIVER SIDE SHOWN

ITEM	QTY	PART NO.	DESCRIPTION
1	1	3703	SPINDLE, CHASSISWORKS 2" DROP FRONT STEER DRIVER W/SHAFT
2	1	1317	HUB FOR CHASSISWORKS SPINDLE
3	1	3352-3353	TIMKEN BEARING, CUP=L68110, CONE=L68149
4	1	3354-3355	TIMKEN BEARING, CUP=LM12710, CONE= LM12749
5	1	3631	SEAL, GREASE 2.500x1.940x.250
6	1	1306	FRONT HUB CAP
7	1	3537	O-RING, HUB CAP 1.943 x 1.737 x .103
8	1	2057	SPINDLE WASHER Ø1 1/2 x Ø13/16 .100 THICK, .180 x .110 KEY TANG
9	1	160-8396	Ø14 x 1.25 SRP ROTOR 12 x Ø8.75 HAT MNT, WILWOOD
10	1	1332	HAT, 12 x 1/4-28 x 8 7/8 BC, .738 OFFSET, 5 x 1/2 x 4.5/4.75 BC
11	1	1474	CALIPER ADAPTER, SL6R 6 PISTON, 14 x 1.25 ROTOR
12	1	120-8000-RS	CALIPER, SL6R RADIAL MOUNT Ø14 x 1.25 ROTOR
13	2	WW 150-6828K	BRAKE PAD, SL6, PREMIUM STREET, POLYMATRIX
14	4	3108-038H-C	HIGH COLLAR LOCKWASHER, 3/8 STEEL, CLEAR ZINC
15	2	3103-038C1.00C	SOCKET HEAD CAP SCREW, GRADE 8 3/8-16 x 1, CLEAR ZINC
16	12	3109-025-S-2-Y	AIRCRAFT WASHER 1/4 x .062 THICK
17	12	3103-025C1.00C	SOCKET HEAD CAP SCREW, 1/4-20 x 1.0, GRADE 8, CLEAR ZINC
18	12	3132-025-028Y	FLANGED LOCKNUT, 12 POINT GRADE 8, YELLOW ZINC
19	2	3103-038C1.75C	SOCKET HEAD CAP SCREW, GRADE 8 3/8-16 x 1 3/4, CLEAR ZINC
20	1	3617	COTTER PIN, 5/32x1
21	1	3630	SPINDLE NUT, 3/4-20 CASTLE STYLE

DESCRIPTION

**G-STREET 14.0 x 1.25 BRAKES,
S/M SPINDLE, SL6R CALIPER**

Chris Alston's **CHASSISWORKS INC.**
8661 YOUNGER CREEK DRIVE
SACRAMENTO, CA 95828
(916) 388-0288 FAX 388-0295

PART NO.

8323

1/10/06

DWG: 918323