SOS™ 1955-70 10.8” Brake Kit Instructions
for 1955-64 Chevrolet Fullsize Car Stock Spindle &
1958-70 Chevrolet Fullsize Car Drop Spindle

Parts List:
- 2 ea Rotor
- 2 ea Caliper Assembly
- 2 ea Brake Hose
- 2 ea Caliper Bracket
- 2 ea 5/8-18 Bolt
- 2 ea 5/8” Bolt Spacer
- 2 ea Steering arm Spacer
- 2 ea Cotter Pin
- 2 ea Spindle Washer
- 2 ea Outer Bearing
- 2 ea Inner Bearing
- 2 ea Grease Seal
- 2 ea 7/16-20x2-1/4 Bolt
- 2 ea 7/16-20x2-3/4 Bolt
- 4 ea 7/16-20 Lock Nut

Notes:
This kit will not work with drum brake wheels.
This brake kit can be installed onto an original 1955-1957 spindle, original
1958 spindle, original 1959-1964 spindle, or the #CP30101 1958-1970
drop spindle.

Instructions:
1. Remove the old brake assembly for the spindle.
2. When using an original spindle remove the steering arm from the
   spindle.
3. Disconnect the brake hose from the brake line.
4. Using the 5/8-18 bolt connect the top of the caliper bracket to the top
   of the spindle. The caliper will mount towards the rear of the car. The
   bend in the brackets will mount the caliper outboard (towards the
   wheel) on the drop spindle and more inboard (away from the wheel)
   on the original spindle. When using an original 1959-1964 spindle
   install the spacer between the upper portion of the caliper bracket and
   the boss on the top of the spindle.
5. Attach lower portion of the bracket to the spindle as follows:
   a. When using original spindles, the steering arm bolt will connect
      the caliper bracket and the steering arm to the spindle. The
      bracket will be installed between the spindle and the steering
      arm. Install the other steering arm bolt with the steering arm
      spacer between the steering arm and the spindle.
   b. When using the #CP30101 drop spindles bolt the lower portion
      of the bracket to the spindle.
6. Pack the wheel bearings with grease. Install the inner bearings and the
   grease seal. Install the rotor assembly. Install the outer wheel bearing,
   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 to the first po-
      sition the cotter pin can be installed into.
      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 (see photo at right). 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. (See pictures below.)
7. Install the rotor dust cap.
8. Install the caliper assemblies. The bleed screws will be towards the
top.
9. Connect the brake hose to the calipers and the frame. Bleed the
   brakes. Check for leaks.
10. Check that the rotor can turn freely and that the brakes do not drag.
11. Have the car professionally aligned.
**SOS™ 1955-70 10.8” Brake Kit Instructions (CONTINUED)**

To address concerns about using aftermarket wheels and tires, CPP has introduced brake kits that provide more tire to fender clearance using different rotor offsets. If you are upgrading from drum to disc brakes, be aware that most disc brake kits on the market today will push your wheels out towards the fender and depending on the size and backspace of your wheels, can cause interference problems. If you have or are planning to buy aftermarket wheels, a CPP SOS™ Brake Kit is the perfect option for you.

**SOS™ Kits…Simple Offset Solution**

**Steering Arms:**
- 1955-57 Rear Steer
- 1958-64 Front Steer (shown in diagram)
- 1965-70 Rear Steer

**#CP30101 Drop Spindle shown with CPP 10.8” SOS™ Brake Assembly**

**General Torque Specifications**:

<table>
<thead>
<tr>
<th>Bolt Size</th>
<th>Grade 5</th>
<th>Grade 8</th>
</tr>
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<tbody>
<tr>
<td>1/4”</td>
<td>10lb/ft</td>
<td>14lb/ft</td>
</tr>
<tr>
<td>5/16”</td>
<td>19lb/ft</td>
<td>29lb/ft</td>
</tr>
<tr>
<td>3/8”</td>
<td>33lb/ft</td>
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<td>7/16”</td>
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<tr>
<td>9/16”</td>
<td>114lb/ft</td>
<td>169lb/ft</td>
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<tr>
<td>5/8”</td>
<td>154lb/ft</td>
<td>230lb/ft</td>
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**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.

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