

INSTRUCTIONS

1955-57 CHEVY 2" DROPPED SPINDLE AND COMPLETE BRAKE KIT

910-34399
2" DROPPED SPINDLES

910-31959
DISC BRAKE KIT ONLY

910-31979
SPINDLES & BRAKES

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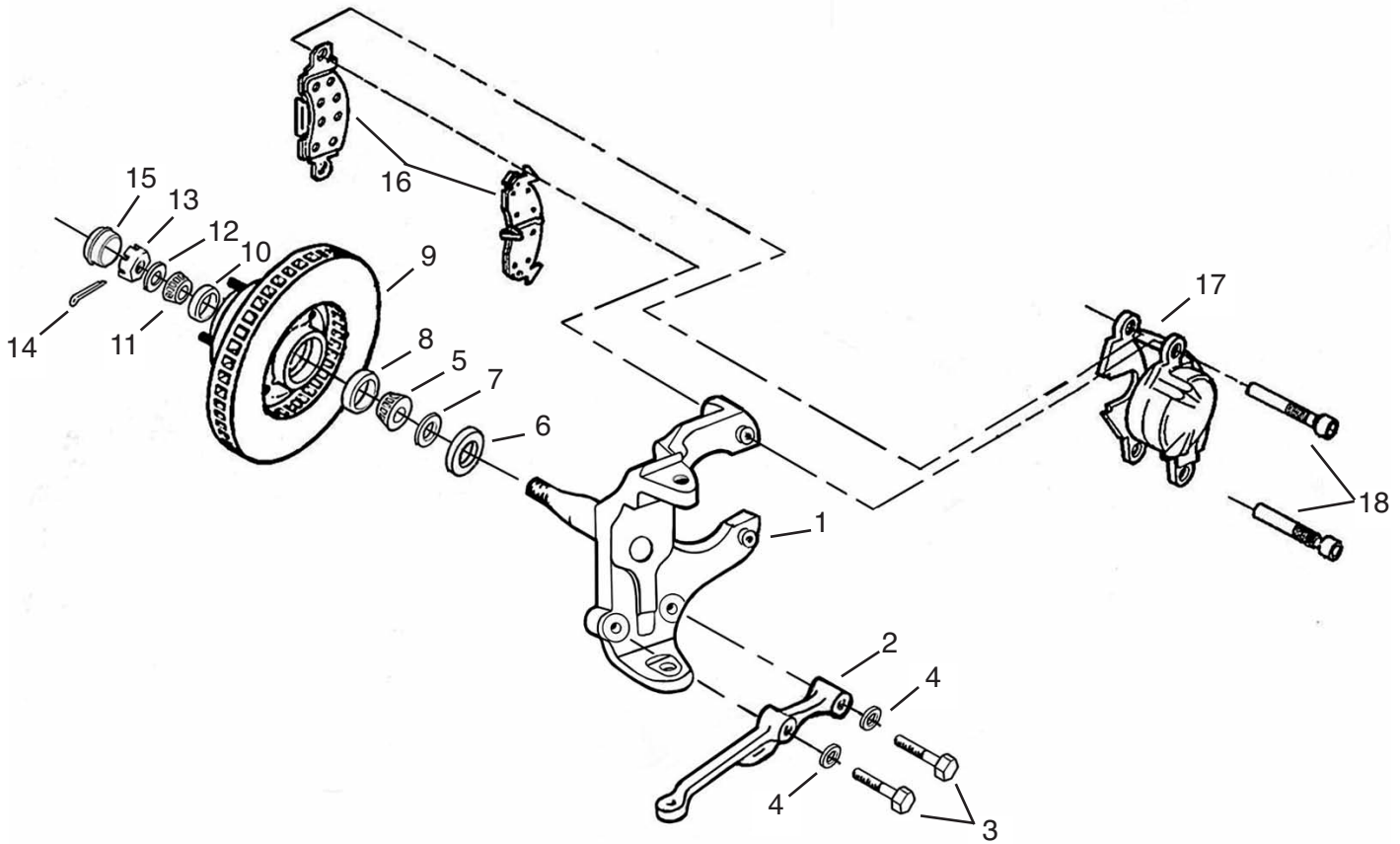
**PLEASE READ INSTRUCTIONS COMPLETELY
BEFORE STARTING YOUR INSTALLATION**

This kit installs '79-'88 GM midsize 10½" metric rotors and GM metric calipers on our 2" dropped spindles

PARTS LIST

Index No.	Description	Part number	Qty.
1	Spindles	910-34399	1pr
2	Steering arms	customer supplied	1pr
	Hardware kit	910-31959-2	1
3	7/16"-14 x 2" GR 8 bolts	in hardware kit	4
4	7/16" lock washer	in hardware kit	4
5	Inner bearing cone	912TLM67048	2
6	Seal	91S19753	2
7	Bearing spacer	910-31959-1	2
8	Inner bearing cup	supplied in rotor	2
9	10½" metric rotor	910-31081	2
10	Outer bearing cup	Supplied in rotor	2
11	Outer bearing cone	912TM12649	2
	Spindle nut kit	910-616005	1
12	Spindle nut washer	in spindle nut kit	2
13	Spindle nut	in spindle nut kit	2
14	Cotter pin	in spindle nut kit	2
15	Dust cap	550-2487	1pr
16	Brake pad set	919-3381	1
17	GM metric caliper (right)	910-31045-R	1
17	GM metric caliper (left)	910-31045-L	1
18	Caliper pins	835-2300542	4

BRAKE INSTALLATION ALERT: The selection and installation of brake components should only be done by personnel experienced in the proper installation and operation of braking systems. The installer must use his/her own discretion to determine the suitability of the brake components and brake kits for every particular application.



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1. Using the parts list supplied double check that you have received all the parts in this kit. If there are any missing parts, please contact our customer service department.
2. Make sure your car is supported on sturdy jack stands. Remove the wheels and brake drums. Separate the outer tie rod ends from the steering arms. A tie rod separator might be helpful. Remove the steering arms from the spindles.
3. Working on one side at a time, use a floor jack to raise the lower control arm. Loosen the ball joint nuts but do not fully remove them. Using a ball joint separator, break the upper and lower ball joints loose from the spindle. Remove the ball joint nuts and remove the spindle.
4. Install the new spindle (#1) onto the ball joint studs, install the castle nuts and torque to 38-57 lbs., then continue to tighten until slot and hole are aligned. Install the cotter pins. New cotter pins should always be used.
5. Install the steering arms (#2) onto the spindles using the two 7/16-14 x 2" Grade 8 bolts (#3) and lock washers (#4) using thread locker on the threads. Torque the bolts to 25-37 ft. lbs. The tie rod end and sleeve assembly will have to be adjusted shorter by approximately 9/16" on each side. If there isn't enough adjustment the sleeves can be shortened. If more turning radius is desired you can grind a little off the steering stop on the steering arms, being careful not to grind off too much.

Check tire clearances at frame and fenders. Also check clearances between spindle and control arm.

6. Pack and install the inner bearing (#5) with fresh disc brake bearing grease and install the grease seal (#6) into the rotor. The seals must be installed straight. A seal installation tool will be helpful.

7. Install the bearing spacer (#7) onto the spindle. Install the rotor on to the spindle, pack and install the outer bearing (#11) with fresh disc brake bearing grease. Install the spindle washer (#12) and spindle nut (#13). Adjust the bearing preload as normal and install the cotter pin (#14) and the dust cap (#15).

8. Install the brake pads (#16) into the calipers (#17) and install the calipers onto the mounting brackets, with the bleeder pointing up. Only use the correct GM mounting bolts.

9. Install new brake lines making sure you check that the lines have clearance through the entire suspension travel and turning radius. Bleed the system as normal.

10. Install the wheels and remove the jack stands. Turn the steering lock to lock and again check for any contact of the brake lines or control arms. Before operating the vehicle, test the brakes under controlled conditions. Make several stops in a safe area from low speeds and gradually work up to operating speeds. Have the front end aligned to the stock specifications by a reputable alignment shop.

IMPORTANT

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**Some items are not legal for sale or use in California on pollution controlled motor vehicles. These items are legal in California for racing vehicles only which may never be used upon a highway.



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