

PROJECT: '57 Chevy

PART 11

Currie Rear End & CPP Rear Disk Brakes Installed



(1) As seen in last month's article the Currie Rear End Assembly as it was shipped to us. We cleaned and prepped it for paint and finished it off in Glossy Black. (2)

(3-4-5) Installing the rear Springs and Shackles from Classic Performance Products. Things to note: Shackles are R & L - don't mix them up and remember not to tighten the bolts till the weight of the car is on the suspension.

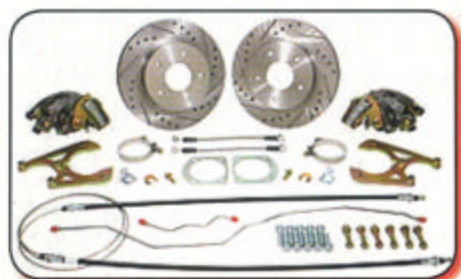
For the same reason we went with the 3:70 Currie Posi rear end - Performance - We chose the Classic Performance Products 4-wheel disk brake kit. It came with everything we needed. We also opted to upgrade to the drilled rotors and rear parking brake options. This will give us piece of mind in the brake department.

Eddie placed the Currie rear assembly on the leaf springs and aligned the spring pads over the center bolt of the springs. The painted u-bolts were then installed thru the bottom shock brackets on both sides.

(6) The rear brake caliper brackets and spacers were assembled and bolted to the axle bearing flange. Eddie only had to look at the instructions once or twice to get all the pieces to line up correctly.

(7) Once the brackets are in place install the rotor and check your clearances. Make sure it will spin freely.

(8) Now Eddie places the caliper



CPP Rear Disk Brakes

over the rotor and attaches it to the bracket. He is installed with two 6" hex head bolts. After it is installed again make sure the rotor still spins freely. Check out how the rotor sits between the calipers and shim accordingly if needed. Be sure the bleeder valve is pointing up.

(9) This is a view of the rotor, caliper and brackets installed on our Currie rear red.

(10) This is a great view of the back of the caliper and optional parking brake assembly.

UPDATE

Let's give you a progress report on the '57 so far.

In Issue #163 Part 12 - you'll see the Trans crossover installation from Classic Chevy International & drive shaft measurement and installation from Central Florida Drive shaft - setting up the correct pinion angle.

In Issue #164 Part 13 - you will see that we installed the Control arms and front disk brakes from Classic Performance products.

In Issue #164 Part 14 - we'll show you the Steering box installation.

In future Issues you'll fine that we brought the '57 body back to the CSM Project Car Garage (our own 2000 sq. ft. facility). Here it sits waiting for our Blue Nostalgia '57 Chevy to be taken off the rotisserie.

It needs MAJOR floor pan work. We





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have decided that it would be cost effective and faster if we just replaced the entire floor-pan and braces as one unit. After the floor pan is replaced we'll replace the trunk pan and braces as a complete unit also.

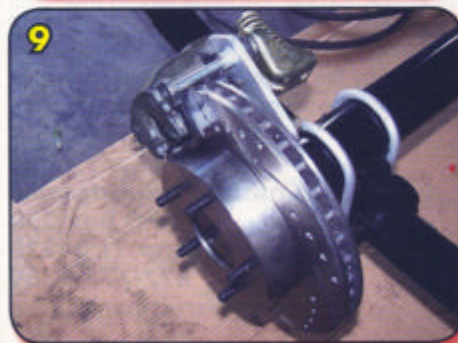
(11-12) This is an inside shot showing that someone placed floor pans OVER the rusted holes in the floor and caulked them and then used sheet metal screws to attach them to the floor. On the drivers side the pan was at least one inch above the original floor and when you put foot pressure on it it would pop up and down.

(13-14) This is our blue '57 on the rotisserie with the floor pans repaired and entire underbody in primer. It has since been painted blue and as soon as the suspension is hung on it's frame we'll place the body back on the frame and hook the red '57 up and



get moving on the floor replacement.

(15) Yes that's a Busted Knuckle Garage Stool you see in the picture! How many of us just sit and stare at our work before, during and after...? See ya next month.



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