



HiSpec Cortina upright assembly guide.

Components used

- HiSpec Cortina upright (L/H or R/H)
- EN24 stainless steel stub axle
- EN24 stainless steel upper and lower sleeves
- Billet steering arm (L/H or R/H)
- HiSpec billet Cortina hub (with wheel studs)
- Wheel bearing kit
- Nut and bolt pack
- HiSpec dust cap

Upright assembly

- Secure the upright in a vice or other clamping device. Slide the stub axle into the large centre hole from the outside. Place the M14 washer and nylock nut on the thread from the back.
- Tighten the nylock to 250 Nm
- Coat the outside of the upper and lower sleeves in a locking paste, Loctite is recommended. Slide the sleeves into the holes in the top and bottom of the upright. If the sleeves are too tight to slide in by hand, you can press them in using a vice or a block of aluminium and a mallet.
- Bolt the steering arm onto the upright, the bolt holes are located on the large machined surface on the opposite side to the caliper mounting lugs. Use the m8 bolts and spring washers provided. Be sure to fit the L/H steering arm to the L/H upright and R/H steering arm to the R/H upright. A part number can be found on the steering arms; L/H: UR09#-2 R/H: UR09#-1

Fixing hub and caliper to upright

- Place the brake disc (sold separately) on the rear of the hub, locating on the four m10 bolt holes. Place the two bolt securing tabs on the rear of the disc and fix in place using the four m10 bolts provided.
- Tighten the m10 bolts to 60 Nm, bend the securing tabs up to ensure the bolts cannot loosen over time.
- Apply a film of grease to the inner and outer bearing tracks in the hub and lubricate the larger bearing well with grease. Place on the bearing tack in the rear of the hub.
- Place the rubber bearing seal in the rear of the hub and press in until it sits securely and flush with the hub.
- Lubricate the stub axle well with bearing grease and slide the hub on until it seats at the base of the axle. Lubricate the smaller bearing and slide onto the upper bearing track.
- Place the key washer over the end of the stub axle followed by the castle nut. Tighten to 40 Nm, rotate the hub by hand on the axle, it should be stiff to move.
- Loosen the castle nut, then retighten by hand. Tighten 1/8th of a turn or until the hole in the stub axle lines up with a groove in the castle nut.
- Slide the split pin through the hole in the stub axle and spread. Trim the ends so one tab sits securely over the top of the stub axle, and the other sits parallel to the side of the castle nut.
- Apply the dust cap to the outside of the assembly.
- Place the caliper over the disc so that the bolt holes in the caliper (or mounting bracket where applicable) align with the mounting holes in the upright. Use the m12 bolts and spring washers provided to secure the caliper. Tighten to 75 Nm.