Steering, Brake & Suspension Specialists

#5564RBH-K Installation Instructions

1955-64 Chevy Car Roller Bearing Conversion Kit

This kit will replace your ball bearing iron steel hubs with CPP forged aluminum hubs using the updated safer tapered wheel bearings. The photo at right shows the factory ball bearing style on the left with the new tapered roller bearing on the right.

Caution: Before attempting to do any suspension work, be sure your vehicle is supported correctly and safely on jack stands or a lift. Failure to do so could cause serious injury.

Instructions:

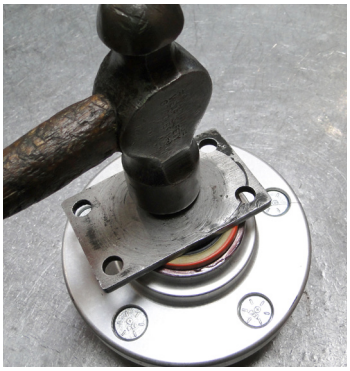
1. Remove the front wheels from the car.

2. Remove the dust cap, cotter pin and spindle nut. You should be able to slide the whole stock hub and drum assemble from the spindle. If not, you may need to turn the brake shoe adjuster to loosen the brake shoes from the drum. This would be a good time to inspect your front brake system. Check for worn pads or leaky wheel cylinders.

3. Clean and inspect the spindle pin. Be sure to remove the old style bearings and race. Check for any rough or worn spots on the spindle pin. Also note, sometimes the old ball bearing race will freeze up on the spindle pin. Use care in removing it as not to damage the spindle pin.

4. Next, remove the factory iron hub from the brake drum. Original drums are riveted together and you will need to grind the rivets to separate the hub from the brake drum.

5. Pack good quality bearing grease into the new CPP roller bearings. Place the inner bearing into the back side of the CPP aluminum hub. Carefully install the dust seal. Use a flat plate over the seal and tap with a hammer till the seal is flush with the hub.



6. Apply a small amount of bearing grease to the spindle. Slide the aluminum hub onto the spindle. Install the outer bearing, washer and nut. Tighten down the spindle nut to seat the bearings then back off the nut slightly. There should be a very slight drag. Install the cotter pin and dust cap. *(Note: We removed the brake hardware to better illustrate the installation.)*

7. Slide the brake drum over the aluminum hub. Re-adjust the brake shoes if necessary. Reinstall your front wheels.

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Rev. 12/7/2010

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CPP Aluminum Hub
Wheel Installation Instructions

When installing wheels onto the CPP aluminum hubs, it is very important to follow theses steps. Failure to do so could result in a broken stud, loose wheel, vibration or a damaged wheel.

Note: We do not recommend rims larger then 20" in diameter on the original 7/16" wheel studs. Larger ½ studs are recommended for larger diameter wheels and competitive applications. ½" studs can be purchased separately.

Instructions:

1. Before installing the wheels onto the hubs, verify that the lug nuts are correct for the wheel studs and most importantly correct for the wheels you are putting on the car. Check the length of the stud and lug nut. You do not want the lug nut bottoming out on the wheel stud before the wheel is even tight to the rotor.

2. Apply a light coat of anti seize to the wheel studs. Install the wheels carefully onto the studs. Do not drag the rim across the studs. This could result in damaging the threads.

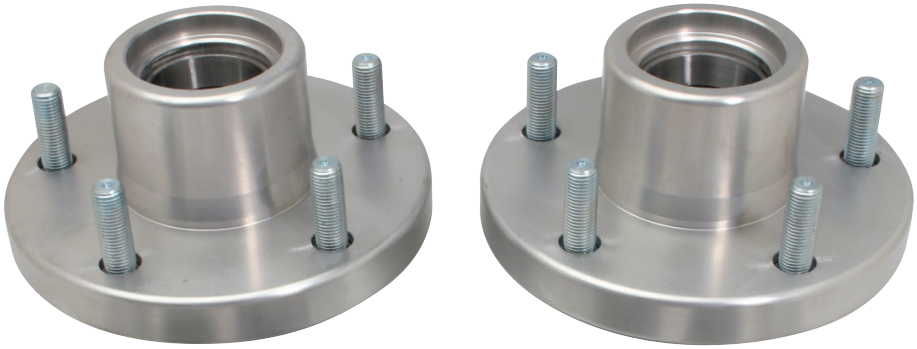
3. Get one lug nut started and thread it down to the rim loosely. Do not tighten. Install another lug nut opposite side of the first one. Start each lug nut by hand. Making sure the wheel is centered in the opening of the wheel studs.

4. Once all lug nuts are installed and hand threaded down to the wheel, snug them down with a lug wrench.

5. With the vehicle on the ground, use a good torque wrench and torque each lug nut down by hand (Do not use an impact wrench) to the specifications below in a crisscross pattern:

7/16 x 20 Studs	70 Foot Pounds
1/2 x 20 Studs	85 Foot Pounds

Re-torque all lug nuts after the first 25-50 miles of driving.



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Rev. 6/16/2011