

#5558DBK-L / #5964DBK-L / #6568DBK Installation Instructions

1955-58, 1959-64, & 1965-68 Chevrolet Car Large Caliper Bracket

Installation is being shown on the passenger side of a 1955-1957 Chevrolet car. The calipers will mount to the rear on ALL cars. 1958-64 steering arms will point towards the front of the vehicle.

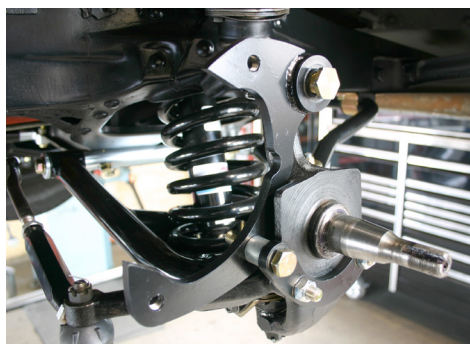
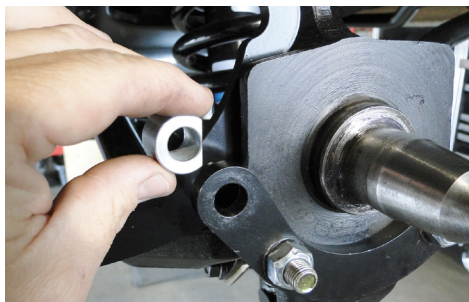
This caliper bracket allows you to install the larger 4059/4060 GM caliper or Wilwood two piston calipers and 11" Chevelle rotor onto a stock 1955-1958 & 1959-1964 Chevrolet car spindle. This kit will also move the wheels out 7/8" per side from stock drum brakes on a 1955-58, 1-1/16" per side on a 1959-64 and 11/16" on the 1965-68. Works with most 14" disc brake rims (1965-68 will work with most 15" disc brake rims).

If you are doing an upgrade from drum brakes to disc brakes you will need to upgrade the master cylinder and also install a front brake line conversion kit.

Instructions:



1. Start by removing either the factory drum brake assembly or your current disc brake conversion from the stock spindle. This would be a good time to inspect the spindle, ball joints and tie rods for any wear issues.

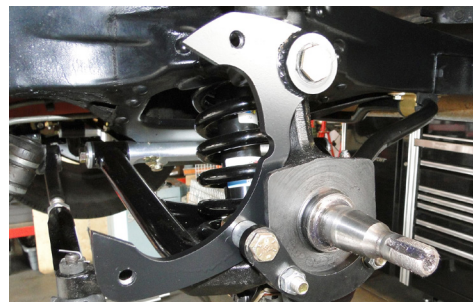


2. With the hardware supplied, install the small bracket to the front side of the spindle using the factory steering arm bolt holes. Install the steering arm at the same time. Tighten down the bracket to the spindle.



3. Install the small spacer between the small bracket and the large caliper bracket as shown in the picture. Leave the bolt loose at this time.

4. Install the large caliper bracket to the top of the spindle with the anchor bolt provided.



Tighten down the top anchor bolt and bracket bolt now.

5. 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:

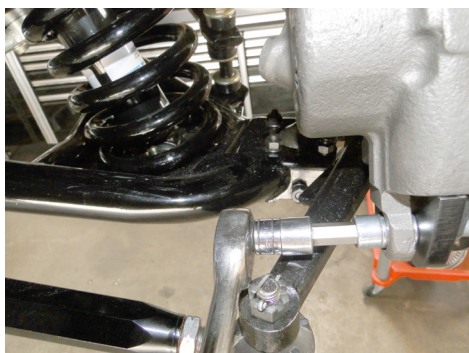
- a. Tighten the nut only slightly (no more than 12lb/ft.) spin the rotor in a forward direction to ensure the bearings are fully seated.
- b. Check that the spindle nut is still tight. If not repeat step a.
- c. Loosen the spindle nut until it is just loose.
- d. Hand tighten the spindle nut and install the cotter pin. Do not use a wrench! If necessary loosen the nut too the first position the cotter pin can be installed into.



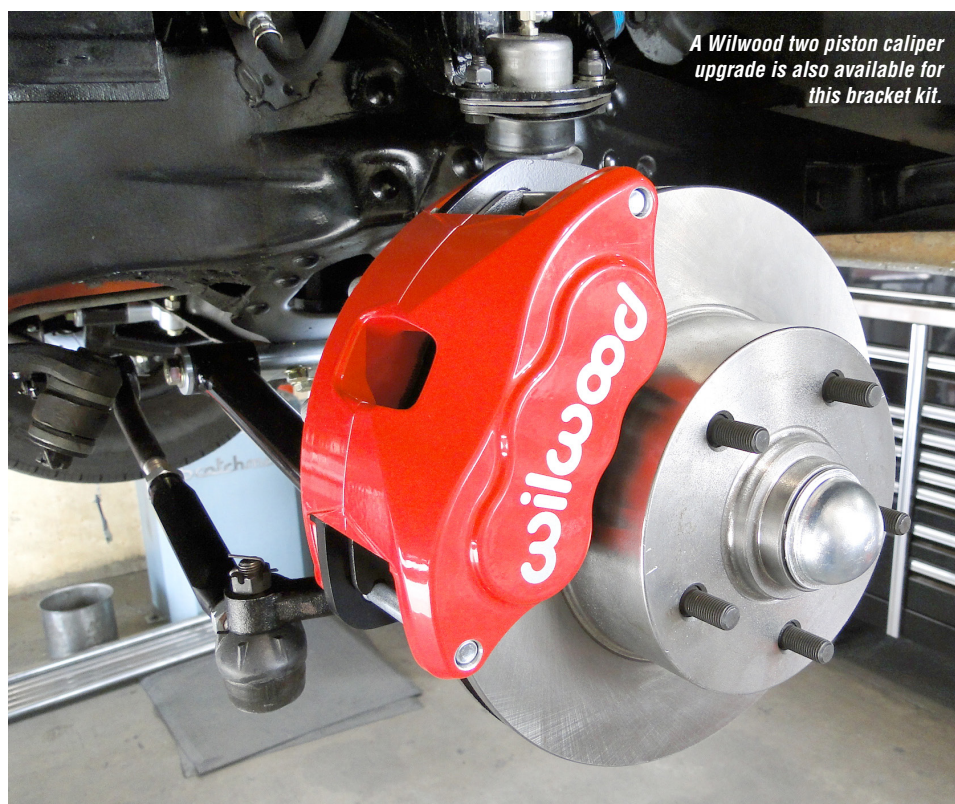
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6. Install the cotter pins and dust caps.
7. Install the caliper onto the caliper bracket. The bleeder screw should be pointing up. Install the two guide pins and tighten the caliper to the bracket.



8. Bleed the front brake system with quality brake fluid.

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 to 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.