

#4954WBK & #CP702DBK - Installation Instructions *for 1949-54 Chevy Fullsize 11" Brake Kit*

Notes:

This kit is designed to work with disc brake type wheels.

Instructions:

1. You will need to safely jack or lift the front tires off the ground. Starting at the passenger front wheel, remove the tire and wheel.
2. Disconnect the brake hose from the hard line at the frame. Remove the retaining clip and pull the end of the hose from the mount on the frame.
3. Remove the complete brake and wheel bearing assembly from the spindle (steering knuckle).
4. Thoroughly clean the spindle and steering arm. Be sure that all of the brake mounting surfaces and the axle shaft are clean.



5. Using the new 7/16" x 2-3/4" bolts, position the steering arm against the spindle. The bolts will go thru the spindle so the bolt head is against the spindle and the nuts will be against the steering arm. Do not use a flat washer under the bolt head.

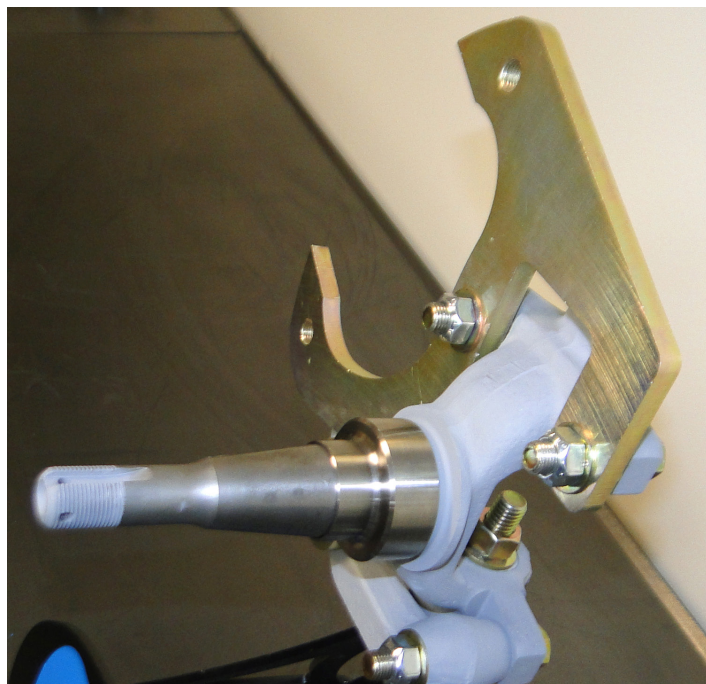


6. Install a flat washer on the forward steering arm bolt and loosely start one of the self locking nuts.

7. Position the caliper bracket onto the spindle. The lower portion of the bracket will be on top of the steering arm. Use the 7/16"x 1-3/4" bolts to secure the top of the bracket to the spindle. Insert the bolts thru the spindle so the bolt head is against the spindle. Do not use washers under the bolt head. The caliper will be very close to the bolt head and there is not enough room for a washer against the spindle. After the upper bolts are thru the spindle and bracket, install the flat washers and the self locking nuts. Tighten all of the nuts and bolts.



8. Install the bearing adapter.



Continued on next page

#4954WBK & #CP702DBK - Installation Instructions (Continued)

9. Pack the wheel bearings with grease. Install the inner bearings and the grease seal into the rotor. Install the rotor onto the axle shaft. Install the outer wheel bearing. Install the bearing spacer. Install the spindle washer. Install the spindle nut. 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. Do not use a wrench!
 - e. Install the cotter pin. If necessary loosen the nut too the first position the cotter pin can be installed into.
10. Install the bearing dust cap onto the hub. You may need to lightly tap the flange of the dust cap with a small hammer.
11. Prepare the caliper assembly for installation. Remove the upper and lower guide pins. Push the guide pin bushings away from the brake pads until they are flush with the caliper body.
12. Install the caliper assembly onto the caliper bracket. The bleed screws will be towards the top. Position the caliper in the opening of the bracket. The 2 guide pins will thread into the threaded holes on the bracket. Start both guide pins a couple of threads each. Then thread them in until they are almost tight. Make sure that the rubber O-rings in the caliper do not get pushed out as the guide pins are threaded into the caliper bracket. Tighten the guide pins only after both of them are fully threaded into the caliper bracket.
13. Check the rotor can turn freely and the brakes are not dragging. Make adjustments if needed.
14. Connect the new brake hoses to the calipers, and the hard lines. Secure the brake hoses to the frame with the brake hose clips.
15. Repeat the procedure on the driver's side.
16. Bleed the brakes.



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.

© Classic Performance Products, Inc. 2015
All rights reserved. This document may not be reproduced without prior written permission of CPP.

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.