



# 56 Chevy Wagon

This is the old rusty disc brake caliper along with the front spindle and lower control arm. **Pic #1**

Next, we have an outside shot of the caliper and rotor assembly **Pic #2**

The old rusty brake caliper, lower control arm and coil spring. **Pic #3**

Removing the spindle and rotor Assembly you can see how the caliper bracket bolts to the spindle **Pic #4**

We have installed a new upper and lower control arm, coil spring and caliper bracket from Classic Performance Products. **Pic #5**

Installation is going well the lower control arm attached to the frame, pitman arm and tie rods installed. **Pic #6**

A nice shot of the stainless steel brake line to frame. **Pic #7**

It sure looks nice as it all comes together. New caliper installed on bracket and spindle connected to upper ball joint. **Pic #8**

Front disc brakes conversion complete with slotted rotor, caliper and stainless steel brake line to frame. You'll be able to see the slotted disk brake rotors through the spoke mag wheels. **Pic #9**

## Disc Brake Conversion

**Instructions.** (Compliments of Classic Performance products.)

*Before beginning installation, make sure your wheels fit on this caliper and rotor.*

Make sure this kit fits your application before painting or plating. Parts that have been painted, plated or modified may not be returned.

### Instructions:

**1.** Disconnect the brake hoses where they attach to the brake lines at the frame.

**2.** Remove the drum brake and backing plate assembly so all that remains is the spindle. A piece of 180 grit emery cloth can be used to clean the spindle if necessary. Be sure that the 5/8" threaded hole at the top of the spindle is clean and the threads are in good condition. You may need to use a tap to repair any damaged threads.

**3.** Using the new hardware supplied with the kit, install the steering arms and caliper brackets to the spindle with the 5/8" bolt through the bracket and into the threaded hole in the top of the spindle. The bracket is positioned so that the caliper mounts towards the rear of the car and the

bends in the bracket mounts the caliper farther away from the rotor. The lower portion of the bracket will be located where the steering arm was bolted to the spindle. The rear of the steering arm will now be bolted to the bracket, and the front will be bolted to the spacer.

**4.** 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:

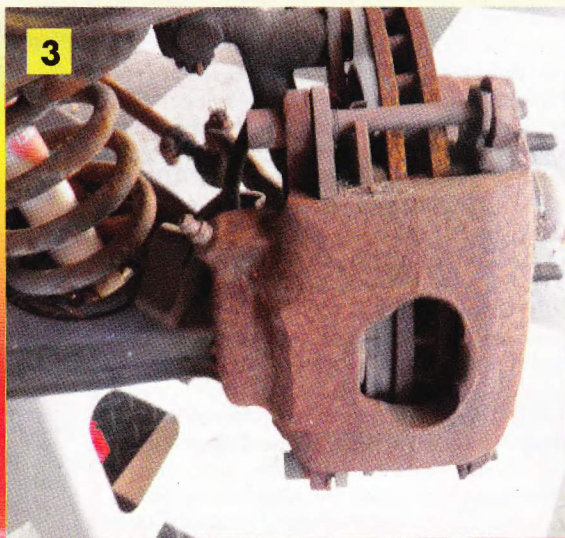
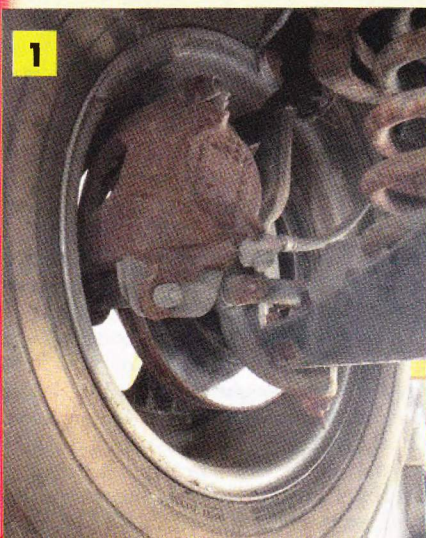
**a.** Tighten the nut only slightly (no more than 12lb/ft.) spin the rotor in a forward direction to ensure the bearings are fully seated.

**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.

**5.** Install the cotter pins followed by the dust caps. Note: The spindle hardware kit included fits a variety





of different applications. In some applications when the slotted nut is installed, the cotter pin hole will be located near the bottom of the slot. In these cases, to simplify the installation we suggest putting a slight bend towards the end of the cotter pin to allow it to clear the rotor hub and slide through the nut and

spindle assembly. Once the cotter pin is through both sides of the nut, you may need to tap it flush to the slotted nut with a small punch before securing the cotter in place. **Pic #10**  
**6.** Install the caliper assemblies onto the caliper brackets. The caliper bleed screws will be towards the top of the caliper.

**7.** Loosely attach the new brake hoses to the calipers. Connect the brake hose to the tab on the frame and, connect the brake line to the brake hose. Tighten both ends of the brake hose.  
**8.** Bleed the brakes.  
**9.** Align and Set the toe before the car is driven.

