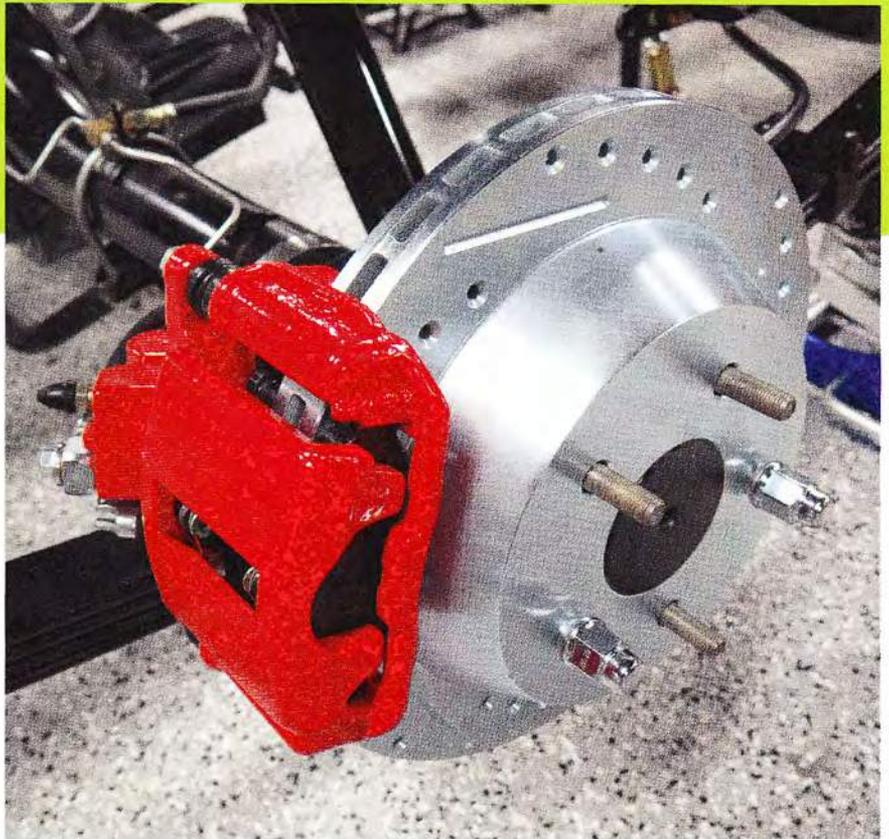


## STOP! NOW!

BY **BILL ROCHE**  
IMAGES COURTESY OF  
**DANCHUK AND CPP**

So, you have the 572 (or a hot 383?) in your Tri-Five Chevy. You have the 700-R4 or the five-speed transmission, and you have the beefed up rear with posi and gears. You're ready to tear up the pavement...but wait...how are you gonna stop this beast?



**1** Start at the front by installing the new two-piece brake caliper brackets on the spindle. If replacing spindles, you will need to do so now—a spring compressor will be necessary to safely perform this step. The main bracket mounts on the wheel side of the spindle on the top, and between the spindle and the steering arm at the bottom in the rear.

The Classic Performance Products (CPP) Big Brake four-wheel disc setup with zinc-washed 13-inch drilled rotors, dual-piston calipers, and forged aluminum hubs up front and 12-inch drilled rotors (also zinc washed) and single-piston calipers on the rear with integrated E-brake setup is the easy answer. We'll show you how to install the whole package (which works with

factory drum brake spindles or brand-new replacement spindles).

This kit is designed to be used with 17-inch wheels or larger—it will not work with a stock 14- or 15-inch wheel, nor with any 14- or 15-inch aftermarket wheels. Also, remember that the master cylinder on your classic may have to be replaced when doing this

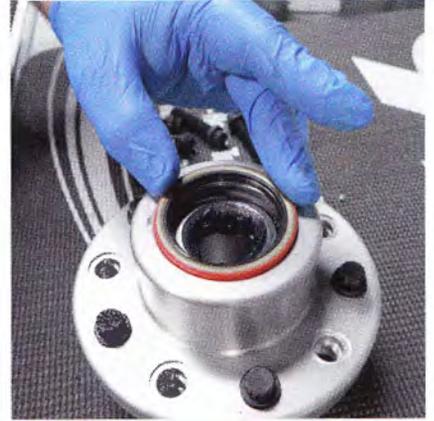
# BIG BRAKE INSTALL



**2** Use the new 5/8"-18 anchor bolt where you removed the large bolt holding the wheel cylinder in place (if converting from drums) and the new 7/16"-20 x 3" in the other two holes that hold the steering arm in place. Bolts install from the front. Install the two 7/16" bolts hand tight, and tighten the front bottom bolt first with your 7/16" open end wrench, but leave loose. Then, install the large 5/8" anchor bolt and tighten with the impact and your 15/16" impact socket; torque to 130-140 lb-ft.



**3** Install the caliper mounting portion of the bracket. It requires three spacers between it and the main bracket, with the bolts installing from the rear. The boomerang-shaped bracket will angle down, toward the rear



**4** To install the new front hubs, begin by greasing the new bearings and installing the rear bearing and grease seal in the hub. New 12-point screw-in studs are included. These are available in a standard 7/16" thread as well as 1/2" thread. While you can still use a standard 7/16" stud on most 17" or larger wheels, the 1/2" stud is recommended for 18" and larger wheels. Studs are installed with thread locker and torqued to the hub. Torque to 78 lb-ft for the 7/16" studs and 119 lb-ft for the 1/2" upgraded studs.



**5** Grease the spindle and the area where the grease seal rides. This will help everything install easily. Mount the hub and install the front bearing. Install the washer, then the castle nut. Seat the bearings by tightening the castle nut to 12 lb-ft. while spinning the hub forward. Back off the nut and then tighten again by hand. Check for slop. Remember, you don't want the bearings too tight or too loose. Adjust the nut to line up the cotter pin hole in the spindle and install the cotter pin.



**6** Install the grease cap by tapping in with regular hammer and socket, or a rubber mallet and steel tubing, as we did.



**7** Install the new rotors on the hubs. Hold the rotor in place with a couple of lug nuts.

type of conversion. A "single-circuit" drum brake master will not work. If you have already done a front disc conversion, you will have to replace your proportioning valve with one for four-wheel disc (the complete front and rear kit #15262 comes with a dual master and prop valve; an 8-inch dual-diaphragm booster #16644 can

be purchased separately). If you have not already done so, you will need to change your brake lines to separate the front and rear systems. See Danchuk #10122 and #10123 for replacement brake line kits for disc brake conversions. If you are not sure what parts your car would need to change over to the CPP Big Brake System, give

the Danchuk tech guys a call. They will be happy to set you up with whatever else you need to get the job done right! Begin by putting your classic up on a lift or securing it in the air on jackstands.

First, remove the tires and wheels. Since we can't know what brake combination you may have on your classic, remove the existing brakes,

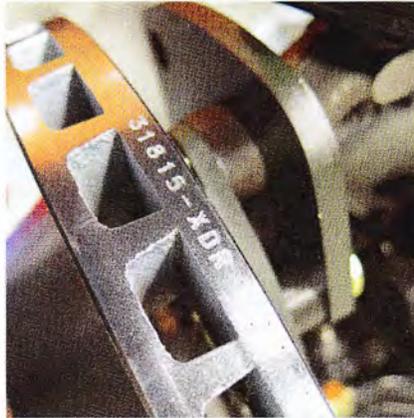
# BIG BRAKE INSTALL

including backing plates. If you have already done some disc conversion, as we had on this car, some of these steps may not be necessary and you may be able to reuse whatever modifications you have already made.

The rear brake part of this conversion is a little more complicated because you will have to remove the axles to install a bracket. You will also replace the brake lines going over the axle with the new ones supplied in the kit, and you will need to install different parking brake cables that work with the rear calipers. It sounds intimidating, but it really isn't.

## AFTER INSTALLATION

All that is left to do is to adjust the rear calipers and bleed the system. If you notice any fluid seeping during bleeding process, continue to tighten banjo bolts, they will hold over 40-45 lb/ft. Begin by applying the parking brake and releasing. You will have to do this a number of times before you get a hard



**8** The rotors are marked Left and Right (also indicated by the holes/slots flowing towards the rear).

parking brake pedal; the rear calipers need to adjust. Applying, releasing, and reapplying the parking brake does that. When you have a good firm parking brake, bleed the system starting with the wheel furthest from the master cylinder and work your way to the driver side front. Recheck all bolts and check for leaks.



**9** Install the calipers on the caliper mounting brackets. The calipers install with the bleeder pointing upward or you will not be able to properly bleed the brakes. The caliper ear goes between the rotor and the bracket and mounts with the two caliper mounting bolts, flat and lock washers that are provided in the kit.

If everything is tight and leak free, put the wheels and tires back on and you're done!! Now, make your plans to show off your ride at the 2016 Tri-Five Nationals in Bowling Green, Kentucky, August 12-13.

(Danchuk would like to thank Aaron and Rob at CPP for walking us through this install.)

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## WHAT YOU WILL NEED

- Floor jack or a lift
- Jack stands (if using a floor jack)
- 5/8", 11/16", 3/4" and 7/8" open-end wrenches
- 9/16" and 15/16" box wrenches
- 10mm and 11mm flare nut wrenches (probably some SAE flare wrenches for disassembly, depending on what you already have installed)
- Hydraulic press and axle bearing tools
- Lug wrench or equivalent
- 1/2" air impact (recommended, but you can use hand tools or a torque wrench)
- 15/16" 1/2"-drive impact socket
- 3/4", 7/8", 15/16" and 1-1/16" 1/2"-drive sockets
- 3/8"-drive ratchet
- 9/16", 5/8", 11/16", 3/4" and 7/8" 3/8"-drive sockets
- 1/2"-drive 0-150 ft/lb Torque wrench
- Plastic hammer or rubber mallet
- Loctite thread locker; Blue or Red
- A helper (not actually necessary, but it is nice to have another pair of hands just in case.)



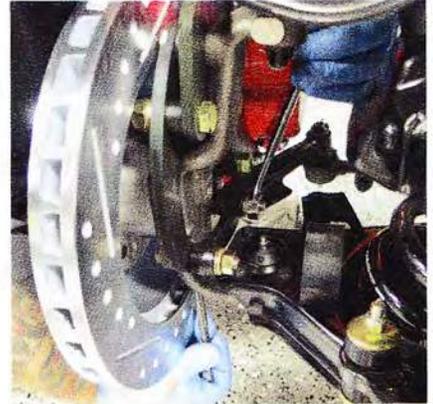
**10** The lower mounting bolts will only go in with the steering arm loose and out of the way, as shown.



**12** Install the new brake hoses on the calipers with the new crush washers (one on each side of the hose fitting) and new brake hose bolt. Install the other end to the brake lines. Tighten with the 11mm flare nut wrench.



**14** Unbolt the rear bearing retainers from the axle housing and remove the axles and backing plates (our car already had a disc conversion, so no backing plates in this picture). If you are replacing the bearings, press the existing axle bearing from the axle (an alignment shop or your nearest auto parts store can probably do this for you if you do not own a press). Leave the bearing retainer on the axle. Check to see if the new wheel studs are longer than the wheel studs in the axle. If they are, remove the old and install the new wheel studs into the axle flange. Have this done when you have the bearing pressed. The axles will have to be drilled out with a 9/16" drill bit to accommodate the larger knurl on the new studs.



**11** Torque the caliper mounting bolts to 100 lb-ft with your torque wrench and your 7/8" socket. Spin the rotor to make sure you do not have any contact, the rotor spins freely, and the brakes pads are not binding too tightly (slight drag is okay).



**13** Check all your bolts to make sure they are tight—and that will be it for the front brakes.



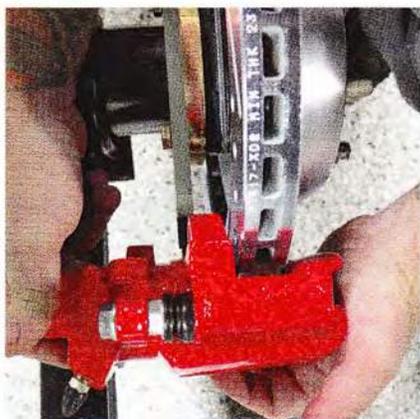
**15** Install the bearing spacer (simulates backing plate) onto the axle housing with the flat side facing upwards.



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**16** Carefully re-install the axles, sandwiching the bearing spacer plate between the stock retainer and the axle housing flange.



**19** Slide the rear caliper assemblies over the rotors, as if you were going to install them. If they go on with no bracket interference, no shims are necessary; if not, as shown here, remove calipers and rotors and add required number of shims to relocate bracket enough to fit caliper.



**22** Install the brake hose tabs and clips onto the new brake hoses. Connect the brake hoses to the hard lines. You may need to modify the hard lines to get a proper or clean fit. Secure the brake hose tabs around the axle with the tab clamp. When everything is in place, using your 10mm flare nut wrench, tighten the ends starting with the hard line. Tighten the bolt against the crush washers in the caliper.



**17** The two-piece caliper brackets will install on the inside of the axle flange on the rear end housing, with the bolts inserting from the rear towards the rotors. From here, you will need to determine whether or not caliper shims are required.



**20** The shim(s) will go between the two caliper bracket halves; the bolts must be completely removed in order to install them.



**23** Install the new parking brake cables onto the caliper by sliding the end through the cast bracket in the caliper and attaching it to the parking brake lever. Adjust so that all slack is taken out of the cables. Secure with the clip provided.



**18** Install the rotors onto the axles; hold in place with lug nuts. As with the front, the rotors are marked (L/R) for orientation.



**21** Once the calipers fit correctly, securely tighten up all mounting bracket and caliper hardware, using lock washers wherever necessary. Spin the rotor to ensure even pad contact with no binding.



**24** Your finished rear brake looks great!

## SOURCES

**Classic Performance Products** / 714-522-2000 / [www.classicperform.com](http://www.classicperform.com)

**Danchuk Manufacturing** / 800-648-9554 / [www.danchuk.com](http://www.danchuk.com)