Steering, Brake & Suspension Specialists

# #5864FLK-OM Installation Instructions

## for 1958-64 GM Disc Brake Conversion Line Kit

### Instructions:

1. Install your new dual reservoir master cylinder.

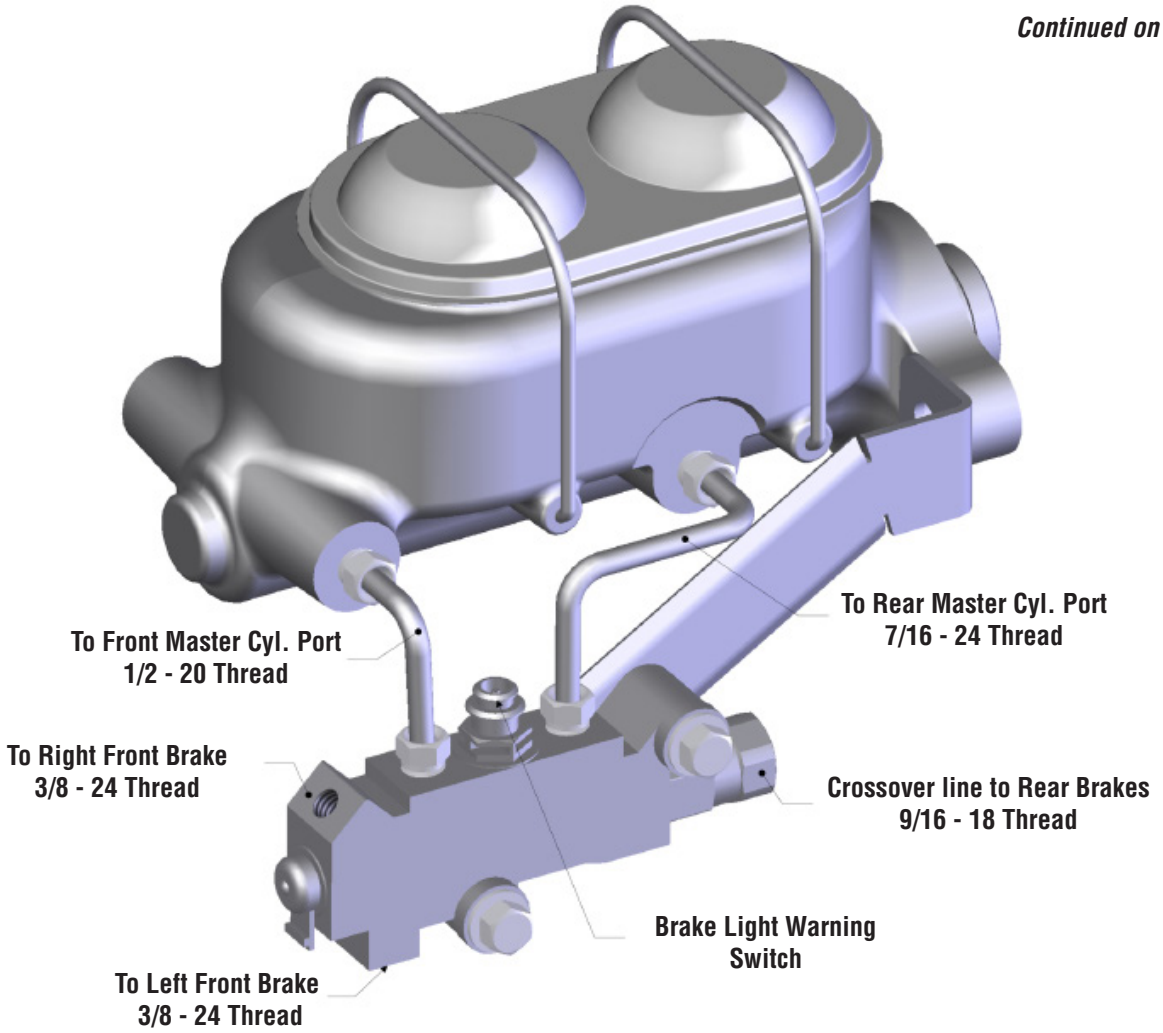
2. Mount the new proportioning valve and bracket using the mounting stud on the driver's side of the master cylinder mounting flange. Leave the bolts loose enough to move the valve. This will help enable you to align the fittings and avoid cross threading.

3. Install the two small master cylinder brake lines from the master cylinder to the corresponding ports in the valve. They will only install one way!

4. Next install the short left front brake line (#5864FLK-OM-3) into the left front valve port as shown below. Connect the other end to the driver's side front flex hose.

5. Pair together the two front crossover brake lines (#5864FLK-OM-1 & #5864FLK-OM-2). Use the 2 mounting clips supplied to mount these lines to the front frame cross member where the original line clips were. On the driver's side, one line will route to the rear brake port in the valve. The other will connect to the right front brake port.

***Continued on next page***

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Rev. 1/20/2015

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*(Continued)*

6. The passengers side ends of these lines will connect as follows; the right front brake line (#5864FLK-OM-1) should line up with the right front brake flex hose. The rear brake crossover line (#5864FLK-OM-2) will terminate just behind the frame cross member. This line will connect to the long front to rear brake line (sold separately) using the brass union supplied.

7. Once all lines have been installed, tighten the mounting bolts on the valve and bracket.

8. Tighten all fittings.

***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.***



| ***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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