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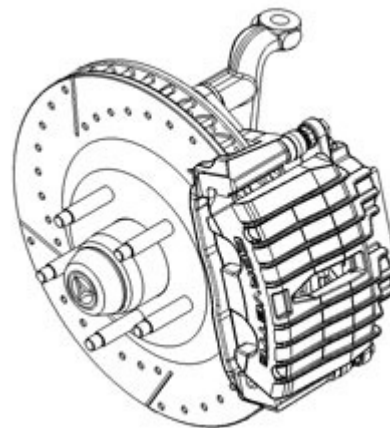
KORE3 FRONT BIG-BRAKE CONVERSION KIT INSTRUCTIONS FOR 1958-1964 CHEVY B-BODY

General: This KORE3 big-brake kit was designed to adapt oversize rotors and performance PBR calipers to 1958-1964 Chevy B-body applications. KORE3 offers four levels of big-brake kits ranging from our base level 325mm [12.8"] kit with 2-piston floating calipers up to the massive 355mm [14.0"] kit with 6-piston fixed calipers. These installation instructions cover all variations of KORE3 big-brake kits currently available.

Please note that the smallest front big-brake kit we offer, 325mm, requires Ø17" or larger wheels for rotor/caliper clearance. The larger kits all require Ø18" or larger wheels. If you have not already verified fitment, wheel fitment templates are available at www.kore3.com.

KORE3 has developed rear big-brake kits for many applications as well to complement our front kits. KORE3 front and rear big-brake conversion kits combined with one another provide flat-out braking performance and exceptional all around balance.

Thank you for giving KORE3 the opportunity to work with you in the endless pursuit of automotive excellence and we hope that you'll do business with us again in the future. Please contact us via email at info@kore3.com or call us toll-free at 800.357.5467 with any questions or feedback you may have.



I. KORE3 Big-Brake Installation:

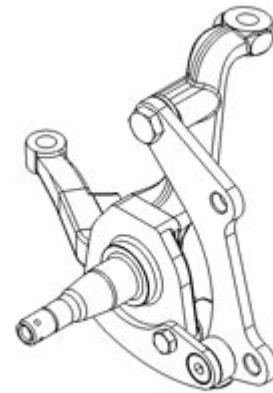
Caution: *A certified mechanic and/or person experienced in the installation, service and proper operation of disc brake systems should perform installation of this kit. Please refer to the included **TERMS OF USE, WARRANTY & LIABILITY WAIVER** included with this kit for important disclosures. Read and understand all instructions prior to beginning installation. These instructions are intended to give general guidelines to perform a big-brake conversion on a GM short-spindle application. Please refer to your vehicles factory service manual for additional details if needed.*

1. Chock the rear wheels and apply the parking brake (and/or put the transmission in gear or in park), loosen the front wheel nuts, jack up the front of the vehicle and support it with jack/frame stands.
2. Remove front lug nuts and wheels.
3. Remove the brake drum from the brake hub. You may need to back off the self-adjusters in order to get the drum off if there is a ridge inside the shoes.

4. Remove the grease cap from the drum hub. Withdraw the cotter pin and remove the spindle castle nut, washer, and hub complete with bearings and seals.
5. Remove the drum brake backing-plate and steering arm from the spindle.
6. Thoroughly clean and inspect spindles, paying special attention to the bearing surfaces and threads on the spindle. If there is galling, pitting, or other such damage, repair or replace spindle as required. Inspect and replace ball joints if necessary at this time.

Note: *We recommend installing everything without torquing the fasteners to their full value or applying threadlocker in order to verify fitment. Once verified, go back and apply threadlocker to the noted fasteners and torque to the specifications given in the instructions.*

7. Align the left and right hand anchor brackets on the face of their respective spindles with the countersunk hole towards the rear of the vehicle. The countersink for the flat head cap screw (FHCS) should face outward. Use the supplied 7/16"-20 UNF x 2.5" hex head cap screws (HHCS) and mechanical locknuts to fasten the brackets and steering arms to the spindle. The nuts go to the inside, against the steering arms. Threadlocker is not necessary.
8. Torque 7/16"-20 HHCS fasteners and locknuts to 75 ft-lb [115 Nm].
9. Using the 1/2"-20 x 2" FHCS, align the thick (.60") spacer with the inside of the anchor bracket opposite the countersink and secure the caliper bracket with the mechanical locknut until snug.
10. Align the top of the caliper bracket with the upper spindle boss and insert the thin (.20") spacer between the bracket and the spindle boss. Fasten the top of the bracket using the 5/8"-18 UNF fasteners provided.
11. Torque 5/8-18 UNF HHCS to 135 ft-lb [183 Nm]. Apply 1-2 drops of threadlocker to each 5/8 HHCS.



Note: *Loctite® 242/271, medium/high-strength threadlocker (or any equivalent product), is suitable for this application and behaves as a thread lubricant when you torque the fasteners to the proper specifications. Generally hand tools and heat are recommended for disassembly when high strength threadlocker is used.*

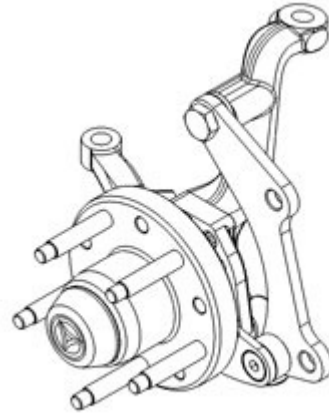
12. Torque 1/2"-20 FHCS fasteners and locknuts to 105 ft-lb [115 Nm].
13. Hub assembly: Skip this step if your hubs came pre-assembled. Install bearing races into bores using a suitable diameter drift and a press. Be very careful not to skew the bearing races as you press them into the hubs. Press each wheel stud into the hubs if you are using press-in type studs; otherwise install screw-in type studs and torque to 45 ft-lb [61 Nm]. Make sure that the hub is properly supported when pressing in bearing races and studs, otherwise damage to hubs may occur.
14. Pack the bearings with high-quality, high-temp disc brake bearing grease taking extra care to work the grease in between all of the rollers. Use of a bearing grease packer makes this fast and easy. Place the large bearing in the inner race and install the oil seal using a suitable diameter drift until it is flush with the outside edge of the hub. Apply grease to the lip of the oil seal and between the bearing and seal to provide additional grease availability for the inner bearing. Do the same to the inside of the bearings as well.

Note: *A general high-temp disc brake wheel bearing grease specification as per Timken's recommendations: Soap Type - Lithium Complex or Equivalent, Dropping Point - 446°F (230°C) Minimum, Consistency - NLGI No. 2 or No. 1, Additives - Corrosion & Oxidation Inhibitors, Extreme Pressure (EP) Optional, Base Oil - Solvent Refined Petroleum Oil. Additionally, waterproofing agents such as those found in marine type wheel bearing grease can be of benefit as well for vehicles to be driven in wet conditions.*

Caution: *Do not pack hubs completely full of grease as this doesn't allow any room for thermal expansion and can generate excessive heat and pressure and blow out the seals, allowing the grease to exit and contaminants to enter. With the bearings pre-packed with grease, the open space in the hubs between the bearings should be no more than half filled with grease.*

15. Lightly grease spindle and install hubs being careful not to damage the oil seal on the threads.

Tip: *Wrap threaded end of spindle with electrical tape to cover threads and sharp leading edges to avoid damaging seal on installation.*

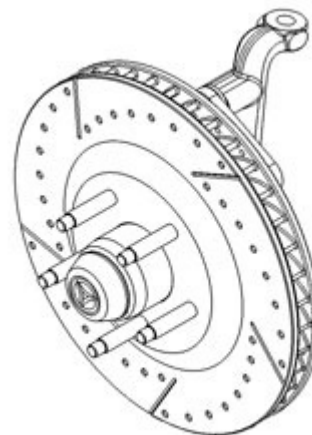


16. Install hubs and outer bearing, followed by the washer and spindle nut. Snug the spindle nut to 12 ft-lb [16 Nm]. Rotate the hub to seat the bearings in their respective races and re-torque. Depending on the grease used, this may take several iterations to get the bearings to seat entirely. Loosen the spindle nut approximately 1/8 of a turn (45°) and install new 1/8" x 1-1/2" cotter pin. If the cotter pin hole doesn't quite line up, loosen spindle nut up to a 1/16 of a turn (22.5°) further in order to align holes and install cotter pin. The bearings should have zero (0) preload and the hub should have no more than .003" axial endplay. Bend one end of the new cotter pin over the end of the spindle shaft and the other axially against one flat of the nut and cut off any extra length if it interferes with the dust cap. The cotter pin should be secure and not have any excessive play.

Caution: *Never reuse old cotter pins.*

17. Apply grease outboard of the outer bearing similar to the inner bearing.
18. Install the dust cap using a soft hammer or mallet. If you're using the optional KORE3 billet grease caps with o-rings, be sure to apply a small amount of grease to the o-ring prior to installation, as this will aid in fully seating the o-ring into the detent.

19. Clean the rotors. All grease, oils, and/or rust inhibitors must be fully removed. Bare rotors should rust almost immediately when exposed to water and/or humidity. Removal of certain rust inhibitors may require solvent; however the final cleaning should be with soap and warm water for the best results. Dishwasher and/or laundry detergent both work quite well. Zinc washed rotors will not rust when new, but should be cleaned using the same procedure.

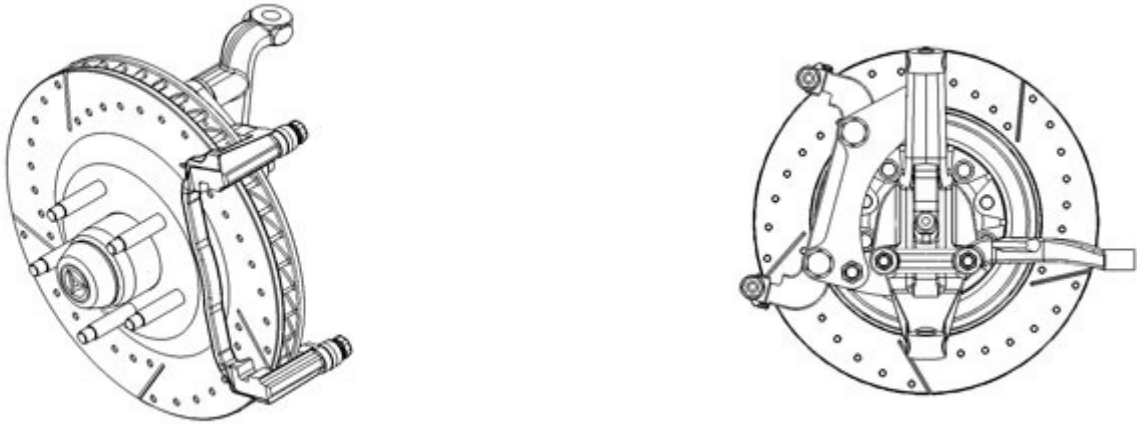


20. Install rotors, placing the left "L" rotor on the driver's side of the vehicle and the right "R" rotor on the passenger's side if they have directional cooling vanes. The rotors with directional cooling vanes

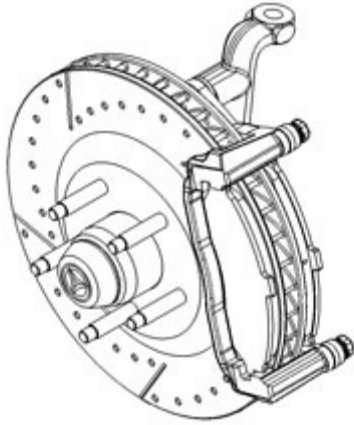
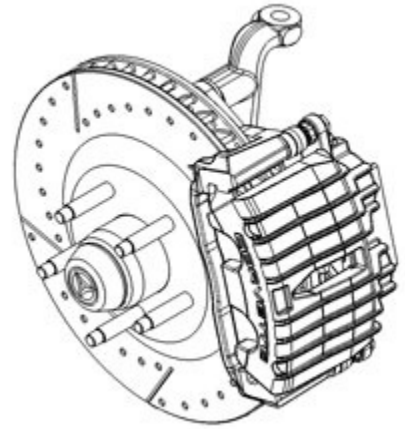
should be installed on their respective sides for best performance. Looking at the rotors on the car, the vanes should slope radially from inside to outside opposite the direction of rotation.

21. Use two lug nuts on each rotor to temporarily hold the rotors in place while assembling the caliper assemblies.
22. Fit the pad abutment brackets (PABs) to the KORE3 conversion brackets using the supplied M14-2 x 30mm HHCS fasteners. Verify that the rotors are approximately centered in each PAB. If it is not, check that the rotor is fully seated on the hub and that the bracket is parallel to the rotor and properly seated on the spindle. Refit and recheck as necessary.
23. Remove the M14-2 x 30mm HHCS fasteners one at a time and reinstall after applying two (2) drops of high-strength threadlocker to each bolt and torque to 125 ft-lb [170 Nm].
24. Liberally coat the entire surface of the pins and inside the pin boots with high-temp brake grease. Install the caliper pins, pin boots, pad abutment shims, and disc brake pads into the PABs.

Caution: *Remove any excess amounts of grease as it can contaminate the friction surfaces causing a potentially unsafe condition, and ultimately require pad replacement.*



25. Install anti-rattle (preload) spring clips in bridge of caliper bodies. If you are using C6 front calipers, they do not accept the anti-rattle springs.
26. Fit the caliper over the brake pads and align the caliper mounting holes with the caliper pins in the PAB. Attach using the hex head caliper mounting bolts, M8-1.25 x 20mm HHCS Class 10.9, typically supplied with the calipers. Torque caliper mounting bolts to 25 ft-lb [34 Nm]. Make sure that the rubber caliper pin dust boots are seated securely in the grooves on the PAB and caliper pins, as this will help ensure smooth operation and maximize component performance and life.



27. Install new flex lines leading from hard lines to calipers and reconnect to calipers using new crush washers at the banjo fitting; torque to 14 ft-lb [19 Nm].

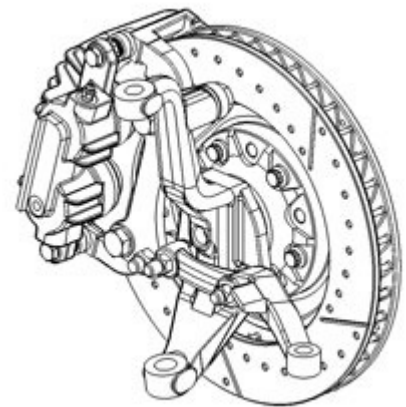
Caution: *Never reuse crush washers as they are designed for one-time use only.*

28. Connect to hard line and torque to 17 ft-lb [23 Nm] using the appropriate line wrenches.

Caution: *Do not use Teflon® tape or other thread sealer/lockers on flare type brake line fittings, as it can actually prevent the fittings from properly seating resulting in an unsafe condition.*

29. Make sure that the brake lines are long enough and don't interfere with any moving parts. Turn the tires lock to lock and cycle the suspension to verify flexible brake line routing. Failure to properly ensure that your brake hoses are routed safely and securely now, may lead to sudden brake loss later. If you loosen a banjo fitting to reroute a hose, be sure to replace the crush washers with new ones.

30. KORE3 recommends the use of an adjustable proportioning valve in the rear brake line to control and adjust the line pressure going to the rear brakes. This device allows you to adjust the front/rear brake bias of your vehicle, allowing you to tune your brakes so that the front tires lock up just before the rears. Due to the near infinite number of variables involved (vehicle weight, weight distribution, tires, tire pressure, temperature, standard driving/racing surfaces, weather, etc) we have no fixed settings that we can guarantee will work for your application. You must iteratively test and tune your brakes to match your vehicle and your driving preferences. An under-steer condition, where the front tires lock before rear, under brake lock-up is preferred strictly in the sense of safety. An over-steer condition can cause an unrecoverable loss of control of the vehicle.



31. Bleed the brakes thoroughly. If you haven't completely flushed your brake fluid within the past 2 years, now would be a good time. Most passenger vehicles are rated for DOT3/4 brake fluid, which typically performs well with regular fluid change intervals. Only use brake fluid from a previously unopened container and never buy large amounts of brake fluid because it is extremely hygroscopic and readily absorbs water, reducing its effective boiling point.

Caution: *If your system currently has DOT5 type silicone based fluid in it, do not change back to DOT3/4 glycol type unless you intend to change every component in your brake system. The two fluid types are not compatible and it is all but impossible to completely flush out silicone brake fluid. KORE3 does not recommend the use of DOT5 type silicone based brake fluids for performance applications.*

32. Remove lug nuts used to temporarily hold rotors in place and reinstall wheels and lug nuts.

33. Verify fitment and clearances, particularly between the wheel and the caliper. Completely inspect all of the components making sure that nothing interferes with any moving parts. Adjust steering stops if necessary. If you, the installer, have any questions, please get them answered prior to driving the vehicle.

Note: *Final fitment of the wheel to the caliper is the responsibility of the installer. Verify that there are no interferences between the wheel and the caliper, both radially outward and between the spokes and the face of the caliper. Pay special attention to lead balancing weights when applicable and relocate them as necessary. If you rotate your tires, check fitment with all appropriate wheels, including your spare. Wheel spacers are not recommended by the Wheel Industry Council, and may or may not meet certain legal requirements. It is the sole responsibility of the installer to properly specify and install wheel spacers if they are to be used. Please contact us if you have any questions regarding your particular application.*

34. Remove the vehicle from the jack stands.

35. Torque the lug nuts in a crisscross pattern in 25 ft-lb [34 Nm] increments up to final torque of 70-80 ft-lb [95-109 Nm] for $\varnothing 7/16$ " studs and 80-90 ft-lb [109-122 Nm] for $\varnothing 1/2$ " studs. Studs should have at least 8 turns minimum thread engagement on each lug nut. Check bearing play with one hand at the top of the tire and the other at the bottom. If it moves more than .005", recheck the bearings after making sure that your ball-joints are in good condition.

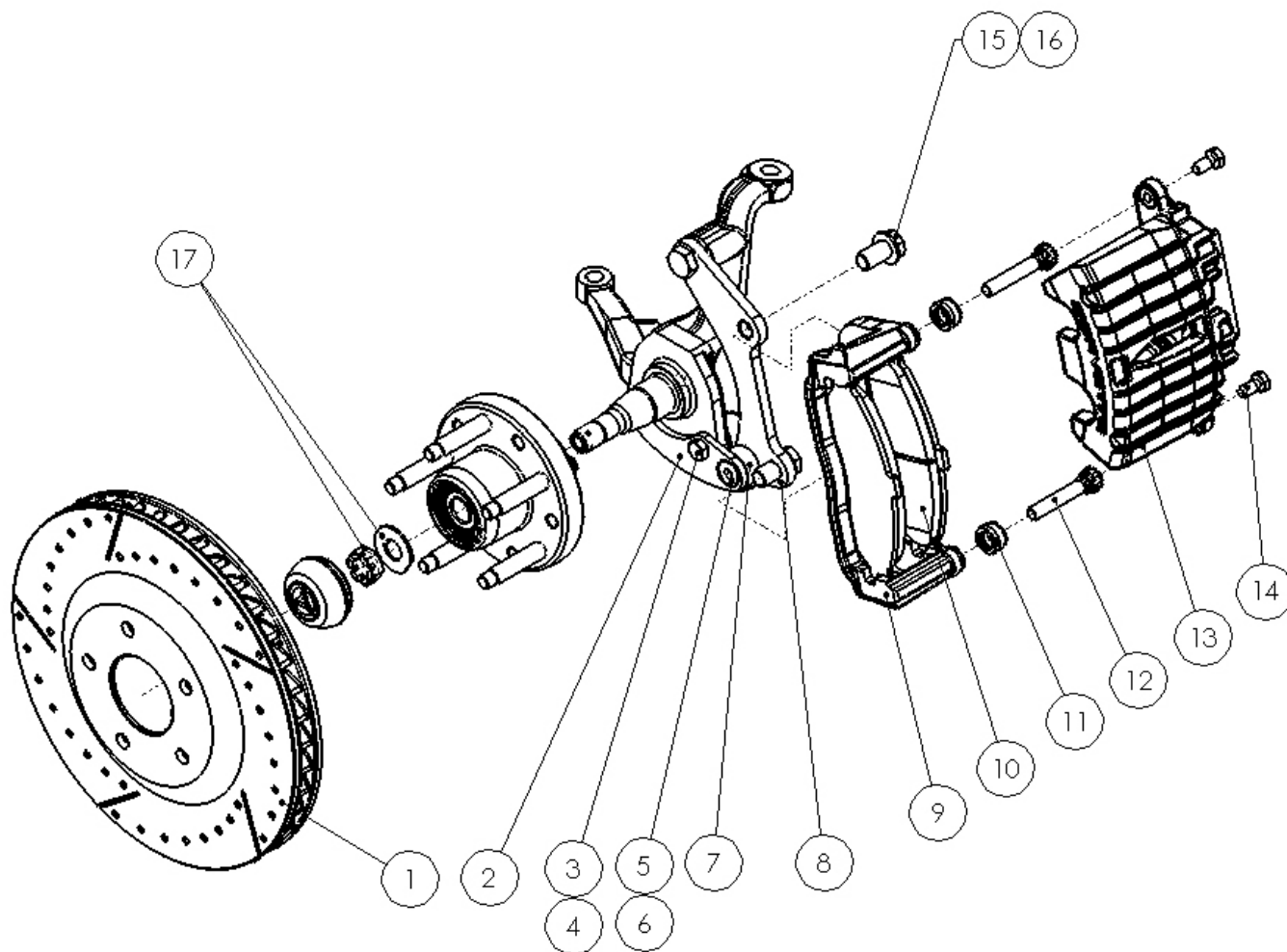
Caution: *Do not use air or electric impact wrenches to remove or reinstall lug nuts as it may strip the knurl of the wheel studs in the hub.*

36. Test the brakes in a safe, off-road environment. Don't assume anything. The pads and rotors should be bedded-in for best performance and life as per the rotor and/or pad manufacturers' recommendations. This typically consists of heat cycling the brakes several times by consecutively more aggressive stops followed by cool down periods.

37. Torque the wheel lug nuts again after driving the vehicle 25-50 miles [40-80 km]. Retorque wheels every 100 miles [161 km] until the torque is maintained and then follow standard maintenance intervals. Perform a general inspection at this time and recheck axial endplay in the wheel bearings. Readjust if necessary.

II. Exploded View & Part List:

Please refer to the following exploded view and parts list in conjunction with the instructions. Parts shown and listed below are for your reference only. Some of the items are optional and may or may not have been included in your kit. Please refer to your original invoice and/or packing list for details regarding what was included with your purchase.



KORE3 1958-1964 Chevy B-Body Big-Brake Kit				
Item	KORE3 #	Qty	Description	Reference #
1	10018-03	1 ea	Rotor, 325 x 32, 5 x 4.75, 70.5, LH, D&S (C5/C6)	GM #19183533
	10018-05		Rotor, 325 x 32, 5 x 4.75, 70.5, LH, Plain (C5/C6)	GM #19175116
	10019-03	1 ea	Rotor, 325 x 32, 5 x 4.75, 70.5, RH, D&S (C5/C6)	GM #19183532
	10019-05		Rotor, 325 x 32, 5 x 4.75, 70.5, RH, Plain (C5/C6)	GM #19175115
2	10228-01	1 ea	KORE3 Anchor Bracket, LH, GM 58-64 B-body	N/A
	10228-02		KORE3 Anchor Bracket, RH, GM 58-64 B-body	N/A
3	N/A	4 ea	7/16-20 x 2-1/2 HHCS	N/A
4	N/A	4 ea	7/16-20 Locknuts	N/A
5	N/A	2 ea	1/2-20 x 2 FHCS	N/A
6	N/A	2 ea	1/2-20 Locknuts	N/A
7	10231-01	2 ea	Spacer, .516ID x 1.25OD x .600	N/A
8	10229-01	2 ea	KORE3 Big-Brake Caliper Bracket, GM 58-64 B-body	N/A
9	10033-01	2 ea	Pad Abutment Bracket, Front, C5/C6	GM #12455799
10	10017-02	1 ea	Brake Pad, C5/C6, Front, ACD Ceramic	GM #88909667
	10017-03		Brake Pad, C5/C6, Front, ACD Semi-Metallic	GM #18038570
11	10037-01	4 ea	Caliper Pin Boot, Front/Rear, C5/C6	GM #12530703
12	10035-01	4 ea	Caliper Pin, Front, C5/C6	GM #12530697
13	10029-01	1 ea	Caliper, Front Left, C5, Standard (Black Anodized)	GM #12530683
	10029-02		Caliper, Front Left, C5, Z06 (Red)	GM #88895128
	10210-01		Caliper, Front Left, C6 (Grey)	GM #88964164
	10030-01	1 ea	Caliper, Front Right, C5, Standard (Black Anodized)	GM #12530682
	10030-02		Caliper, Front Right, C5, Z06 (Red)	GM #88895129
	10211-01		Caliper, Front Right, C6 (Grey)	GM #88964165
14	N/A	4 ea	M8-1.25 x 20mm HHCS (Caliper Pin bolt)	GM #14067559
15	N/A	4 ea	M14x2.0 x 30mm HHCS	N/A
16	N/A	4 ea	14mm Hardened Washer	N/A
17	10062-01	2 ea	Spindle Nut & Washer, 3/4-20	Motormite #05193
16*	10039-01	1 ea	Proportioning Valve, Adjustable	Summit #SUM-G3905
17*	10059-01	2 ea	Banjo Bolt, M10-1.0 x 20mm	GM #10287463
18*	10060-01	4 ea	Crush Washer, 10mm, Copper	GM #10139097
19*	10061-18	2 ea	<i>FlexKORE™</i> Brake Hose, Big-Brake Conversion	N/A
20*	10064-01	2ea	Retainer Clip, 5/8 Brake Fitting	N/A

Note: (*) – Items not shown in exploded view assembly drawing above.

Substitute the following items when running the 340mm x 32mm C6 Z51 rotor big-brake kit with 2-piston, floating, PBR calipers.

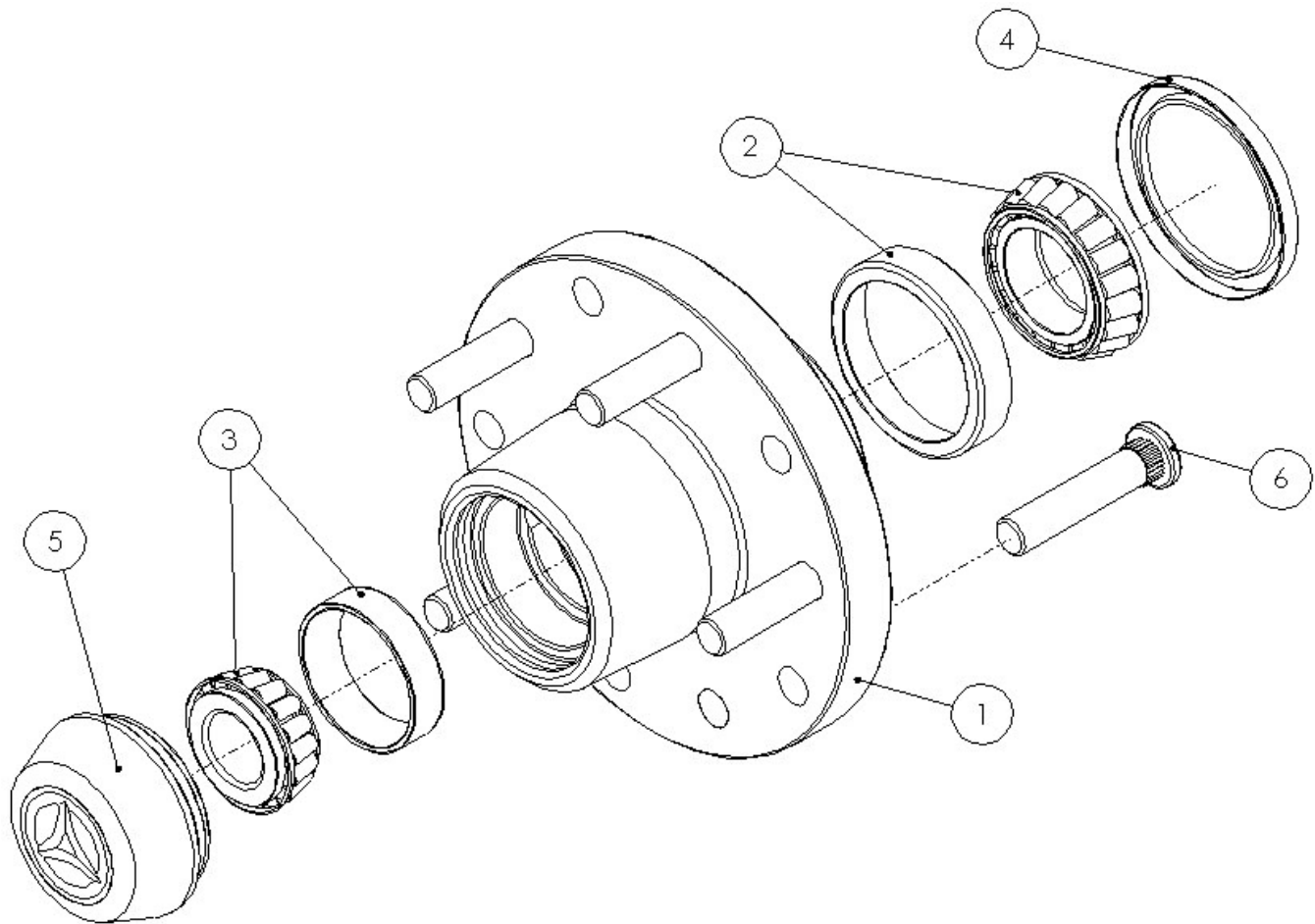
KORE3 58-64 GM B-Body Big-Brake Kit: 340mm [13.4"]				
Item	KORE3 #	Qty	Description	Reference #
1	10101-01	2 ea	Rotor, 340mm x 32mm, Drilled, C6 Z51	GM #89060328
9	10099-01	2 ea	Pad Abutment Bracket, C6 Z51	GM #88964166

Substitute the following items when running the KORE3 "Hybrid" 355mm x 32mm C6 Z06 rotor big-brake kit with 2-piston, floating, PBR calipers.

KORE3 58-64 GM B-Body Big-Brake Kit: Hybrid 355mm [14.0"]				
Item	KORE3 #	Qty	Description	Reference #
1	10156-01	2 ea	Rotor, 355mm x 32mm, Drilled, C6 Z06	GM #19121787
8	10230-01	2 ea	KORE3 Caliper Bracket, Hybrid, GM 58-64 B-body	N/A

Substitute the following items when running the 355mm x 32mm C6 Z06 rotor big-brake kit with 6-piston, fixed, M-series, PBR calipers.

KORE3 58-64 GM B-Body Big-Brake Kit: 355mm [14.0"]				
Item	KORE3 #	Qty	Description	Reference #
1	10156-01	2 ea	Rotor, 355mm x 32mm, Drilled, C6 Z06	GM #19121787
9,	10152-01	1 ea	Caliper, 6-Piston, Left Front, C6 Z06	GM #19121788
11-14	10153-01	1 ea	Caliper, 6-Piston, Right Front, C6 Z06	GM #19121789
10	10158-01	1 set	Brake Pad Kit, Front, C6 Z06	GM #19121809



KORE3 Big-Brake Conversion Hub for 58-64 GM B-Body				
Item	KORE3 #	Qty	Description	Reference #
1	10016-01	2 ea	Hub, Aluminum, KORE3 Big-Brake Conversion	N/A
2	10022-01	2 ea	Wheel bearing, Inner (1.250 ID)	SET6
3	10022-02	2 ea	Wheel Bearing, Outer (.750 ID)	SET2
4	10023-05	2 ea	Oil Seal	CR #18546
5	10024-01	2 ea	Grease Cap, OE	Dorman #618-102
	10040-02	2 ea	Grease Cap, KORE3 Billet Aluminum (Optional)	N/A
	10053-01		O-Ring, Grease Cap (Optional)	AS568A #134 (Buna-N)
6	10025-01	10 ea	Wheel Stud, 7/16-20 x 2.125, Press-In	Dorman #610-157
	10077-01		Wheel Stud, 1/2-20 x 3.47, Screw-In (Optional)	ARP #100-7704

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