

#6568WBK-P13 Installation Instructions

1965-1968 Chevrolet Fullsize 13" Brake Kit

Instructions:

Note: This kit is designed to work with 17" or larger wheels.

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. Remove the steering arm.
5. Thoroughly clean the spindle and steering arm. Be sure that all of the brake mounting surfaces and the axle shaft are clean.
6. The longest (2 3/4") and shortest (2 1/4") of the 1/2" bolts are used to mount the lower spindle bracket and steering arm. All 1/2" bolts use a lock washer and flat washer. Make sure the steering arm is oriented correctly (with the tie rod hole toward the rear). Orient the lower spindle bracket correctly with the curve going around the spindle center. The hole that does not line up with either of the mounting holes on the spindle should go towards the rear of the car as shown in the illustration. Insert the 2 3/4" bolt into the rear mounting hole of the steering arm. This bolt then goes through the bolt hole in the spindle and threads into the middle hole of the spindle bracket. Similarly, insert the 2 1/4" long bolt into the front mounting hole of the steering arm and thread it into the spindle bracket. Do not yet tighten the bolts; leave them loose with some play.



7. The middle length bolt (2 1/2") is used to attach the upper caliper bracket to the lower spindle bracket. This bolt will also use a lock washer and a flat washer. Orient the caliper bracket correctly as shown in the illustration with the brake caliper mounting holes towards the rear. Insert the bolt through the upper caliper bracket bolt hole, then through the spacer, and then thread it into the spindle bracket. Do not yet tighten the bolt; leave it loose with some play.



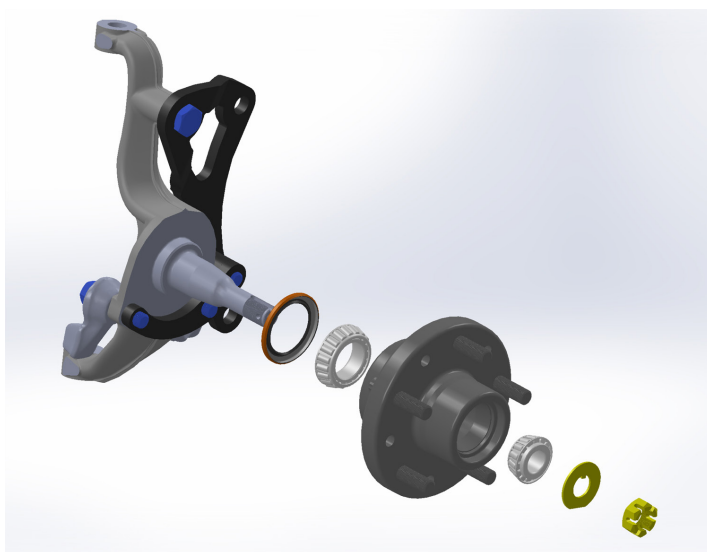
8. Attach the top of the upper caliper bracket to the spindle with the supplied anchor bolt. This bolt uses no washers. Tighten all of the bolts in the upper caliper and lower spindle brackets.

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#6568WBK-P13 Instructions (Continued)



9. Pack the wheel bearings with grease. Install the inner bearings in the hub and the grease seal into the hub. Install the hub on the axle shaft. 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.
 - 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 to the first position that the cotter pin can fit through.

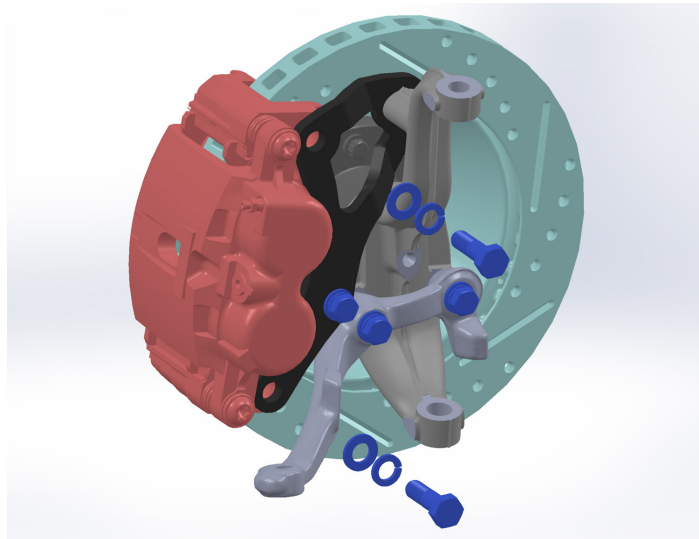


10. Install the bearing dust cap onto the hub. You may need to lightly tap the flange of the dust cap with a small hammer. Avoid hitting the domed part of the dust cap.



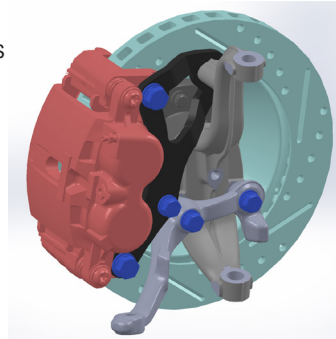
11. Install the rotor onto the hub assembly.

12. Install the caliper assembly onto the caliper bracket. Make sure the bleed screws are towards the top of the caliper. Using the hardware supplied with the caliper, secure the caliper to the bracket. A lock washer should be used under the bolt head followed by a flat washer before threading into the caliper assembly.



13. Check the rotors to make sure they can turn freely and the brakes are not dragging.

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.

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.