Steering, Brake & Suspension Specialists

#4759DBK-6 - 6-Lug Disc Brake Conversion Instructions
for 1947-59 Chevy Trucks

Notes:
BEFORE BEGINNING INSTALLATION, MAKE SURE YOUR WHEELS FIT ON THE DISC ROTOR. This kit only works with 15" and up wheels due to the 11 ¾" rotors.

Make sure this kit fits your application before painting or plating. Parts that have been painted, plated or modified may not be returned.

Instructions:
1. Remove the old drum brake assemblies so all that remains are the stock spindles. Inspect the bearing surfaces on the spindle. If the spindle is grooved, a piece of 180-grit emery cloth can be used to clean it up.

2. Install the caliper mounting bracket on the outside of the spindle. Make sure the caliper opening is pointing towards the rear of the truck.

3. Slide the caliper onto the bracket with the bleeder up. The caliper may not slide into place due to a bump in the casting next to the piston bore. In some cases, it will be necessary to grind this bump flush using a bench grinder. Reinstall the caliper and turn the spindle full lock left and right to check for any interference. The caliper bracket should clear the king pin locknut. If not, you may need to grind the threads on the lock pin flush with the nut. Remove the caliper from the bracket.

4. Remove the rivets holding the drum to the stock hub. Drill out the three holes in the hub with a 3/8" bit.

5. Assemble the hub and rotor assembly as shown in the diagram.

6. We recommend the use of tapered roller bearings (#4759RBK) with this kit. Take the inner bearing and slide it onto the spindle. If the bearing will not go on, use a piece of 180-grit emery cloth take down the spindle.

7. Remove stock outer and inner race from hub and replace it with the race supplied in the #4759RBK tapered roller bearing kit. Grease all bearings and install them with the grease seal.

8. Install the rotor and hub assembly onto the spindle and tighten the spindle nut. Install the cotter pin and dust cap.

9. Install caliper with the bleeder pointing up. Make sure everything is good and tight and proceed to bleed the system.

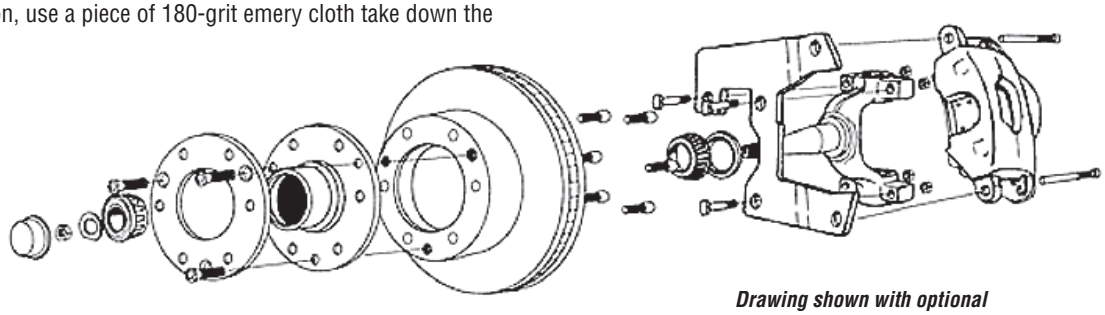
10. NOTE: On some applications it may be necessary to drill out lower spindle holes from 7/16" to 1/2".

Warning!!
Stock drum brake wheels may not work with disc brake conversions. Drum brake wheels were not made with disc brakes in mind so there may be wheel to caliper clearance problems. Before installing this kit, make sure your wheels fit the brake assembly.

For those wanting to keep stock wheels that interfere with the installation, there are companies such as Wheelsmith, Stockton Wheel Co. and Wheel Vintiques that can remove the original wheel centers and re-install them into a new disc brake rim. Please call for more information.

Wheelsmith (951) 898-4563
Wheel Vintiques (800) 2959-2100
Stockton Wheel Service (209) 464-7771

PLEASE NOTE: The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.



Drawing shown with optional roller bearing kit.

GENERAL TORQUE SPECIFICATIONS:					
1/4"	grade 5	10lb/ft	1/4"	grade 8	14lb/ft
5/16"	grade 5	19lb/ft	5/16"	grade 8	29lb/ft
3/8"	grade 5	33lb/ft	3/8"	grade 8	47lb/ft
7/16"	grade 5	54lb/ft	7/16"	grade 8	78lb/ft
1/2"	grade 5	78lb/ft	1/2"	grade 8	119lb/ft
9/16"	grade 5	114lb/ft	9/16"	grade 8	169lb/ft
5/8"	grade 5	154lb/ft	5/8"	grade 8	230lb/ft

NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.

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