

Installation Instructions

1955-1957 CHEVY 2" DROPPED SPINDLES

*Please read these instructions completely **BEFORE** starting your installation!*

Your *HEIDTS* Hot Rod Shop 2" Dropped Spindles contain the following items:

- 2) '55-'57 Chevy Dropped Spindles
- 2) Caliper Brackets, Mid-Size GM
- 4) 7/16-20 x 1" Grade 8 Hex Bolts
- 2) 7/16-20 x 1-1/2" Grade 8 Hex Bolts
- 2) 7/16-20 x 2" Grade 8 Hex Bolts
- 8) 7/16 Lock Washers

This kit uses '78-'87 Monte Carlo or '82-'92 S-10 Calipers, '79-'81 Monte Carlo or '82-'92 S-10 Rotors & '79-'81 Camaro Brake Hoses

Begin the installation by supporting your car on sturdy jack stands. Remove the wheels and brake drums. Detach the flex lines from the frame and removing the lines and backing plates. The steering arms will also need to be removed from the spindles, but leave the tie rod ends and tie rods attached to the arms, as they will be bolted right back onto the new spindles intact. Working on one side at a time, use the floor jack to raise the lower control arm, and loosen the ball joint nuts, but do not fully remove them. Loosen the ball joints by tapping on the spindle sideways or on the end of the ball joint with a brass hammer. Remove the nuts and the spindle. Place the new 2" Dropped Spindle on the ball joint studs, install and tighten the castellated nuts and install the cotter pins. New cotter pins should always be used. Now install the steering arms using the 7/16 x 1-1/2" and 2" bolts and lock washers supplied. Loctite is always recommended on these parts. Then install the caliper plates onto the spindles as shown using the 7/16 x 1" bolts and lock washers supplied. Again, Loctite is highly recommended here also. With the suspension both fully up and down and at ride height, check for any contact of the control arms to the spindles when they are steered back and forth. If there is any contact, slight grinding of the control arms may be required.

Proceed with the rest of the disc brake parts. (Full instructions for *HEIDTS* Hot Rod Shop Disc Brake Kit are included in that kit.) A wheel alignment will probably be required, as the caster angle will have changed since the angle of the car has changed. Check that no parts contact anything, especially the brake lines.

A 1" or 1-1/16" bore master cylinder with a power booster is recommended. If manual brakes are retained a 7/8" bore master cylinder will work best. A proportioning valve will also be required, to balance the front and rear brakes.

