

#4953WBK-S Brake Kit - Instructions

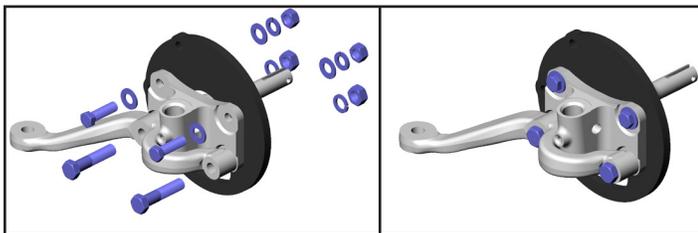
for 1949-53 Ford Disc Brake Kit

Notes:

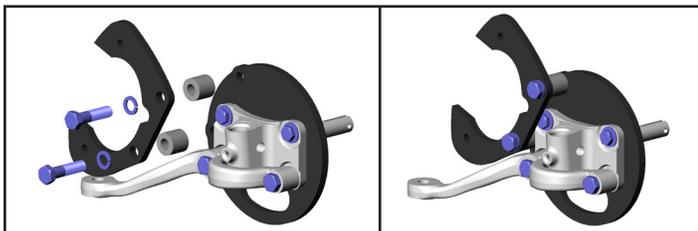
This kit is designed to work with the original spindles and steering arms.

Instructions:

1. 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.
3. Remove the complete brake and wheel bearing assembly from the spindle.
4. Remove the steering arm.
5. Thoroughly clean the spindle and steering arm. Make sure that the axle shaft and all of the brake mounting surfaces are clean.
6. Attach the steering arm and spindle bracket. Make sure the steering arm is oriented correctly with the tie rod hole toward the rear. Orient the spindle bracket correctly with the vent hole on the bottom and the threaded holes toward the tie rod. The 7/16" bolts are used in the upper two holes. The longer of the 1/2" bolts (2 1/2") go in the lower holes. Each nut should use a lock washer.

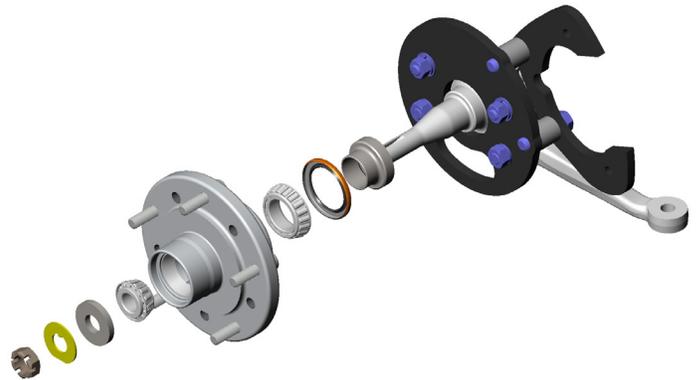


7. Attach the caliper bracket and spacers to the spindle bracket. Use two of the shorter 1/2" bolts (2") to secure the bracket. A lock washer should be used under each bolt head.

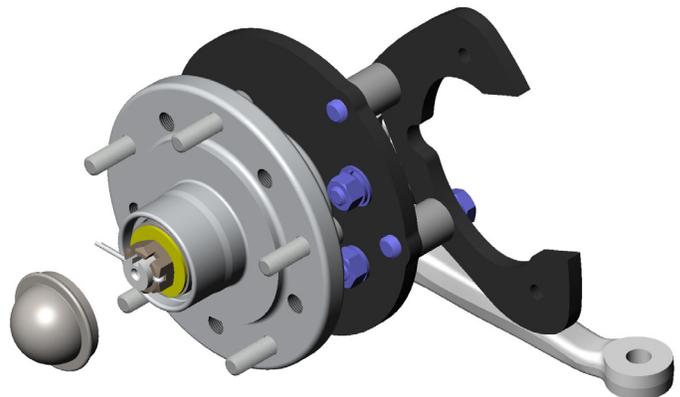


8. Identify the correct outer wheel bearing. The outer bearing packaged with the hub will not be used. The correct bearing, #LM11949, is packaged with the bearing spacer.

9. Pack the wheel bearings with grease. Install the inner bearings in the hub and the grease seal into the hub. Install the bearing adapter and hub on the axle shaft. Install the outer wheel bearing, spacer, washer, and spindle nut. Adjust the wheel bearings as follows:
 - a. Tighten the nut only slightly (no more than 12 lb/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.



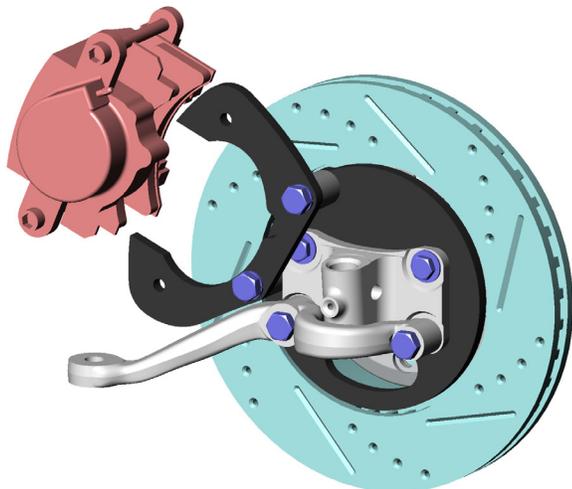
10. Install the bearing dust cap onto the hub. You may need to lightly tap the flange of the dust cap with a small hammer. Avoid hitting the domed part of the dust cap.



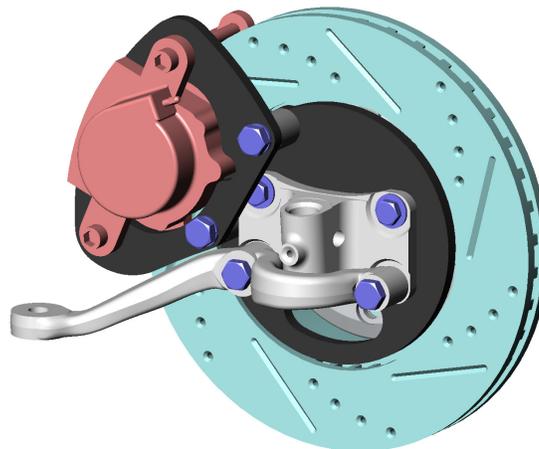
11. Install the rotor onto the hub assembly.

#4953WBK-S Brake Kit - Instructions (Continued)

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.



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.

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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.