Steering, Brake & Suspension Specialists

#6164WBK-P13 - Installation Instructions

for 1961-64 Lincoln 13" Front Brake Kit

Notes:
This kit requires 17" or larger wheels.

Instructions:

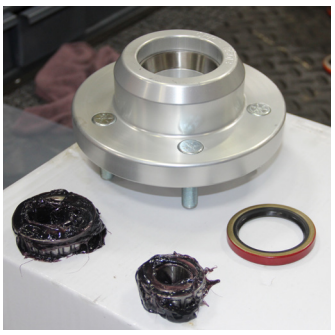
1. Remove the old brake assembly for the spindle.

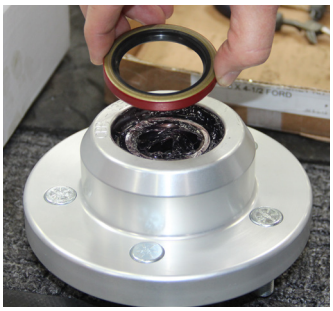
2. Disconnect the brake hose from the brake line.

3. Loosely attach the spindle bracket to the spindle. Be sure to use flat washers against the spindle and bracket, then a lock washer under each nut. (The hardware should be assembled as follows: Place a flat washer on the bolt, insert the bolt thru the spindle and bracket, insert another flat washer, the lock washer and then install the nut.) The straight portion will be towards the rear of the car. The bracket mounts on the same surface the original backing plate was mounted on to. Refer to images as needed.

4. Using the spacers bolt the caliper bracket to the spindle bracket. The hooked portion of the caliper bracket will go around the steering arm. Use the flat washers and lock washers the same as way as before. Tighten the caliper bracket to the spindle bracket.

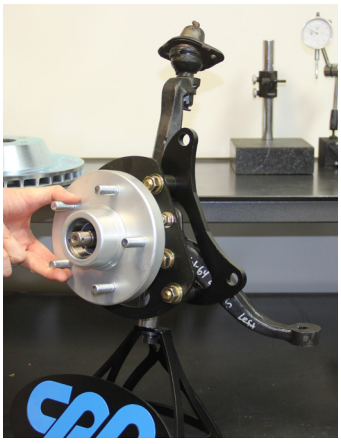
5. Tighten the spindle bracket to the spindle.

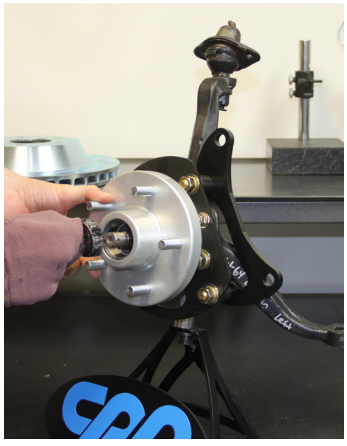




6. Pack the wheel bearings with grease. Install the inner bearings and the grease seal. Install the hub assembly. Install the outer wheel bearing, washer and spindle nut. Adjust the wheel bearings as follows:

   a. Tighten the nut only slightly (no more than 12lb/ft.) spin the hub in a forward direction to ensure the bearings are fully seated.





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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b. Check that the spindle nut is still tight. If not repeat step a.

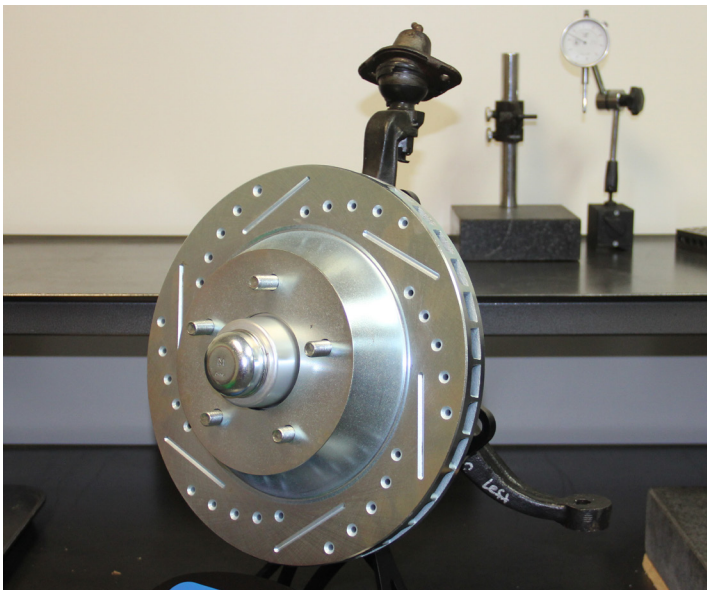
c. Loosen the spindle nut until it is just loose.

d. Hand tighten the spindle nut and install the nut retainer and cotter pin. Do not use a wrench! If necessary loosen the nut too the first position the cotter pin can be installed into.

7. Install the dust cap.

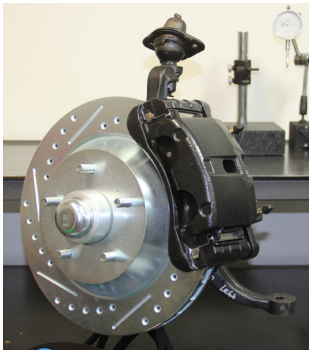
GENERAL TORQUE SPECIFICATIONS:					
1/4″	grade 5	10lb/ft	1/4″	grade 8	14lb/ft
5/16″	grade 5	19lb/ft	5/16″	grade 8	29lb/ft
3/8″	grade 5	33lb/ft	3/8″	grade 8	47lb/ft
7/16″	grade 5	54lb/ft	7/16″	grade 8	78lb/ft
1/2″	grade 5	78lb/ft	1/2″	grade 8	119lb/ft
9/16″	grade 5	114lb/ft	9/16″	grade 8	169lb/ft
5/8″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

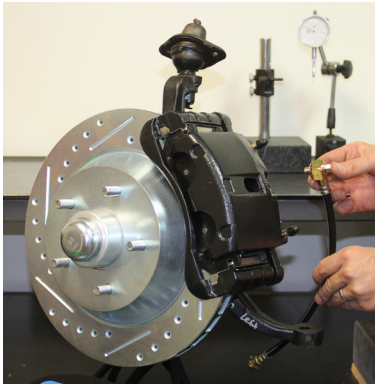
NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.



8. Place the rotor over the hub assembly.

9. Install the caliper assemblies. The bleed screws will be towards the top. Tighten the caliper to the caliper bracket. Use the flat washer and lock washer.





10. Connect the brake hose to the caliper. Use a crush washer on each side of the brake hose fitting. Connect the other end of the brake hose to the brake line and to the frame. Make sure the brake hose has been routed safely so that it will not be pulled on, rub against anything, or become damaged in any way.

11. Bleed the brakes. Check for leaks.

12. Check that the rotor can turn freely and that the brakes do not drag. Make adjustments if needed.

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