



Steering, Brake & Suspension Specialists

#5760WBK-S Installation Instructions

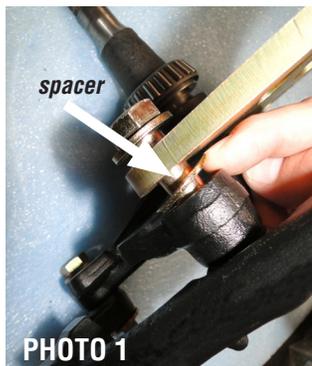
1957-60 Cadillac Front Disc Brake Kit

Note:

This kit may not work with factory drum brake wheels. When upgrading to disc brakes, be sure your vehicle is equipped with a two port dual reservoir master cylinder.

Instructions: Installation being show for a left side application.

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. *Note: The left side spindle has a left hand threaded spindle nut. If your vehicle does have this spindle nut, you will need to reuse it for this application.*
4. With the brake drum off, remove the three 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 your steering components for any excessive play in the steering or suspension.
6. The new caliper bracket will bolt to the front of the spindle. There is a left and right caliper bracket. The larger bracket is for the left side. *Note: The notch in the caliper bracket will go towards the top.*
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 1/2 x 3" long bolts will be used on the bottom to bolt the steering arm and bracket to the spindle. Place a 1/2" spacer washer between the lower caliper bracket and the spindle. **Photo 1.** Use the 1/2 x 2 3/4" bolts for the top. The 1/2 x 2 1/2 bolt will be used to bolt the steering arm to the spindle. **Photo 2.**

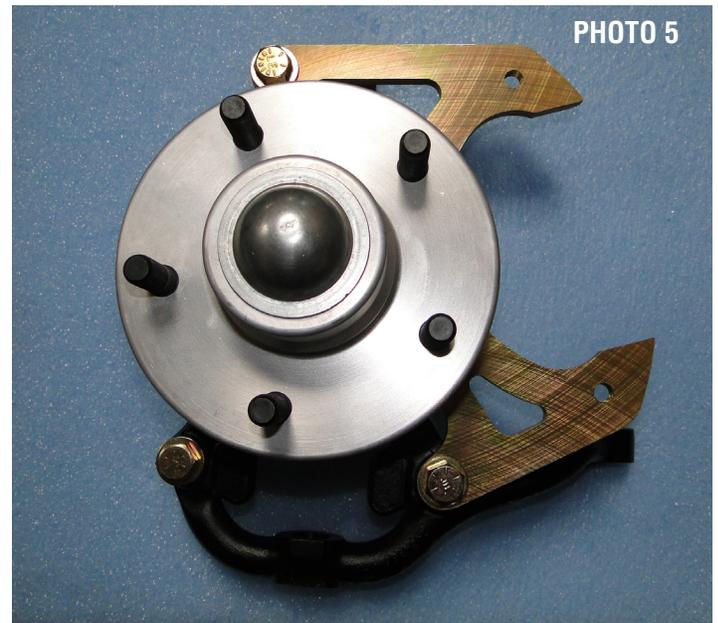


8. Grease the inner and outer bearings with good quality wheel bearing grease. **Photo 3.** Apply a small amount to the spindle pin where the wheel bearings will sit.



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 4**

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.
 - 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 5**



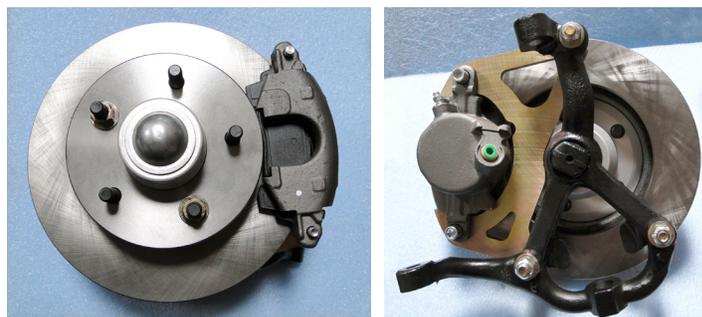
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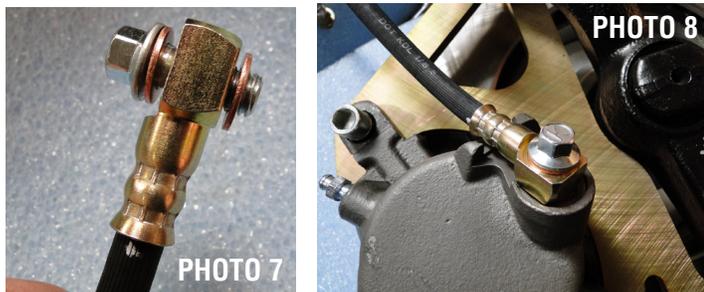
1957-60 Cadillac Front Disc Brake Kit (Continued)

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



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

12. Install the caliper onto the rotor and install the guide pins through the caliper bracket and into the caliper. **Photo 6**



13. Install the rubber brake hose to the caliper with the banjo bolt and crush washers provided. **Photo 7 & Photo 8** Then attach the other end of the hose to the fabricated hard line on the frame.



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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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.