



# KORE3 Industries LLC

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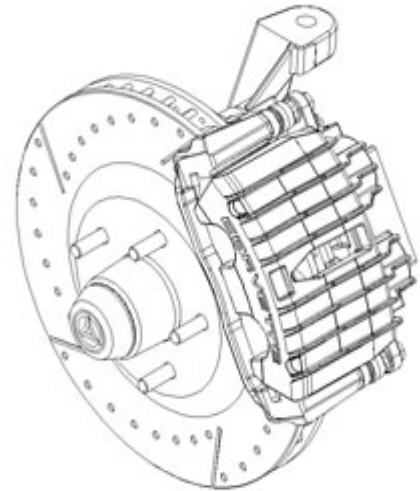
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## KORE3 FRONT BIG-BRAKE CONVERSION KIT INSTRUCTIONS FOR GM TALL-SPINDLE APPLICATIONS

**General:** This KORE3 big-brake kit was designed to adapt oversize front rotors and performance PBR calipers to GM cars equipped with tall-spindles. **Tables 1 & 2** below list models originally equipped with tall-spindles from the factory. Please note that in addition to requiring tall-spindles, this kit requires Ø17" or larger wheels for rotor/caliper clearance, depending on the rotor size and calipers selected. If you have not already verified fitment, test wheel fitment using the fitment templates available at [www.kore3.com](http://www.kore3.com) prior to installation of any components.

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 together provide flat-out braking performance and all around balance unequalled for the cost.



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](mailto:info@kore3.com) or call us toll-free at 800.357.5467 with any questions or feedback you might have.

**Note:** *KORE3 offers big-brake conversions for an every increasing number of applications. Please contact us for more details or visit our website at [www.kore3.com](http://www.kore3.com) to see our current offerings.*

### I. GM Tall-Spindle Basics:

This KORE3 big-brake conversion kit requires that your car have what are commonly referred to as the GM tall-spindles, and if it doesn't then it must be converted to tall-spindles or possibly use an alternative kit.

**Spindle:** GM made two basic variants of the tall-spindle, the Ø11" and Ø12", referring to the original nominal diameter of disc brake that came on each spindle respectively. The primary differences between the Ø11" and Ø12" spindles are the size of the integral "as-cast" caliper mount and the inside diameter of the outer wheel bearing. Either spindle will work equally well for the purpose of this conversion since the integral cast caliper mounts will need to be removed from the spindles during the installation process and our billet hub can be assembled to accommodate either outer bearing size. **Tables 1 & 2** show GM vehicles that came originally equipped with tall-spindles. All information is accurate (if not complete) to the best of our knowledge at this time, however is meant for your reference only.

<b>Table 1. GM vehicles originally equipped with Ø11" tall-spindles from the factory</b>		
73-77 Chevy Monte Carlo	73-77 Pontiac Grand Prix	73-77 Olds Cutlass
70-81 Chevy Camaro	73-77 Pontiac Lemans	75-79 Olds Omega
73-77 Chevy Chevelle	70-81 Pontiac Firebird	73-77 Buick Century
74-79 Chevy Nova	75-77 Pontiac Ventura	77-78 Buick Riviera
73-77 Chevy El Camino/GMC Sprint	77-79 Pontiac Phoenix	75-79 Buick Skylark
77-81 Full Size Chevy/Pontiac/Buick	76 Cadillac Seville	75 Buick Apollo

<b>Table 2. GM vehicles originally equipped with Ø12" tall-spindles from the factory</b>	
77-96 Chevy Full Size Caprice, Impala, Belair, Biscayne	85-94 Cadillac Fleetwood & Brougham
77-86 Pontiac Full Size Bonneville, Catalina, Grandville	77-92 Olds Delta 88 (Wagon), Olds 98
77-84 Cadillac Fleetwood & Deville	77-94 Buick Full Size Le Sabre & Electra Wagons

**Note:** *There are two major variations of the GM tall-spindles with respect to the outer bearing size. The early spindles use a .750" inside diameter (ID) outer wheel bearing and the later spindles use a .844" ID outer wheel bearing. Either spindle allows for the installation of KORE3 big-brake kits, however when selecting hubs for your conversion, take note since the outer wheel bearing must be specified during purchase. KORE3 heavy-duty hubs utilize a .844" ID SET3 outer wheel bearing and are only compatible with the later .844" tall-spindles.*

## **II. Conversion Requirements:**

**Hubs:** The original GM disc brakes (Ø11" & Ø12") for tall-spindles used integral hub/rotors. The bearing races and studs are pressed directly into the disc brake rotor casting. All KORE3 big-brake kits use slip-on type rotors sandwiched between the wheel and the hub, which improves performance and eases maintenance. KORE3 offers two billet aluminum (6061-T6) hub kits for this application, which cover most applications. We provide options for wheel pattern, wheel stud size, ABS, bearing variations, etc, so it is important that you correctly specify your application so that you get the proper components and configuration.

**Note:** *Rotor wheel patterns and center register diameters must match the hubs that you are using. All rotors supplied by KORE3 will be matched to the specific application when ordered and modified to match if necessary. All KORE3 big-brake kits maintain hub-centricity, where the center register of the hub aligns the rotor, not the wheel studs, to assure true alignment and maintain the balance of the rotor. KORE3 is not responsible for rotors purchased elsewhere.*

**Brackets:** KORE3 front big-brake caliper brackets are overkill, plain and simple, and that's the way we like it. They are laser cut from steel to tight critical tolerances so that they fit every time. The brackets are plated with a zinc-chromate finish to protect against corrosion and keep your investment looking as good as they perform. You can rest easy knowing that you never need to worry about the fatigue life of your custom caliper mounting brackets because it is infinite. We designed it that way so that not only you can rest easy, but so can we.

The mounting hardware is all Grade 8 (English fasteners) and Class 10.9/12.9 (metric fasteners).

### III. 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 the KORE3 GMTS big-brake conversion. Please refer to your vehicles factory service manual for additional details as needed.*

**Note:** *For the purpose of the GMTS big-brake upgrade, these instructions have been written for a vehicle that already has tall-spindles installed. If your vehicle is being converted from another application and you've just performed a tall-spindle conversion, start at Step 4 below.*

1. Chock the rear wheels and apply the parking brake (or put the transmission in gear or in park), loosen the front lug nuts, jack up the front of the vehicle and support it with jack/frame stands.
2. Remove the lug nuts and wheels.
3. Remove the caliper, disconnecting the flexible brake line at the hard line with the proper line wrenches to avoid rounding the tube nut.
4. Remove the grease cap from the hub. Withdraw the cotter pin and remove the spindle castle nut, washer, and rotor with integral hub complete with bearings and seals. Thoroughly clean and inspect tall-spindles, paying special attention to the bearing and seal surfaces and threads on the spindle. If there is galling, pitting, or other such damage, repair or replace spindle as required.
5. Prep the tall-spindles as per the instructions below:



Figure 1. Stock GM tall-spindle w/cut-line reference

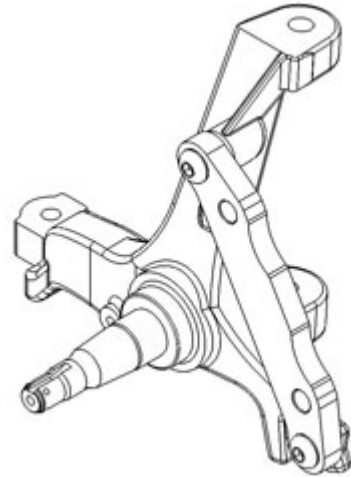


Figure 2. Modified GM tall-spindle

- a. Remove the "as-cast" caliper mount, following the contours of the spindle with your cut. Refer to Figures 1 & 2. A plasma torch, reciprocating saw (Sawzall), grinder, friction cutoff, or similar tool will do the job. Clean up the cut with a grinder, sander, file, or equivalent and make it as smooth and clean as possible. The fewer sharp edges you have on your spindles, the better to minimize stress concentrations so as not to compromise the strength of the spindle.
- b. Drill the two dust shield holes to Ø27/64" nearest the cut you just made. The upper hole is blind and should remain that way. Make sure that you are aligned with the existing hole.

This is easiest done on a drill press or milling machine prior to installing the spindles but can be done with a hand drill if careful.

- c. Deburr the pilot holes with a countersink or a larger drill bit to break the sharp edge at the top.
- d. Tap both holes 1/2-13 UNC, once again making sure to stay aligned with the pilot hole. Use tapping oil or equivalent. A tapered tap, sometimes called a starting tap, aids in tapping the holes squarely and can be run all the way through the lower, through hole. Start tapping the blind hole with a tapered tap and then finish with a bottom tap to get sufficient thread depth. Effective usable thread depth should be at least 3/4" minimum.
- e. Fit the brackets and verify that they sit flush against the spindles and that there is no interference between the heads of the M14-2 X 40mm abutment mounting bolts and the spindle. Verify that you have sufficient thread depth with bracket and mounting bolts.



6. Loosely mount the KORE3 C5 caliper mounting brackets using the 1/2-13 UNC x 1-1/4" button head cap screws (BHCS) to the spindles. You will use the supplied .045" and .063" shims between the spindle and brackets to align the caliper assembly over the rotor. When mockup is complete, apply a medium/high-strength threadlocker to the bolts and torque the fasteners to 105 ft-lb (143 Nm).

**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.*

7. Hub assembly: Skip this step if your hubs came pre-assembled. Double check that the bearings you have, particularly the outer wheel bearings, fit your spindles prior to installing the races. Please refer back to "Note" in Section I regarding spindles if you have any questions regarding this. Heat the hubs to 150-200 F, and drive bearing races into bores using a suitable diameter drift and a press. Install wheel studs into the appropriate wheel stud holes depending on whether you have the press-in or screw-in type.
8. Install ABS tone rings (reluctors) if so equipped. Gently press the tone rings into place. Using a 2.5mm hex wrench, install the M5x0.8 x 8mm setscrew from the inside pointing out with a small drop of medium strength threadlocker (Loctite 242) until the cup point firmly seats against the tone ring.
9. 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 inner oil seal using a suitable diameter drift until it is flush with the lip 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.*

**10.** 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.*

**11.** Install hubs and outer bearing, followed by the washer and spindle nut. Snug the spindle nut to 12 ft-lb [16 Nm] while rotating 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 line it up. The bearings should have zero (0) preload and the hub should have no more than .003" 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.

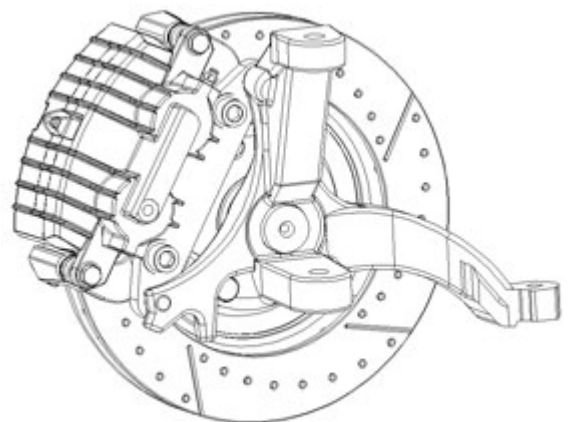
**Caution:** *Never reuse old cotter pins.*

**12.** Apply grease outboard of the outer bearing similar to the inner bearing.

**13.** Apply a small amount of grease to the o-ring and grease cap and install using the (4) supplied M3x.5mm x 12mm SHCS.

**14.** 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.

**15.** Install rotors, noting that some C5/C6 rotors are directional and some are not. If the rotors have directional cooling vanes and 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. If the rotors do not have directional vanes (pillar style vanes) or are both handed the same direction (like the OE C6 Z51 and Z06 applications), installation positions are irrelevant.



**16.** Use two lug nuts on each rotor to temporarily hold the rotors in place while assembling the calipers.

**17.** Fit the pad abutment brackets to the KORE3 conversion brackets using the supplied M14-2 x 35mm HHCS fasteners. Verify that the rotor is approximately centered in the pad abutment bracket. 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. Add or subtract shims between the bracket and spindle to center the caliper (PAB) over the rotor, +/-0.02". The brake offset dimension between the caliper and rotor mounting surfaces should measure 2.50".

18. Remove the M14-2 x 35mm HHCS fasteners one at a time and reinstall after applying two (2) drops of threadlocker to each bolt and torque to 125 ft-lb [170 Nm].

**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.*

19. Install the caliper pins, pin boots, pad abutment shims, and disc brake pads in the abutments. Liberally coat entire surface of the pins and inside the pin boots with high-temp brake grease.

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

20. Install anti-rattle (preload) spring clips in calipers.

**Note:** *C6(Z51) front calipers do not use anti-rattle springs.*

21. Align the caliper mounting holes with the caliper pins in the abutment and 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].

22. Make sure that the rubber caliper pin dust boots are securely seated in the grooves on the abutment and caliper pins, as this will help ensure smooth operation and maximize component performance and life.

23. 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.*

24. 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 and cause an unsafe condition.*

**Note:** *Both rubber and braided stainless Teflon® hoses can yield satisfactory performance, however the braided stainless lines will give you a firmer pedal due to less expansion under pressure and can have a much longer service life when properly installed and maintained. KORE3 recommends the use of DOT compliant (FMVSS106) brake lines/hoses for all applications, regardless of hose material preference. KORE3 offers FlexKORE™ brake lines for any and all custom applications.*

25. 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.

26. 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.
27. 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.*

28. Remove lug nuts used to temporarily hold rotors in place and reinstall wheels and lug nuts finger tight.
29. 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.*

30. Remove the vehicle from the jack stands.
31. 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  $\varnothing 7/16"$  & M12 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 again 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 damage the hubs.*

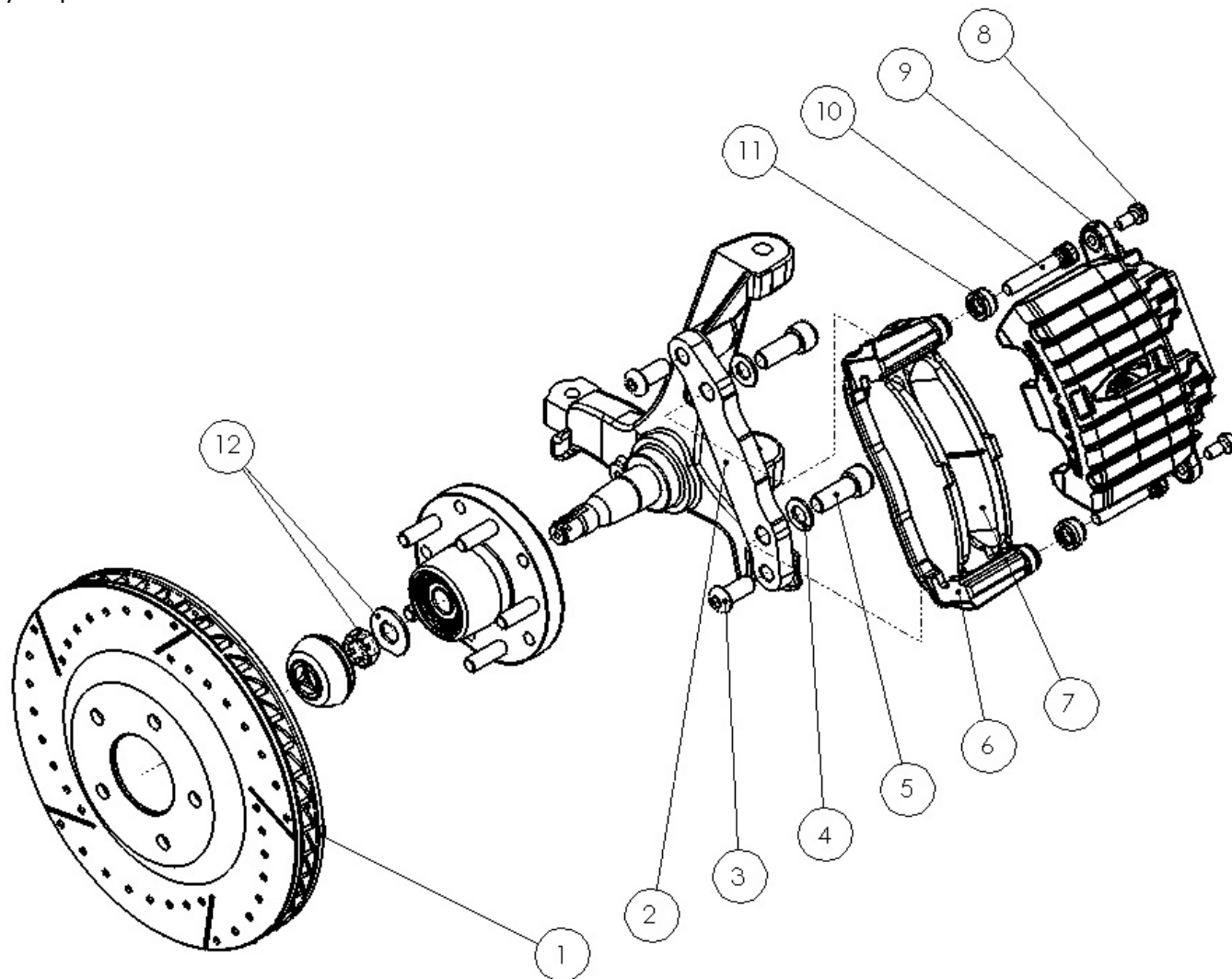
32. Test the brakes in a safe, off-road environment. Don't assume anything. The pads and rotors should be bedded-in for best performance and life as per the rotor and/or pad manufacturers' recommendations. This typically consists of heat cycling the brakes several times by consecutively more aggressive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

- 33.** 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.



#### IV. 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 GM Tall-Spindle Big-Brake Kit**

KORE3 GM Tall-Spindle Big-Brake Kit: 325mm [12.8"]				
Item	KORE3 #	Qty	Description	Reference #
***Following rotors used with KORE3 Billet Hub Kit: 5 x 4.75, 70.5***				
1	10018-03	1 ea	Rotor, 325 x 32, 5 x 4.75, 70.5, LH, D&S	GM #19183533
	10018-05		Rotor, 325 x 32, 5 x 4.75, 70.5, LH, Plain	GM #19175116
	10019-03	1 ea	Rotor, 325 x 32, 5 x 4.75, 70.5, RH, D&S	GM #19183532
	10019-05		Rotor, 325 x 32, 5 x 4.75, 70.5, RH, Plain	GM #19175115
***Following rotors used with KORE3 HD Billet Hub Kit: 5 x 5, 77.8***				
	10171-02	1 ea	Rotor, 325 x 32, 5 x 4.75/5, 77.8, LH, D&S	N/A
	10171-01		Rotor, 325 x 32, 5 x 4.75/5, 77.8, LH, Plain	N/A
	10172-02	1 ea	Rotor, 325 x 32, 5 x 4.75/5, 77.8, RH, D&S	N/A
	10172-01		Rotor, 325 x 32, 5 x 4.75/5, 77.8, RH, Plain	N/A
2	10007-01	2 ea	KORE3 Big-Brake Caliper Bracket, GMTS	N/A
3	N/A	4 ea	BHCS, 1/2-13 x 1-1/4, GR8	N/A
4	N/A	4 ea	Flat Washer, 14mm	N/A
5	N/A	4 ea	SHCS, M14-2 x 35mm, Class 12.9	N/A
6	10033-01	2 ea	Pad Abutment Bracket, Front, C5/C6	GM #12455799
7	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
8	N/A	4 ea	HHCS, M8-1.25 x 20mm, Class 10.9	GM #14067559
9	10029-01	1 ea	Caliper, Front Left, C5, Standard (Black Anodized)	GM #12530683
	10029-02		Caliper, Front Left, C5, Z06 (Red)	GM #88895128
	10030-01	1 ea	Caliper, Front Right, C5, Standard (Black Anodized)	GM #12530682
	10030-02		Caliper, Front Right, C5, Z06 (Red)	GM #88895129
10	10035-01	4 ea	Caliper Pin, C5/C6	GM #12530697
11	10037-01	4 ea	Caliper Pin Boot, C5/C6	GM #12530703
12	10062-01	2 ea	Spindle Nut & Washer, 3/4-20	Motormite #05193
13*	10039-01	1 ea	Proportioning Valve, Adjustable	Summit #SUM-G3905
14*	10059-01	2 ea	Banjo Bolt, M10-1.0	GM #10287463
15*	10060-01	4 ea	Crush Washer, 10mm, Copper	GM #10139097
16*	10061-XX	2 ea	FlexKORE™ Brake Hose	N/A

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

Substitute the following items when running the 340mm x 32mm C6 Z51 GMTS big-brake kit.

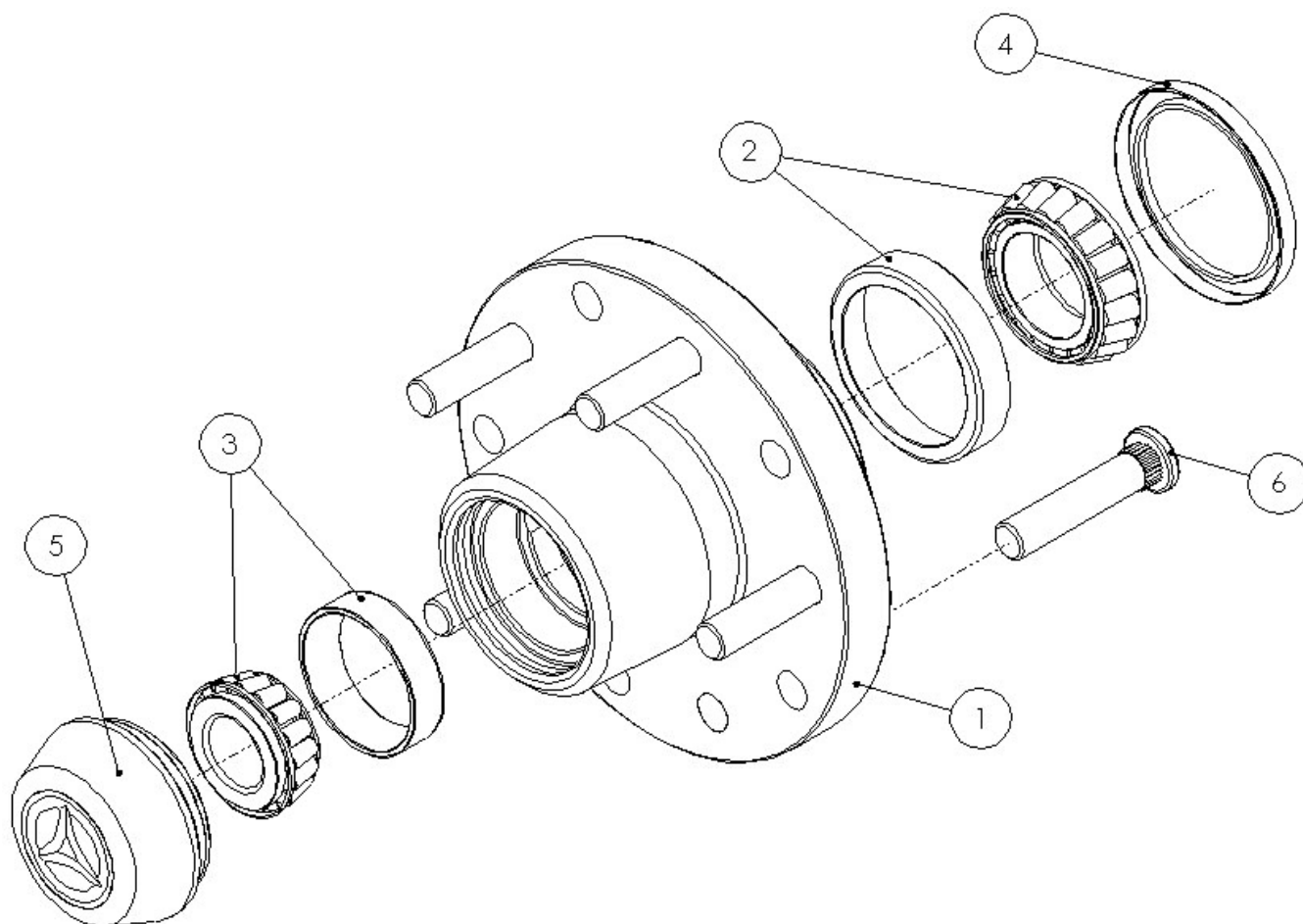
<b>KORE3 GMTS Big-Brake Kit: 340mm [13.4"]</b>				
<b>Item</b>	<b>KORE3 #</b>	<b>Qty</b>	<b>Description</b>	<b>Reference #</b>
***Following rotors used with KORE3 Billet Hub Kit: 5 x 4.75, 70.5***				
1	10101-01	2 ea	Rotor, 340 x 32, 5x4.75, 70.5, Drilled, C6 Z51	GM #89060328
***Following rotors used with KORE3 HD Billet Hub Kit: 5 x 5, 77.8***				
1	10189-01	2 ea	Rotor, 340 x 32, 5 x 4.75/5, 77.8, Drilled, C6 Z51	N/A
6	10099-01	2 ea	Pad Abutment Bracket, Front, C6 Z51	GM #88964166

Substitute the following items when running the 355mm x 32mm C6 Z06 GMTS big-brake kit.

<b>KORE3 GMTS Big-Brake Kit: 355mm [14.0"]</b>				
<b>Item</b>	<b>KORE3 #</b>	<b>Qty</b>	<b>Description</b>	<b>Reference #</b>
***Following rotors used with KORE3 Billet Hub Kit: 5 x 4.75, 70.5***				
1	10156-01	2 ea	Rotor, 355 x 32, 5x4.75, 70.5, Drilled, C6 Z06	GM #19121787
***Following rotors used with KORE3 HD Billet Hub Kit: 5 x 5, 77.8***				
1	10156-02	2 ea	Rotor, 355 x 32, 5x4.75/5, 77.8, Drilled, C6 Z06	N/A
7	10158-02	1 set	Brake Pad Kit, Front, C6 Z06	GM #19169648
8-11	10152-01	1 ea	Caliper, 6-Piston, Left Front, C6 Z06	GM #19121788
	10153-01		Caliper, 6-Piston, Right Front, C6 Z06	GM #19121789

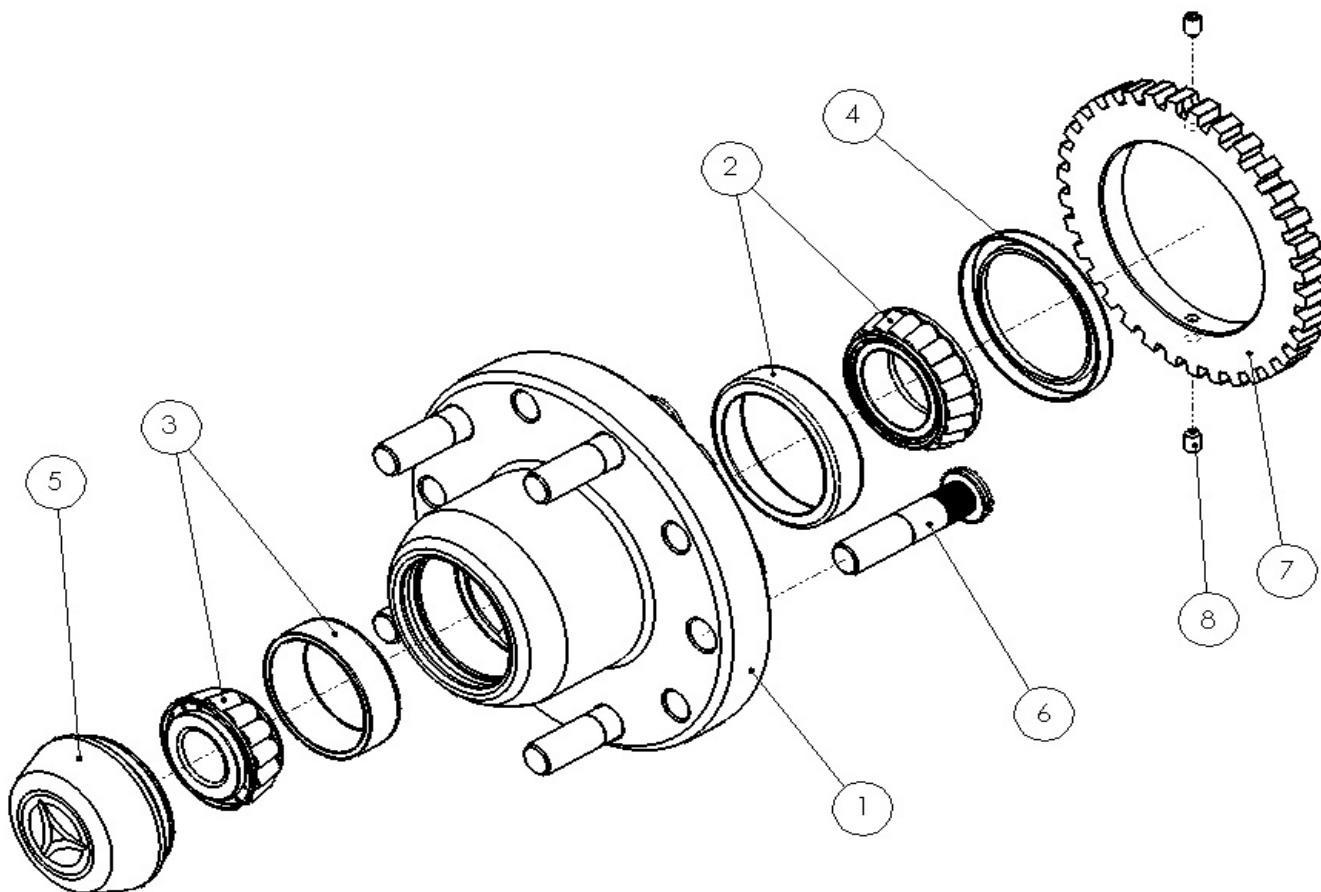
Substitute the following items when running the 355mm x 32mm Hybrid GMTS big-brake kit.

<b>KORE3 GMTS Big-Brake Kit: 355mm [14.0"] Hybrid</b>				
<b>Item</b>	<b>KORE3 #</b>	<b>Qty</b>	<b>Description</b>	<b>Reference #</b>
***Following rotors used with KORE3 Billet Hub Kit: 5 x 4.75, 70.5***				
1	10156-01	2 ea	Rotor, 355 x 32, 5x4.75, 70.5, Drilled, C6 Z06	GM #19121787
***Following rotors used with KORE3 HD Billet Hub Kit: 5 x 5, 77.8***				
1	10156-02	2 ea	Rotor, 355 x 32, 5x4.75/5, 77.8, Drilled, C6 Z06	N/A
2	10196-01	2 ea	KORE3 Big-Brake Caliper Bracket, GMTS, Hybrid	N/A



KORE3 Big-Brake Hub for GM Tall-Spindle				
Item	KORE3 #	Qty	Description	Reference #
1	10751-01	2 ea	Hub, Aluminum, GMTS, 5x4.75x2.776	N/A
2	10022-06	2 ea	Wheel bearing, Inner (1.250 ID)	SET 6
3	10022-02*	2 ea	Wheel Bearing, Outer (.750 ID)	SET 2
	10022-34*		Wheel Bearing, Outer (.844 ID)	SET 34
4	10023-01	2 ea	Oil Seal	National #8871
5	10718-01	2 ea	Grease Cap, KORE3 Billet Aluminum	N/A
	10053-01		O-Ring, Grease Cap	AS568A #134 (Buna-N)
6	10078-03	10 ea	Wheel Stud, M12x1.5 x 2.49, Press-In (Optional)	ARP #100-7708
	10077-01	10 ea	Wheel Stud, 1/2-20 x 3.47, Screw-In (Optional)	ARP #100-7704

Note: (\*) – Items are application specific depending on spindle used.



### KORE3 HD Big-Brake Hub for GM Tall-Spindle

Item	KORE3 #	Qty	Description	Reference #
1	10752-01	2 ea	Hub, Aluminum, Heavy-Duty, GMTS, 5x5x3.06	N/A
2	10022-06	2 ea	Wheel bearing, Inner (1.250" ID)	SET 6
3	10022-03	2 ea	Wheel Bearing, Outer (.844" ID)	SET 3
4	10023-01	2 ea	Oil Seal	National #8871
5	10718-01	2 ea	Grease Cap, KORE3 Billet Aluminum	N/A
	10053-01	2 ea	O-Ring, Grease Cap	AS568A #134 (Buna-N)
6	10078-03	10 ea	Wheel Stud, M12x1.5 x 2.49, Press-In (Optional)	ARP #100-7708
	10077-01		Wheel Stud, 1/2-20 x 3.47, Screw-In (Optional)	ARP #100-7704
7	N/A	2 ea	Tone Ring, ABS, Modified (Customer Supplied)	N/A

Note: (\*) – Hubs are only compatible with .844" outer wheel bearing tall-spindles and SET3 bearings.

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