

#5055WBK-13 Installation Instructions

1950-55 Cadillac Front Disc Brake Kit

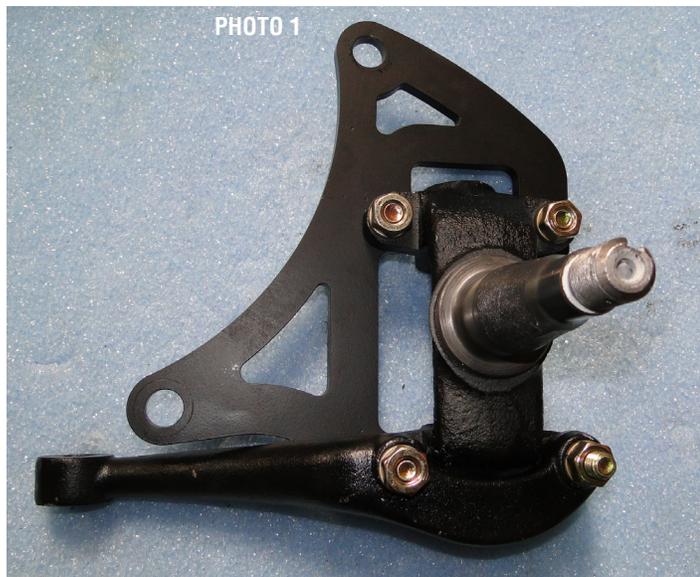
Note:

This kit will only work with 17" or larger wheels with a 5x5 bolt pattern. When upgrading to disc brakes, it's best to upgrade to a two port master cylinder. New brake lines will need to be fabricated.

Instructions:

(Installation is being show for the right side.)

1. Safely secure the vehicle on jack stands or on a lift.
2. Remove the front wheels.
3. Remove the brake drum by first removing the wheel bearing dust cap. Remove the spindle nut and washer. The brake drum should slide off the brake assembly. If the drum will not slide off, the adjusters may need to be turned in to allow the brake shoes to pull in away from the drum.
4. With the brake drum off, remove the four bolts that hold the brake assembly to the spindle.
5. Make sure the spindle is clean and free of any grease or dirt. Inspect the spindle pin to make sure there is not any rust or worn spots where the wheel bearings ride. This would also be a good time to check the king pin bushing for any excessive play in the steering or suspension.
6. The new caliper bracket will bolt to the back side of the spindle.



7. Install the caliper bracket so that the caliper will point towards the rear of the car. (Same direction as the steering arm.) Bolt the caliper bracket to the spindle with the hardware provided. The 7/16 x 2 1/2

long bolts will be used on the bottom to bolt the steering arm and bracket to the spindle. Use the 7/16 x 1 1/2 bolts for the top. *Photo 1*



PHOTO 2

8. Grease the inner and outer bearings with good quality wheel bearing grease. *Photo 2.* Apply a small amount to the spindle pin where the wheel bearings will sit.

9. Install the inner bearing into the backside of the aluminum wheel hub. With a flat plate and hammer, carefully install the grease seal. *Photo 3*

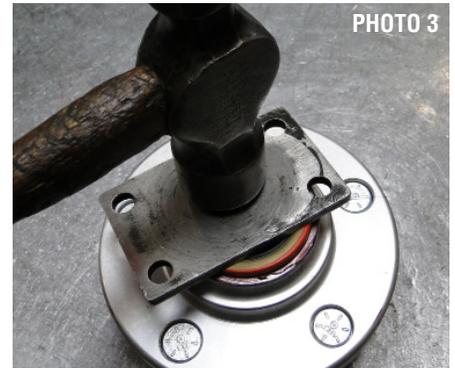


PHOTO 3

10. Install the aluminum hub onto the spindle. Install the outer bearing, spindle washer and spindle nut.

Adjust the wheel bearings as follows:

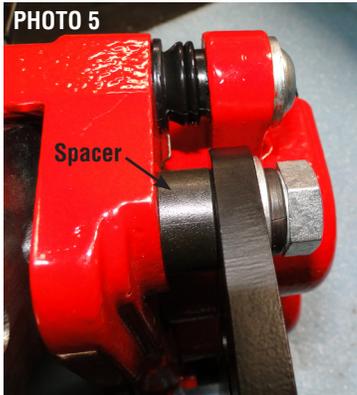
- a. Tighten the nut only slightly (no more than 12lb/ft.) spin the rotor in a forward direction to ensure the bearings are fully seated.
- b. Check that the spindle nut is still tight. If not repeat step a.
- c. Loosen the spindle nut until it is just loose.



PHOTO 4

- 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. Install the cotter pin and dust cap. *Photo 4*

#5055WBK-13 Installation Instructions (Continued)

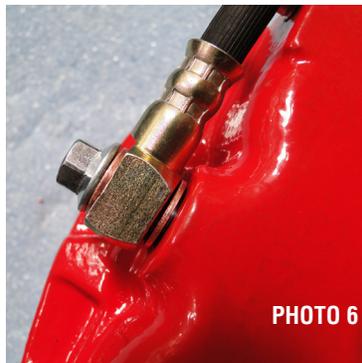


11. Slide the rotor onto the hub and secure it with a couple lug nuts to hold it in place.

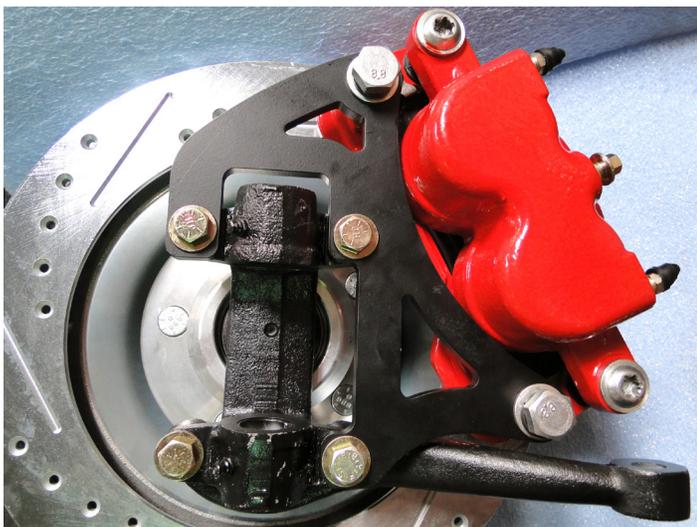
12. Install the caliper onto the rotor. The two black spacers will go between the caliper bracket and the rotor. *Photo 5* Bolt the caliper to the bracket with the hardware provided.

13. Install the rubber brake hose to the caliper with the banjo bolt and crush washers provided.

Photo 6. Then attach the other end of the hose to the fabricated hard line on the frame.



14. Properly bleed the entire brake system. Do not attempt to drive the vehicle with poor brakes.



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.

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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