

READ ALL INSTRUCTIONS COMPLETELY AND THOROUGHLY UNDERSTAND THEM BEFORE DOING ANYTHING.
CALL CHASSISWORKS TECH SUPPORT (916) 388-0288 IF YOU NEED ASSISTANCE.

INSTALLATION GUIDE



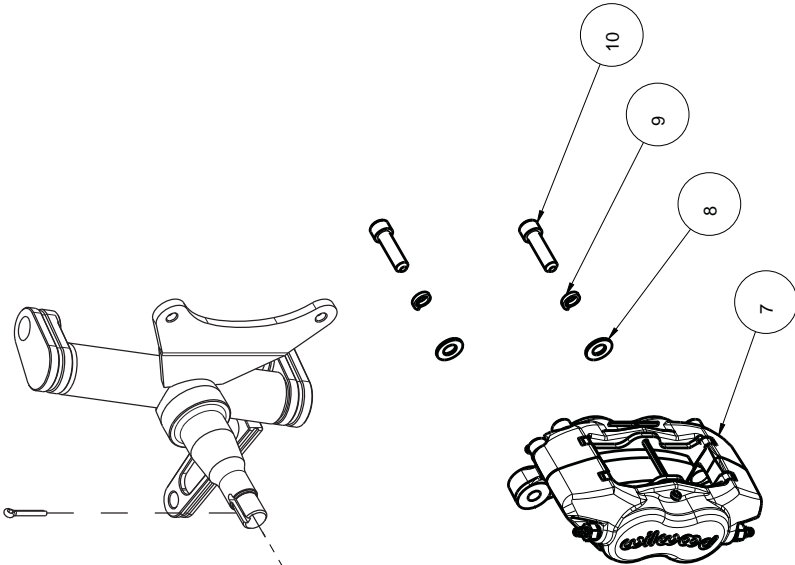
8319-XX and TCP DB122-XX g-Street 11-3/4" Front Brake Kit for Chassisworks Sculpted and Fabricated Spindles



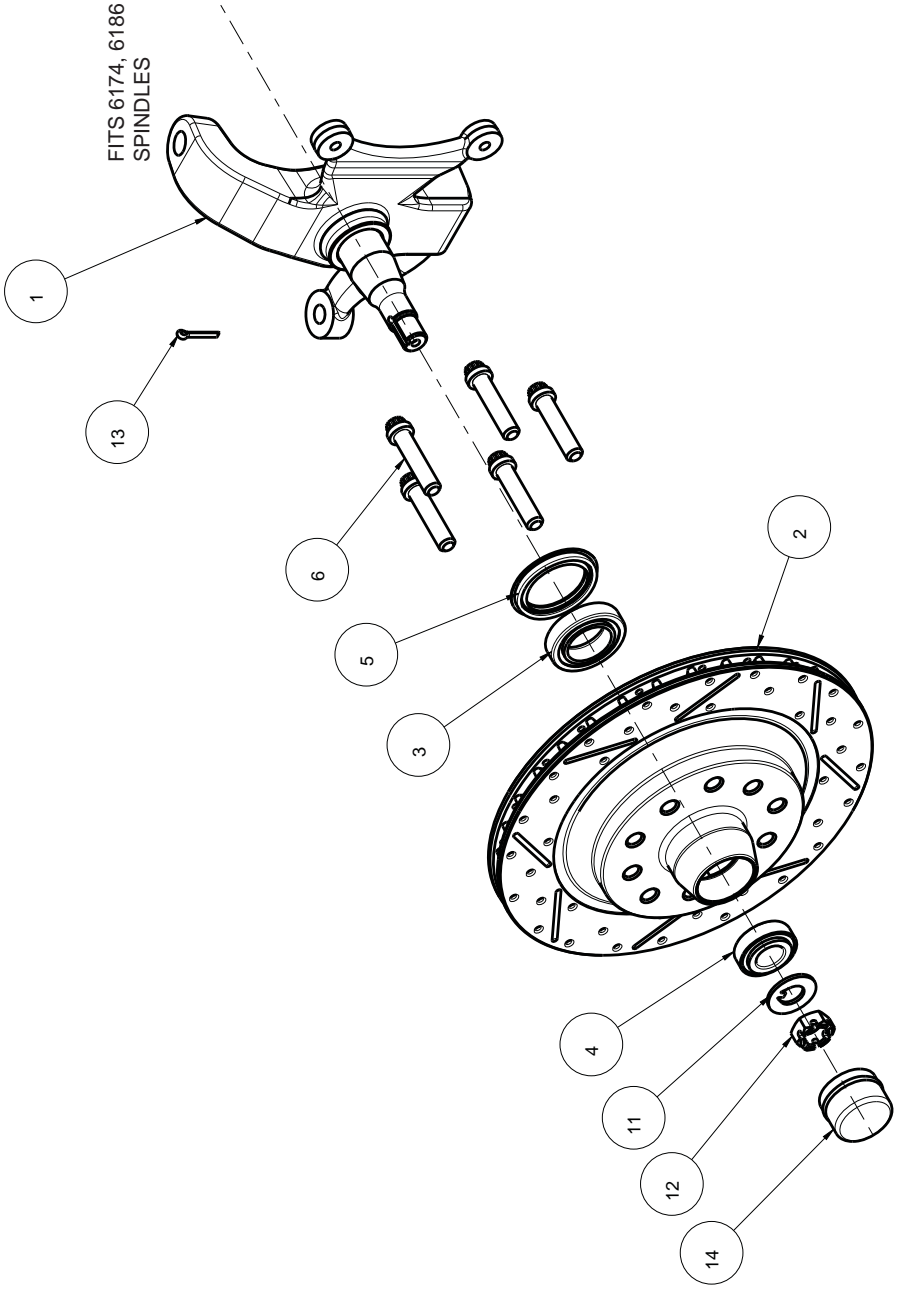
Description: g-Street 11-3/4" Front Brake Kit for Chassisworks Sculpted and Fabricated Spindles
(Fits: 6165, 6166, 6174, and 6186 spindles)

Includes: One-piece iron 11-3/4" x .81" vented rotor/hub, 4-piston caliper, brake pads, and aircraft grade mounting hardware.

ALSO FITS 6165, 6166
SPINDLES



FITS 6174, 6186
SPINDLES



ITEM	QTY	PART NO.	DESCRIPTION
1	1	3703	SPINDLE, CHASSISWORKS 2" DROP FRONT STEER DRIVER W/SHAFT
2	1	1711	S/M SLOTTED ROTOR WITH HUB, 11.75 X .81 CAST IRON FOR S/M SPINDLES
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	5	3130-050F2.25B	12 POINT CAP SCREW, 1/2-20 x 2 1/4, GRADE 8, BLACK OXIDE
7	1	WW 120-13844	BILLET DYNALITE .38 WIDE CALIPER, 1.75 PIST. DIA.
8	2	3157-038S-S	WASHER, 3/8 SAE, STAINLESS, .812 OD x .406 ID x 1/16 THICK
9	2	3108-038H-S	HIGH COLLAR LOCKWASHER, 3/8 STAINLESS
10	2	3103-038C1.38C	SOCKET HEAD CAP SCREW, GRADE 8, 3/8-16 x 1 3/8, CLEAR ZINC
11	1	2019	SPINDLE WASHER \varnothing 1 1/2 x \varnothing 3/4 .105 THICK, .180 x .110 KEY TANG
12	1	3630	SPINDLE NUT, 3/4-20 CASTLE STYLE
13	1	3145.156-1.00	COTTER PIN, 5/32 x 1
14	1	3646	CHROME DUST CAP FOR 1.780 BORE

DESCRIPTION		H/D STREET MACHINE SPINDLE	
BRAKES, 4 PISTON CALIPER, 11.75 x .81 VENTED		PART NO.	
<i>Chris Alston's CHASSISWORKS INC.</i> 8661 YOUNGER CREEK DRIVE SACRAMENTO, CA 95628 (916) 388-0288 FAX 388-0295		8319	
		8/22/17	DWG: 918319

PARTS LIST

8319-XX - gStreet 11-3/4" Front Brake Kit for Chassisworks Sculpted and Fabricated Spindle

2	3940	Rotor-hub and hardware
1	WW 150-8850K	Dynalite brake pad set

3940 - Rotor/Hub Assembly

1	1711	1-piece iron rotor/hub, slotted and drilled
2	3103-038C1.38C	Socket head cap screw, 3/8-16 x 1-3/8", clear zinc
2	3108-038H-S	High-collar lock washer, 3/8"
5	3130-050F2.25B	12-point head cap screw, 1/2-20 x 2-1/4", black
2	3157-038S-S	Flat washer, 3/8", stainless
1	3352	Bearing cup race 2.3280" OD, inner (in rotor-hub)
1	3353	Bearing cone 1.3775" ID, inner
1	3354	Bearing cup race 1.7810" OD, outer (in rotor-hub)
1	3355	Bearing cone .8656" ID, outer
1	3631	Grease seal 2.500" x 1.940" x .250"
1	3646	Dust cap 1.780" bore, chrome

OPTION - Forged Dynalite Calipers

2	WW 120-13844-BK	Forged billet Dynalite 4-piston calipers for .81" rotor, black
2	WW 120-13844-RD	Forged billet Dynalite 4-piston calipers for .81" rotor, red

INSTRUCTIONS

1. The 11-3/4 x .81" slotted rotors are non-directional. These brakes require at least a 15" diameter wheel; however, even some 15" wheels may not clear. Verify you have at least 1/4" of wheel clearance from all brake components.
2. The rotor hat has threaded-stud-mounting holes for 4-1/2" and 4-3/4" bolt circles. Choose the bolt circle that matches your wheels and chase the threads with a 1/2"-20 tap. Make the holes are free of debris.
3. Add a drop of Loctite™ to the threads of the 1/2-20 x 2-1/4" 12-point wheel studs, up near the head and insert the studs through the proper series of holes. Insert all the wheel studs and tighten them from the backside of the assembly. Longer studs can be used if you have thick wheels.
4. The bearing races are pressed in the hub from the factory. You must pack the wheel bearing before installing. 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.
5. After the bearing is packed, drop it in the bearing race. The inner wheel bearing seal is then positioned on the hub.
6. Place the rotor-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.
7. With the inner bearing and seal in place, slide the rotor assembly onto the spindle.
8. Pack the outer wheel bearing as you did the inner one. Slide the bearing into the race.
9. Slide the thick washer over the spindle shaft and install the castle nut.
10. To fully seat the bearings, tighten the castle nut to 12 ft-lbs 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" of endplay when the wheel bearings are properly adjusted.
11. 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.
12. 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.
13. 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.
14. Slide the caliper with the pads installed over the rotor and the caliper mounting pads on the spindle. Use the 3/8-16 x 1-3/8" socket head Allens, lock washers, and flat washers provided in your brake kit to mount the calipers. The lock washer goes against the head of the fastener.
15. Use an Allen wrench to tighten the mounting bolts. 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.
16. 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.

WARRANTY NOTICE:

There are NO WARRANTIES, either expressed or implied. Neither the seller nor manufacturer will be liable for any loss, damage or injury, direct or indirect, arising from the use or inability to determine the appropriate use of any products. Before any attempt at installation, all drawings and/or instruction sheets should be completely reviewed to determine the suitability of the product for its intended use. In this connection, the user assumes all responsibility and risk. We reserve the right to change specification without notice. Further, Chris Alston's Chassisworks, Inc., makes **NO GUARANTEE** in reference to any specific class legality of any component. **ALL PRODUCTS ARE INTENDED FOR RACING AND OFF-ROAD USE AND MAY NOT BE LEGALLY USED ON THE HIGHWAY.** The products offered for sale are true race-car components and, in all cases, require some fabrication skill. **NO PRODUCT OR SERVICE IS DESIGNED OR INTENDED TO PREVENT INJURY OR DEATH.**

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