

## *Corvette Hub/Bearing Adapter Installation Manual* *4th-Gen F-body*

This manual covers the installation of our Corvette hub adapter, used with 98+ (LS1 style) Camaro and Firebird spindles. The adapter will work with 1997-2008 Corvette hubs, including the SKF race hub, as sold by Pfadt. Please read the manual fully before beginning. Professional installation is not required, but is advised if the buyer does not have the necessary skills or semi-standard automotive tools.

This adapter will not affect the rotor placement, any different than the factory f-body hub. Therefore, all of the same brake kits in the aftermarket made for 98+ f-body cars will fit.

**DISCLAIMER:** This product, as in all products made by Road Race Suspension, was designed with maximum safety in mind. However, auto-racing is a dangerous and sometimes deadly sport, and because of this, rrSUSP cannot be held liable for the use of this product. A full inspection of the bolts and other hardware is highly recommended before each event. Buyer/Driver assumes all liability for injury or death.

*[www.RRSUSP.com](http://www.RRSUSP.com)*  
Made in the USA

## Installation instructions for the Corvette Hub adapter:

### Tools required:

Refer to your service manual for an exact list of what's required to remove the brake calipers and rotors from your vehicle. Beyond those tools, you'll need:

Torque wrench (ft-lbs)

10mm Allen socket (and adapter if needed to fit your torque wrench)

12mm 12-point socket (and adapter if needed to fit your torque wrench)

3/16 Allen (socket type recommended, but a standard Allen wrench will do)

### Step 1:

Unpack all parts, and familiarize yourself with them. We'll start by assembling the adapter and bearing before tear-down of the vehicle, to minimize down time.

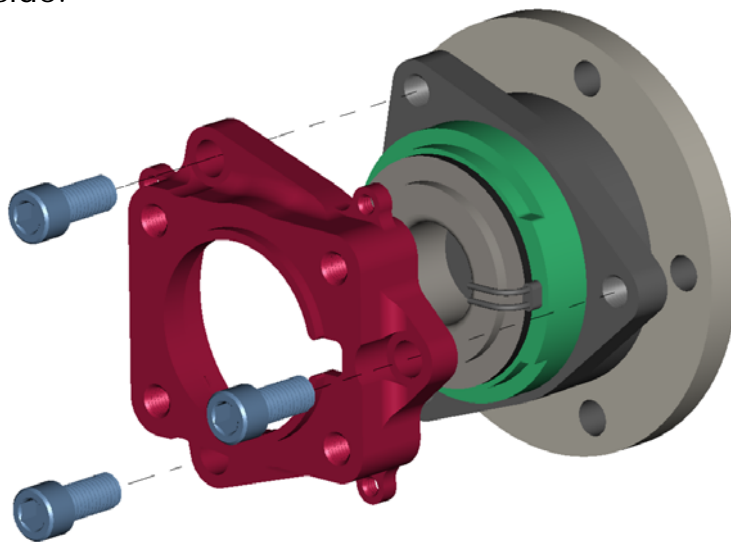
### Step 2:

The Corvette hub has a flimsy plastic shield on the back to support the ABS connector. Carefully remove the connector from the plastic, and discard the shield.

### Step 3:

Thread in M12 SHCS screws to attach the vette hub to the adapter, using blue loctite, and snug by hand. There are no washers used in this step. Make sure that you have the ABS wires lined up with the relief in the adapter, as shown below. It's recommended to wrap the ABS wires in tape to further protect them from abrasion on the adapter or spindle as the wheels are steered.

Repeat for the other side.



### Step 4:

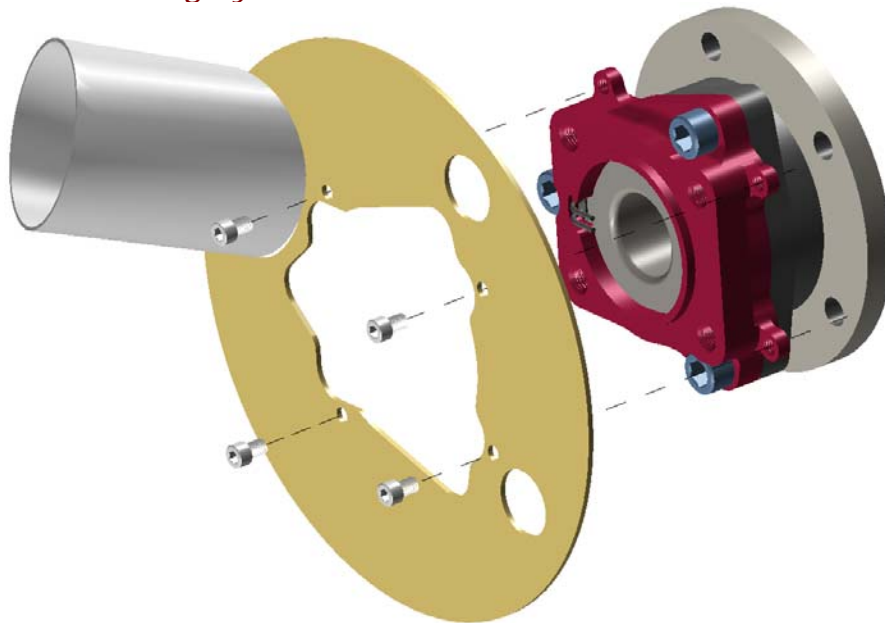
Clamp the adapter in a vice and torque the M12 bolts to 90-95 ft-lbs (requires a 10mm Allen socket tool)

### Step 5:

Without a brake plenum, this part now acts like a stock f-body hub. You may skip this step

With a brake plenum, attach the plenum to the adapter using four 1/4-20 x 3/8 SHCS, and blue loctite, to 8-10 ft-lbs (requires 3/16 Allen, torque to 96-120 in-lbs if your torque wrench won't read ft-lbs this low)

*We can provide a template that you may print and use to cutout your own brake plenum plate. You'll also have to weld the brake hose adapter to the plenum plate. Email us for the template. Visit [www.blainefab.com](http://www.blainefab.com) if you lack the ability to make these parts. They're not required, but highly recommended for track cars.*

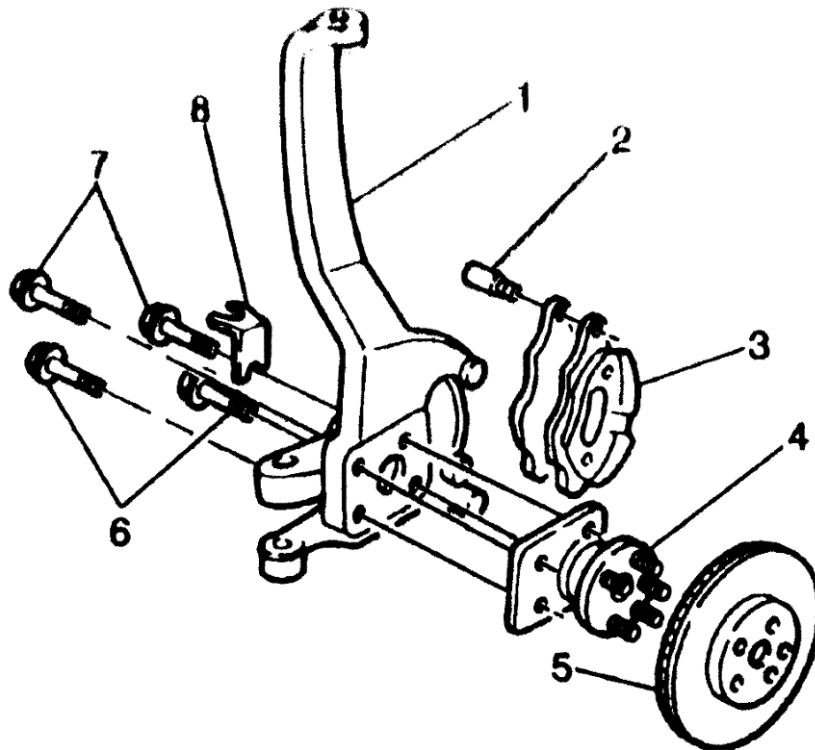


### Step 6:

Prepare the vehicle for disassembly. Follow your factory service manual, or similar manual, for how to safely jack up the car, place it on jack-stands, and remove the brake caliper and rotors. Make sure the caliper does not hang by it's brake hose. If you have aftermarket brakes that have a separate caliper and caliper bracket, it may be possible to leave on the caliper bracket (Wilwood for example)

### Step 7:

Remove the four hub mounting bolts from the back of the spindle, and remove the OEM wheel hub. (bolt #7, hub #4 in the factory diagram below).



### Step 8:

Just as with replacing an OEM hub, you may now attach the hub/plenum assembly to the spindle using the M10 ARP hardware (including washer) and loctite. Torque to 68-75 ft-lbs (requires 12mm 12-point socket).

*NOTE: the factory bolts are intended to be a single-use item. They should not be reused. Please use the provided hardware. The washer **must** be used.*

### Step 9:

Install rotor/brakes as per usual, refer again to the service manual. See last pages of manual for wiring mods for ABS connector.

### Step 10:

Repeat for other side.

### Step 11:

Pump up the brakes, and head out for a test run. If you purchased and installed the SKF race hubs, enjoy the lack of piston knock-back, and the ability to run multiple races without bearing play.

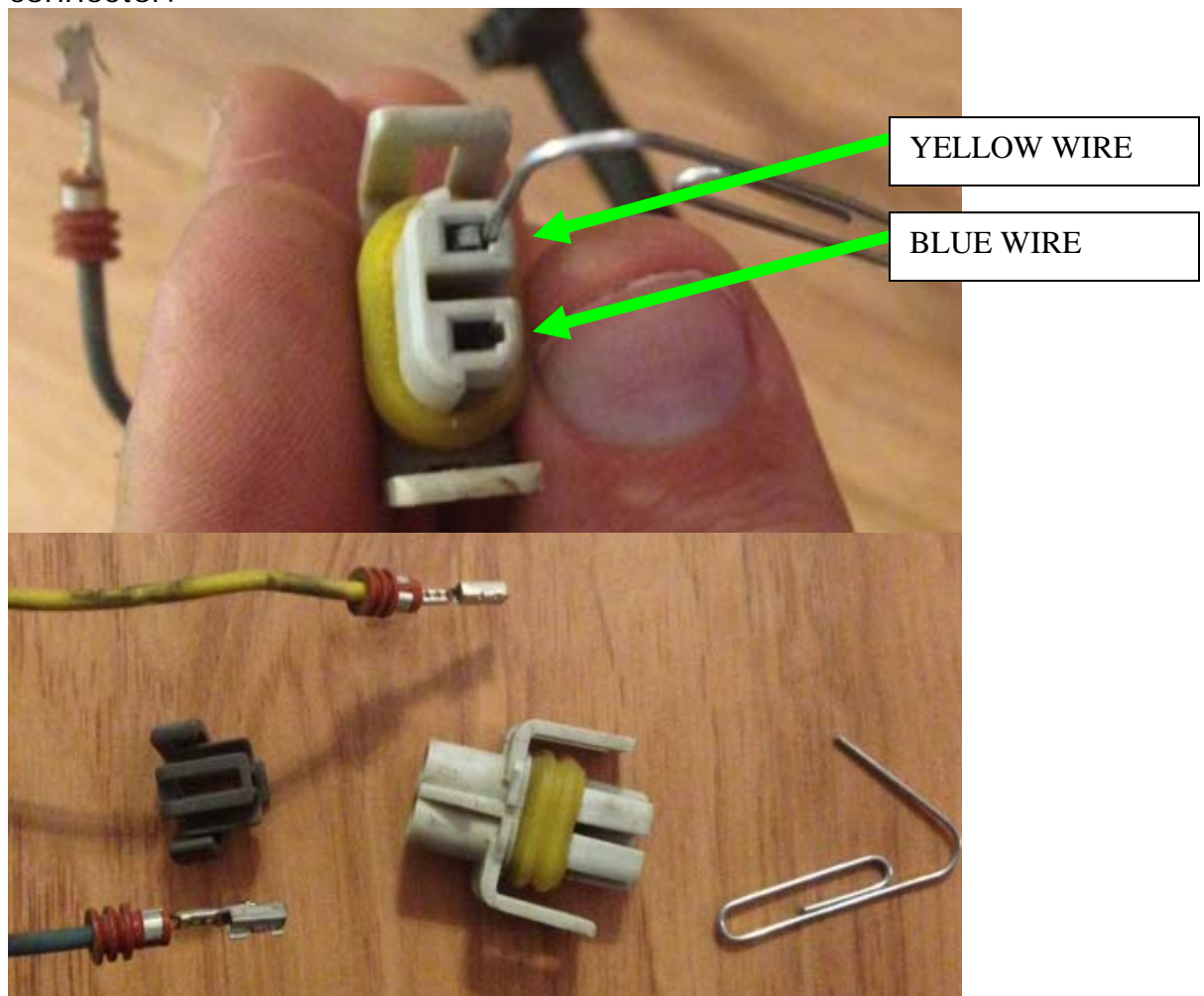
We highly recommend inspecting the hub adapters for cracks after every event. The part is machined from chromoly steel, but that doesn't mean it'll last forever. See disclaimer on Page 1.

## Wiring-modification instructions for the Corvette Hub adapter:

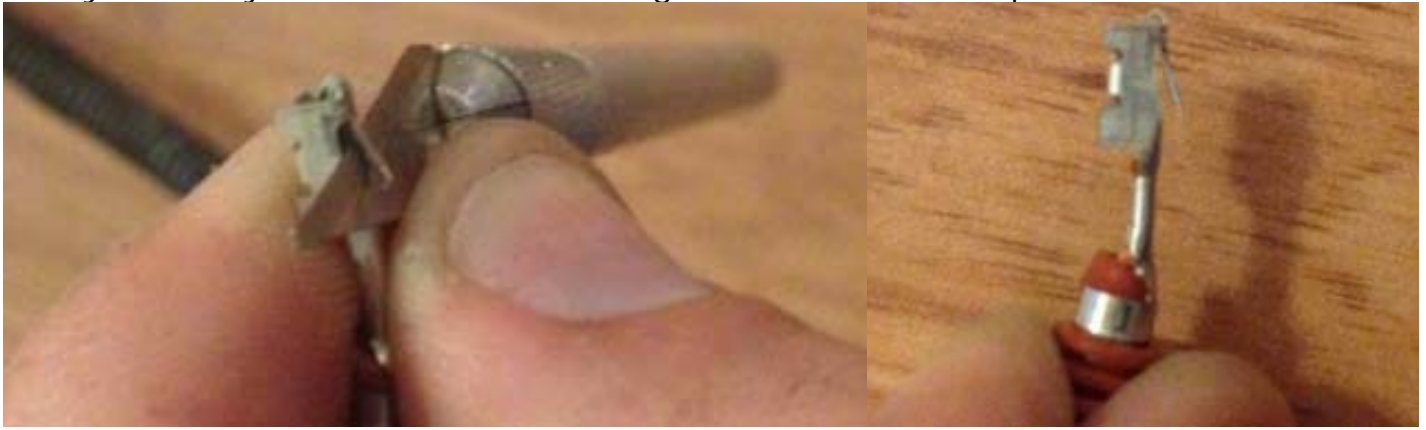
The following will guide you through an easy wiring modification to adapt to the Corvette ABS connector. You can cut and solder the wires, but it's not necessary. The pins are the same for the C5 and f-body. The C5 connector body is actually the same as the other end of the cable for the F-body. We're going to create a cable with identical connectors on each end. The C5 connector body will still fit your old f-body hub, should you need to revert back for some reason.

First, remove the pin retainer on the back-side of the connector housing. There's a plastic snap on each side.

Although it's not the proper tool, you may use a small paperclip or .025" wire to slide into the groove in the connector, and retract the pin's locking tab. Do this for both the C5 and f-body connector.



Now, you'll likely have to bend the locking tab back out on the pin. I used a razor blade



Now, slide the old pin into the new connector. Make sure that you rotate the pin, so that the locking tab will slide into the groove seen on the front of the connector housing. Also, put the colors back into the location you removed them from. Refer to the diagram above for which color goes where. Re-install the pin-retainer onto the back of the connector shell.

That's it, you're done! Now, connect it to your hub's ABS connector.



Thank you for your purchase.  
Please visit [WWW.RRSUSP.COM](http://WWW.RRSUSP.COM) for other quality products!