



Steering, Brake & Suspension Specialists

#5564DBK - Disc Brake Conversion Instructions for 1955-64 Fullsize GM Cars

Parts:

ROTORS

1968-72 Chevelle or GM
Equivalent

CALIPERS

79-86 Malibu or GM Equivalent

BEARINGS & SEALS

A-6 Inner bearings
A-2 Outer bearings
7934S Grease seals

Notes:

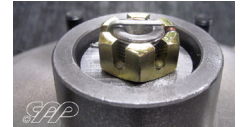
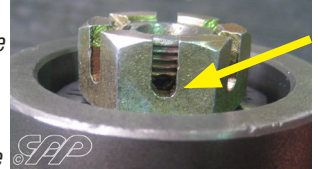
Read these instructions completely before attempting this conversion.

BEFORE BEGINNING INSTALLATION, MAKE SURE YOUR WHEELS FIT ON THIS CALIPER AND ROTOR. 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. Disconnect the brake hoses where they attach to the brake lines at the frame.
2. Remove the drum brake and backing plate assembly so all that remains is the spindle. A piece of 180 grit emery cloth can be used to clean the spindle if necessary. Be sure that the 5/8" threaded hole at the top of the spindle is clean and the threads are in good condition. You may need to use a tap to repair any damaged threads.
3. Using the new hardware supplied with the kit, install the steering arms and caliper brackets to the spindle with the 5/8" bolt through the bracket and into the threaded hole in the top of the spindle. (1959-1964 cars will use the larger spacer between the upper mounting boss on the spindle and the caliper bracket). The bracket is positioned so that the caliper mounts towards the rear of the car and the bends in the bracket mounts the caliper farther away from the rotor. The lower portion of the bracket will be located where the steering arm was bolted to the spindle. The rear of the steering arm will now be bolted to the bracket, and the front will be bolted to the spacer.
4. Pack the wheel bearings with high quality bearing grease. Install the inner bearings and grease seals into the rotors. Install the rotors onto the spindle, then the outer bearings, spindle washers, and the new spindle nuts supplied in the kit. Adjust the wheel bearings as follows:
 - a. Tighten the nut only slightly (no more than 12lb/ft.) spin the rotor in a forward direction to ensure the bearings are fully seated.
 - b. Check that the spindle nut is still tight. If not repeat step a.
 - c. Loosen the spindle nut until it is just loose.
 - d. Hand tighten the spindle nut and install the cotter pin. Do not use a wrench! If necessary loosen the nut too the first position the cotter pin can be installed into.

5. Install the cotter pins followed by the dust caps. *Note: The spindle hardware kit included fits a variety of different applications. In some applications when the slotted nut is installed, the cotter pin hole will be located near the bottom of the slot (see photo at right). In these cases, to simplify the installation we suggest putting a slight bend towards the end of the cotter pin to allow it to clear the rotor hub and slide through the nut and spindle assembly. Once the cotter pin is through both sides of the nut, you may need to tap it flush to the slotted nut with a small punch before securing the cotter in place. (See pictures below.)*



6. Install the caliper assemblies onto the caliper brackets. The caliper bleed screws will be towards the top of the caliper.
7. Loosely attach the new brake hoses to the calipers. Connect the brake hose to the tab on the frame and, connect the brake line to the brake hose. Tighten both ends of the brake hose.
8. Bleed the brakes.
9. Set the toe before the car is driven.

NOTE: 5/8" I.D. spacer is for use on 1959-64 only. Discard this spacer for 1955-58 applications.

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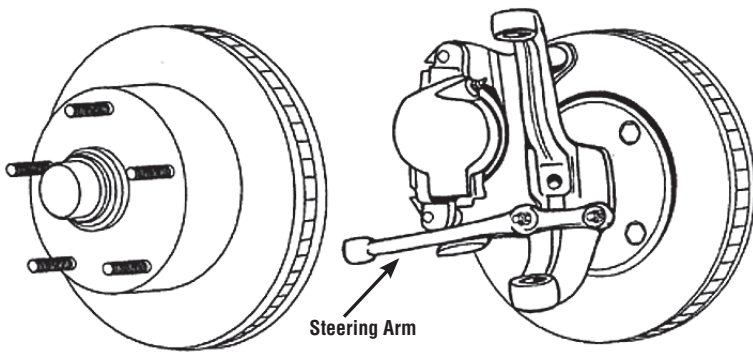
WARNING!! Stock drum brake wheels may not work with disc brake conversions. Drum brake wheels were not made with disc brakes in mind so there may be wheel to caliper clearance problems. Before installing this kit, make sure your wheels fit the brake assembly.

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

Classic Performance Products, Inc. 714.522.2000 | fax 714.522.2500
378 E. Orangethorpe Ave. | Placentia, CA 92870 | www.classicperform.com

#5564DBK - Disc Brake Conversion Instructions (con't) for 1955-64 Fullsize GM Cars



Steering Arm

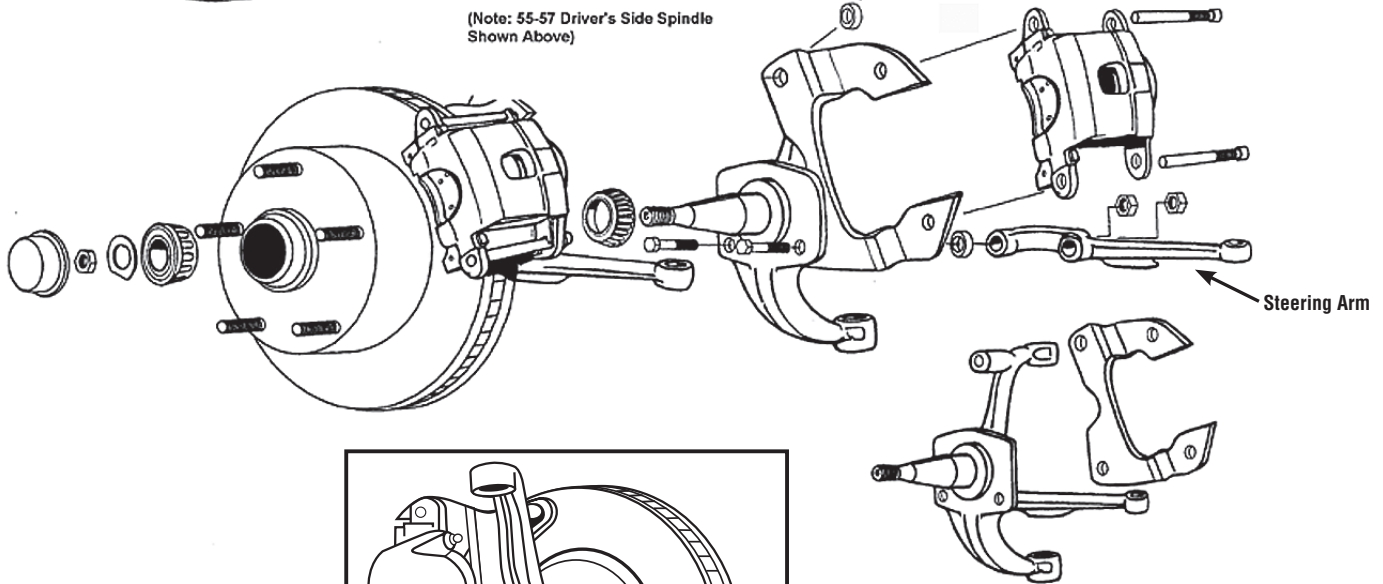
(Note: 55-57 Driver's Side Spindle Shown Above)

1955-64 CHEVY

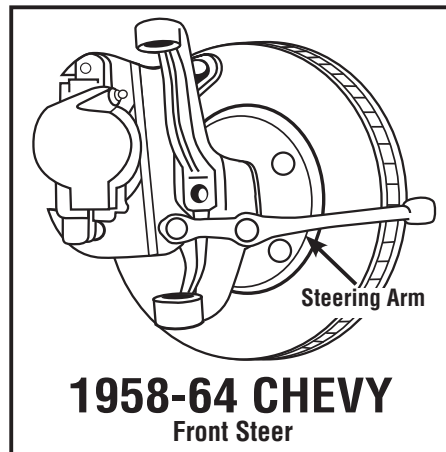
Note All Brackets Mount Toward Rear of Vehicle.

Note: 1958-64 steering arms are in the opposite position shown (see inset photo at left).

Anchor Bolt Spacer
(For Use On 59-64 ONLY)



Steering Arm



1958-64 CHEVY
Front Steer

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.

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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.