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Installation Instructions

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1993-2002 GM F-Body C5 Brake Conversion Item # 2120

Please refer to a GM manual for your specific vehicle while performing installation. This installation is recommended to be performed by a trained automotive technician only. If you feel you are not capable of completing this installation please do not attempt. UMI Performance Incorporated is not responsible for any damage encountered from incorrect installation or misuse of product.

Please Read: We understand there are many rotor and brake pad set ups available for the C5 corvette, many driving applications may require a different set up. If you have chosen to purchase just our brackets and not a complete kit please understand to install you must purchase rotors, calipers, abutment brackets and pads separately. A detailed list of all components needed with GM part numbers is supplied. Please use chart on second page and have all hardware purchased and accessible before proceeding with installation.

1. With car on level ground break lug nuts lose on both front wheels.
2. Jack up front of vehicle, place jack stands under frame to support vehicle. Remove both front wheels.
3. It is recommended to install one side at a time, start with either side. Using a 13mm wrench loosen banjo bolt and remove rubber brake line from caliper and tie out of the way to prevent leaking, save banjo bolt and (2) cooper washers. Do not damage brake line; it will be reused if not being replaced with new lines.
4. Locate (2) caliper mounting bolts attaching caliper to the steering knuckle, using an 18mm wrench remove both bolts and remove caliper from vehicle. Caliper may require light tapping to break it lose, this is normal. Slide rotor off as well.
5. Locate ABS sensor attached to the back side of hub, disconnect sensor and tie it out of the way.
6. Locate (4) hub bolts on back side of steering knuckle. Using a 13mm socket remove all (4) bolts. Remove hub assembly from steering knuckle. Using a wire wheel clean back side on steering knuckle, this will be needed for conversion bracket to seat.
7. This next step requires cutting of the steering knuckle. Both LT1 and LS1 knuckles will require cutting. Image 1 shows a LS1 model and can be used for a guide on both set ups. Removing the ear is needed for clearance to mount the conversion bracket in place, this step must be completed! LT1 models require you to make (2) cuts. Using a reciprocating saw cut the lower ear straight off on both LS1 and LT1 models. LT1 models require cutting above the assembly hub which is necessary for caliper clearance. Once cutting is completed place conversion bracket into place to insure appropriate clearance. **Use Image 1 for a guide.**
8. Locate one bracket, each bracket is universal and can be used on either side. Place bracket on back side of steering knuckle where bolts from step 6 were removed. The new ears will be facing towards the back of the car. Using the new supplied 10mm bolts and lock washers attach bracket to steering knuckle while reattaching hub assembly. Make sure bracket is sitting flush on steering knuckle and tighten bolts to 63 ft lbs. **Use Image 2 and 3 for example.**
9. Reattach ABS connector making sure it clicks in place. **Use Image 4 for example.**
10. Now assemble the complete caliper assembly and prepare for installation. An exploded view of the Corvette caliper has been supplied; please use this as a reference to proceed with installation. Start by assembling the pad abutment bracket (the LS1 or LT1 abutment bracket can not be used) using the guide pin, guide pin boot, caliper and guide pin bolt, be sure to lubricate the guide pin with silicone grease. Torque spec for guide pin bolt is 23 ft lbs. ****Please note this assembly should be completed by a professional technician to assure safe and proper operation.**
11. Insert the pad abutment shims, anti-rattle springs and brake pads into pad abutment/caliper assembly.
12. Install new C5 brake rotor. Please note rotors are directional and are only designed to work on one side due to the air vents. **ONLY** install the right handed rotor on the right side!
13. Now install the caliper assembly on to the vehicle using the supplied 14mm bolts (lock washers are optional but are supplied). Blue Loctite may be applied to the threads as well. Tighten the caliper into place to 125 ft lbs. Using the saved or new banjo bolt and

(2) cooper washers from step 3 reinstall brake hose to caliper. If you purchased a complete kit new banjo bolts and cooper washers have been supplied.

14. Repeat all steps in detail on the opposite side.

15. Before reinstalling wheels use lug nuts and tighten rotor into place as if wheel was installed. Spin rotor through out its movement and insure clearance around abutment bracket and rotor. Rotor should spin freely. Before installing wheels, turn steering wheel each way as far as possible, from out side the car check to insure the new calipers are not pulling on the brake lines. If tension is shown on lines you must purchase new lines using the part number below. The new lines will be the C5 brake lines. Check both sides.

16. Once installation on both sides is completed brake bleeding of all (4) wheels will be necessary. Start by bleeding the front wheels first and then perform normal brake bleeding starting at the farthest wheel from the master cylinder to the closet. This will require bleeding of the front wheels twice which is necessary. Continue procedure until brake pedal is firm.

17. Test drive vehicle to assure all components are working properly. Follow the break in procedure below. Recheck all bolts for tightness after approximately 300 miles.

Break In Procedure for new brake pad and rotor install

Please note: Some brake pad procedures may vary, below is an example.

1. Take the vehicle for a short ride using the brakes like normal not encountering any hard stops.
2. Run vehicle up to 30mph and make 3 stops from 30mph to 5mph not coming to complete stop, then 2 stops from 60mph to 5 mph.
3. Run the vehicle for a few miles to let the brakes cool using them as little as possible.

The chart below shows each item needed to perform this installation. Each item is supplied with a GM part # and can be purchased at any local GM dealership.

Quantity Required	GM Part Number	Item Description
1	12530682	C5 Caliper- Black (Guide Pin Bolts Included)
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1	88895128	Z06 Caliper- Red (Guide Pin Bolts Included)
1	88895129	Z06 Caliper- Red (Guide Pin Bolts Included)
1	10445856	GM Rotor
1	10445857	GM Rotor
2	12455799	Pad Abutment Bracket
4	10139097	Banjo Bolt Cooper Washers (Pack of 10- 21012386)
2	11569590	Banjo Bolt (Old GM # 22163795)
4	12530703	Guide Pin Boot
4	12530697	Pad Abutment Guide Pin
2	10333772	Front Brake Hose- Caliper
1	Napa Part # 83212A OR	Springs and Shim (Caliper Hardware Kit)
2	Raybestos # H5644	
1 Set	88952008	Z06 Front Brake Pad Set w/ Shims & Springs (Optional)

Image 1- LS1 model with ear removed (Step 7)

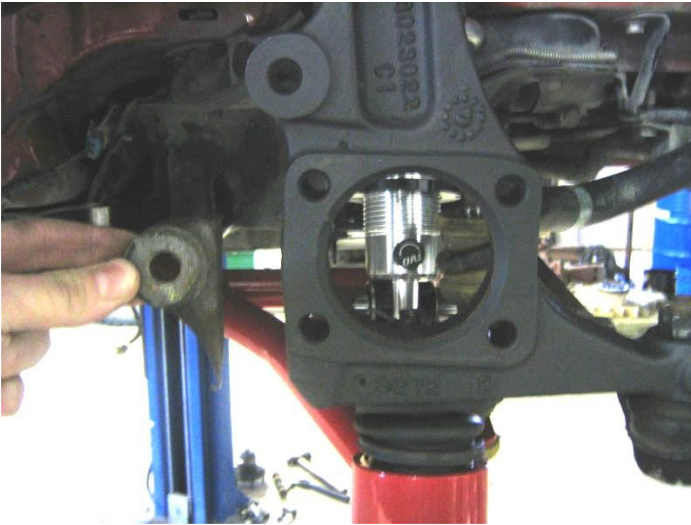


Image 2- Drivers side bracket installed with hub



Image 3- Drivers side shown

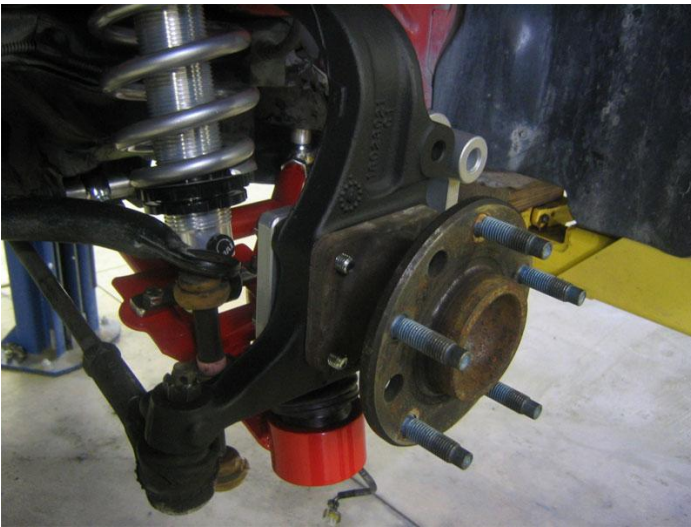
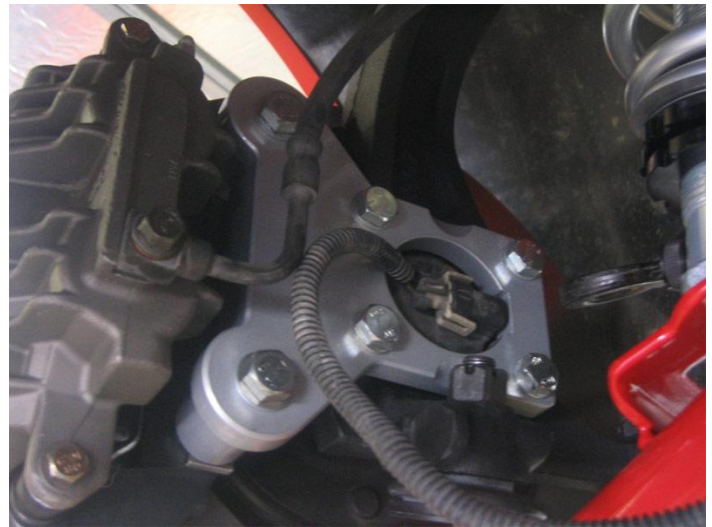


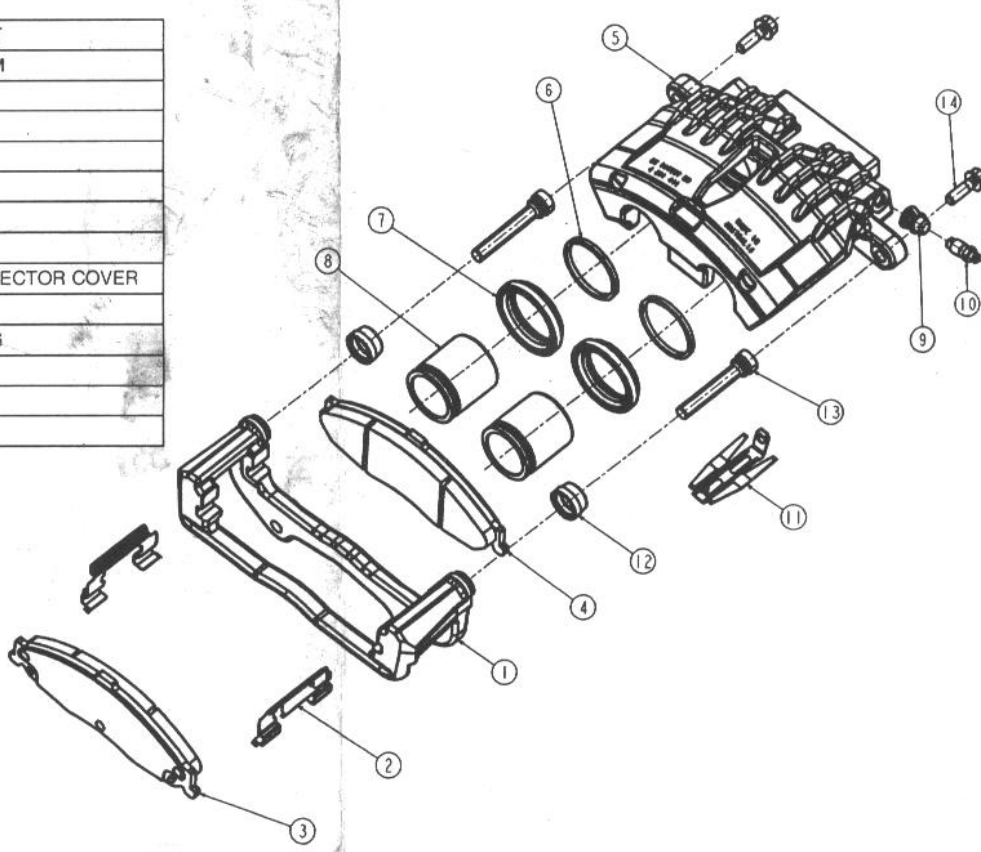
Image 4- Shows completed installation from back side.



Thank you for putting your trust in a UMI Performance product. Please contact us by calling 814-857-5400 or email support@umiperformance.com with any technical questions. More detailed and enlarged pictures can be seen at www.umiperformance.com

Exploded view of the 1997-2004 C5/Z06 Caliper, please use as a reference during installation.

1	ABUTMENT BRACKET
2	PAD ABUTMENT SHIM
3	OUTER PAD ASSY
4	INNER PAD ASSY
5	CALIPER BODY
6	SEALING RING
7	PISTON BOOT
8	PISTON
9	BLEED SCREW PROTECTOR COVER
10	BLEED SCREW
11	ANTI RATTLE SPRING
12	GUIDE PIN BOOT
13	GUIDE PIN
14	GUIDE PIN BOLT



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UMI Performance Inc.
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