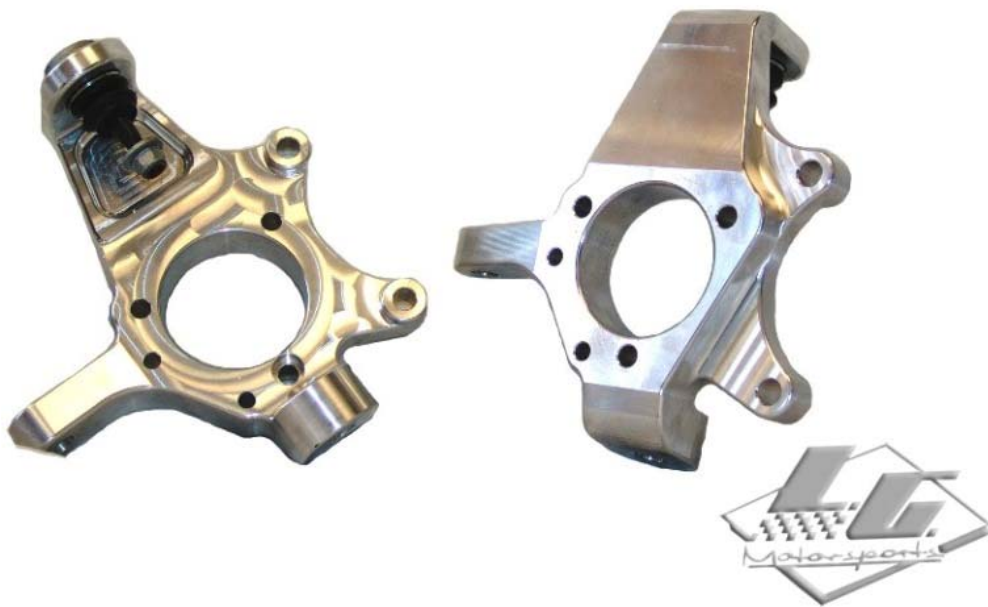


LG MOTORSPORTS BILLET DRAG SPINDLES



“THE MOST POWERFUL HEADERS ON THE PLANET”
Brought to you by LG Motorsports
972-429-1963

Parts Inventory:

1. Driver side spindle
2. Passenger side spindle

Optional:

1. C5 rear brake kit (calipers, brackets, rotors, pads, hardware)

Instructions:

Removal:

Start by supporting the car on a lift, or 4 jack stands on a level surface about a foot or more off of the ground. You will need to remove the rear wheels and tires for install

If you are going to be installing these when also doing an entire drag kit, go ahead and remove the front wheels at this time as well. If you are also installing the rear brake kit, make sure you have brake fluid to bleed the system once everything is complete

Install:

If you are installing these spindles on a base C5 or C6 Corvette (non Z51/GS/ZO6/ZR1) you can re-use your calipers and hardware. Start by removing the calipers, pads, and rotors.



Figure 1: Rear suspension with wheel/tire removed

Next you will need to free the spindle from the car by removing the wheel speed sensor cables, parking brake cable, tie rods, ball joint nuts, and axle nuts.

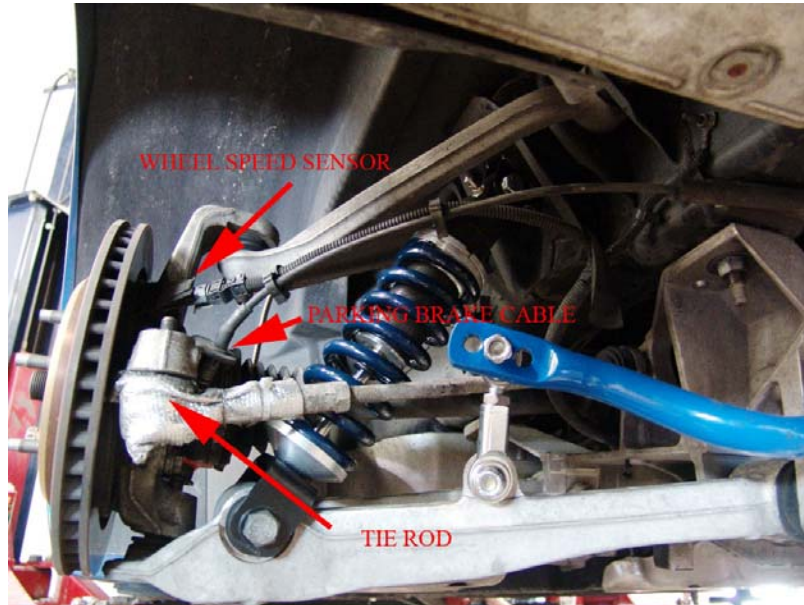


Figure 2: Taking rear suspension apart

Once you have all attachment points and wires removed from the spindle, remove the spindle and wheel bearing assembly from the car. Unless you are installing new bearings into the drag spindle you will need to transfer over the bearing from the OEM unit to the drag spindle. You will also be transferring over all of your OEM parking brake assembly and brackets from the OEM spindles to your drag spindles. You will need a T55 Torx bit and something to apply heat to the bolts to loosen the loctite. Once removed you will apply new loctite to the bolts and install to the drag spindle making sure to torque all bolts to 96 ft-lbs.

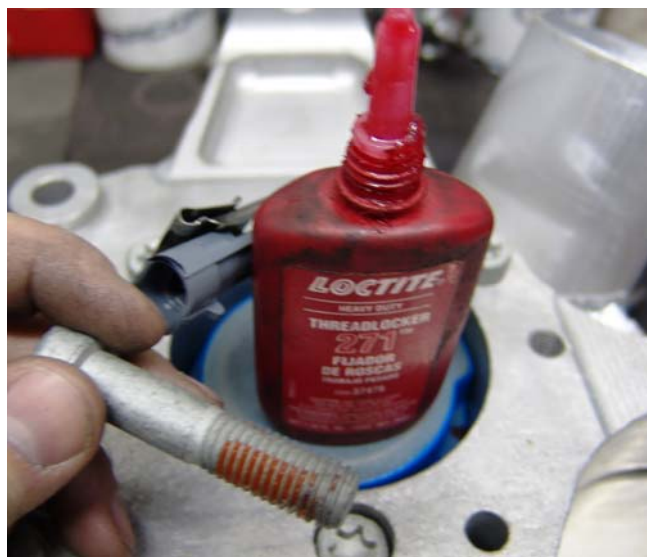


Figure 3: Loctite used on wheel bearing bolts

Depending on your setup, and wheel combination you may have to remove some material from the lower control arms to allow the 15" wheels to clear the arms. Shown in the figures below is typically what is removed from a C6 arm using a 15x10.5" Weld RTS wheel on a C6Z06. Your combination may vary. You can choose to remove your control arms now and machine, or continue and mark your clearance points once the car is assembled. Wheel size, width, and offset will all effect how much or little will have to be removed.

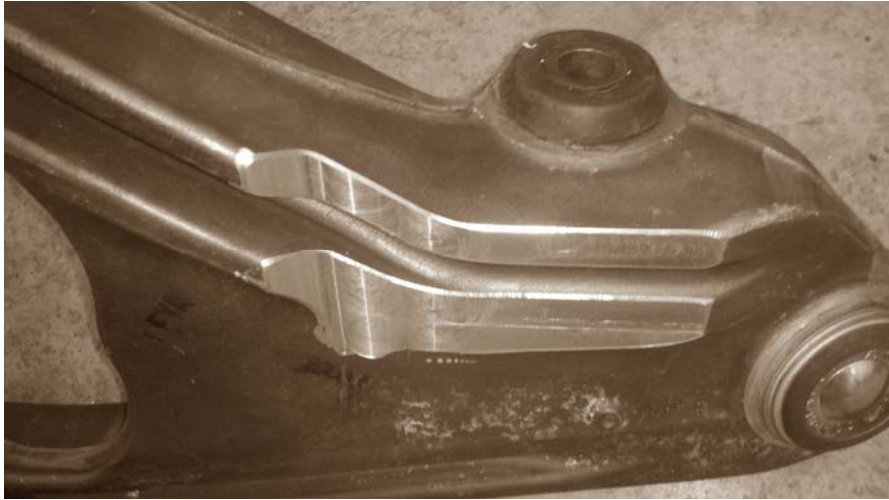


Figure 4: Clearance for 15" wheel



Figure 5: Clearance for 15" wheel



Figure 6: Lower Control arm clearance for 15” wheel

Once the spindle is complete, you will re-install it just like the OEM unit making sure to hook up your wheel speed sensor wires, tie rod ends, parking brake cable, and upper/lower ball joint nuts.

Please follow instructions in your service manual on installing the base model brakes onto your car if you are un-sure of how the items fit.

Take a moment to go over all connection points and brake system. If you installed new calipers be sure to do a full bleed on the brake system and check for leaks.



Figure 7: Rear drag spindle installed with brakes

Once all items are installed, take a moment to install one wheel and check clearance at the lower control arm. Note that the wheel will get closer to the arm as the suspension moves in bump travel. Clearance as needed for your combo. Also you will need to check your wheel spoke to caliper clearance. Some wheels may require some of the ribs on the caliper to be removed. You can see this in Figure 7 above as the silver areas on the caliper.

Torque the wheels and set the car on the ground.

We thank you for choosing LG Motorsports for all of your Corvette needs.

Lou Gigliotti
President LG Motorsports



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