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**INSTALLATION
INSTRUCTIONS**

**1941-1957 PONTIAC & 1941-1956 OLDS/CADDY
FRONT LOWER DISC BRAKE INSTALL**

**IMPORTANT NOTICE – READ ALL INSTRUCTIONS PRIOR TO
STARTING THE DISC BRAKE INSTALL**

Before getting started...this install should only be attempted by a qualified installer with extensive knowledge of disc brake systems!

This kit will require that you use 15" or larger wheels. 14" wheels will not fit this kit. A good wheel that works is a 80s Chevy Truck wheel.

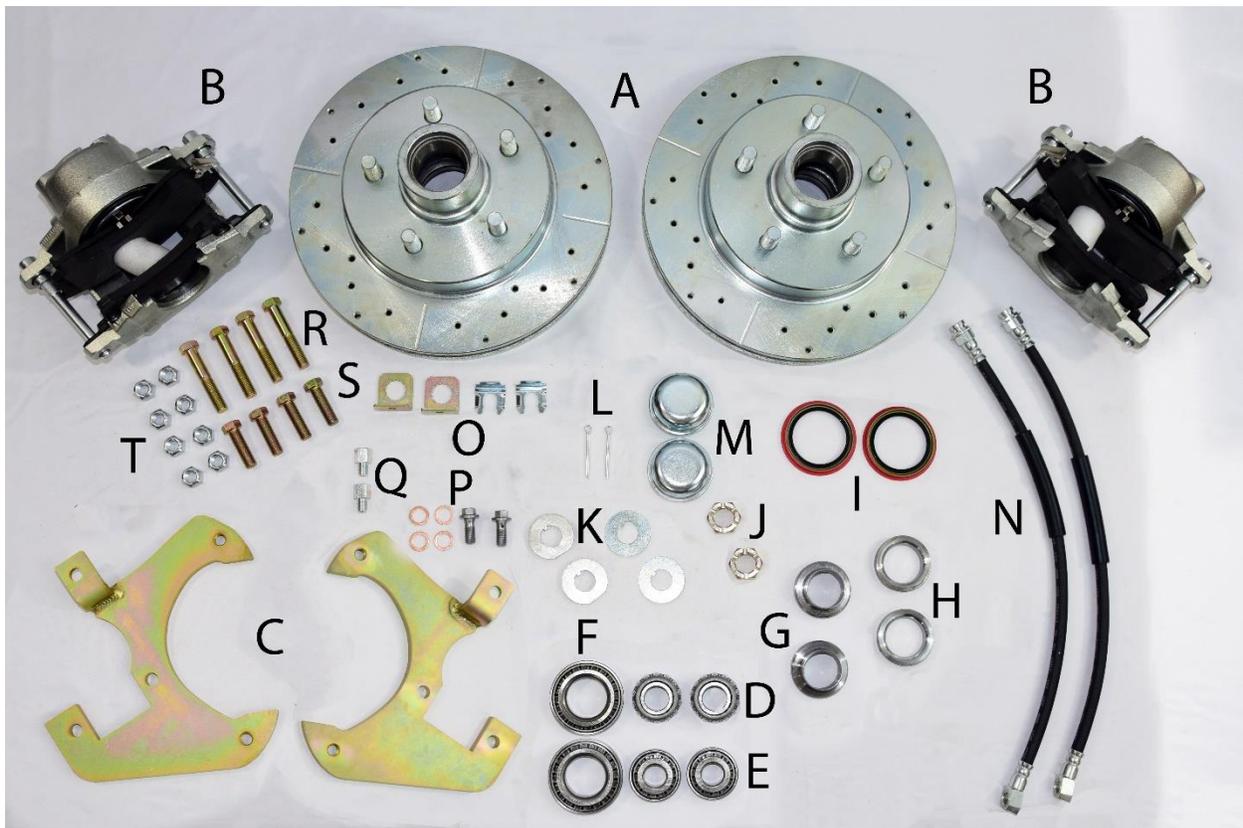
When complete use DOT3 brake fluid in the brake system. If you have brake fluid in your brake system other than DOT3, fully flush the system and refill with DOT3.

If you plan to paint or plate any of the parts in this kit you must first test fit everything to ensure proper fit. The kit cannot be returned for credit once any part is painted, plated or brake fluid run through.

THE KIT INCLUDES

- A. 2) Rotors (5595 95 Chevy 2WD-modified) (5 on 5)
- B. 2) Loaded Calipers (4208/4209 87 K10 Chevy 4WD)
- C. 2) Caliper Mounting Brackets (56 PONT)
- D. 2) A3 (12649) Outer Wheel Bearings - For Cadillac kit, not Pontiac or Oldsmobile
- E. 2) A2 (11949) Outer Wheel Bearings - For Pontiac and Olds kits, not Cadillac
- F. 2) 48548 Inner Wheel Bearings
- G. 2) Inner Bearing Adapters – 41-54 Pontiac/Olds kit, not Cadillac
- H. 2) Inner Bearing Spacers – 41-56 Cadillac/55-56 Olds/55-57 Pontiac kit
- I. 2) 8871 Grease Seals
- J. 2) Castle Nuts
- K. 4) Castle Nut Washers (2 different thicknesses are provide – use what is needed)
- L. 2) Cotter Pins
- M. 2) Dust Caps
- N. 2) Rubber Brake Hoses (Custom Hose - 10XL 10mm extra long)
- O. 2) Flex Hose Frame Clips and retainers
- P. 2) 10mm Banjo Bolts and Copper Washers
- Q. 2) Reducer fittings (for flex hose to solid steel brake line - only use if needed)
- R. 4) 7/16x20x2 1/2" Grade 8 Bolts
- S. 4) 7/16x20x1 1/2" Grade 8 Bolts
- T. 8) 7/16 Grade 8 Nyloc Nuts

(no additional hardware is included)



DRUM BRAKE DISASSEMBLY/DISC BRAKE ASSEMBLY

Start with either side

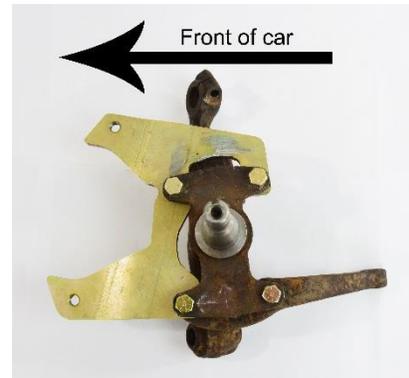
1. Stabilize the vehicle using wheel chocks.
2. Jack up the front of car and place safely on jack stands.
3. Remove the front wheels.
4. Remove the brake drum assembly.
 - You may want to place a pan under the brake line when you disconnect the brake lines.

Once you have removed all of the original drum assembly you are ready to start the install on the front brake kit.

5. Locate the caliper bracket.
 - This bracket is marked by the manufacturer with 56 PONT on it. This bracket does fit 41-57 Pontiac and 41-56 Cadillac/Oldsmobile brake kits.



6. Install the bracket as shown in this picture using the supplied hardware.
 - The bracket should be installed so that the caliper is mounted on the back of the spindle.
 - If necessary/preferred the bracket and caliper CAN be installed on the front of the spindle. In that case the left side caliper bracket would become the right side bracket and vice versa as would the caliper.



Notice there are 2 different style of spacers included in the brake kit as shown below. You will only use one.



1941-1956 Cadillac
1955-1956 Oldsmobile
1955-1957 Pontiac



1941-1954 Pontiac/Oldsmobile

7. Install the spacer correct for your car onto the spindle spud. Be sure to position it correctly as shown in these pictures.
 - If you are unsure which to use just slip one over your spindle if it fits properly you have the right one. Each of these has a different inner diameter.



- On the 1941-56 Cadillac/55-57 Pontiac/1955-56 Oldsmobile notice there is a beveled/rounded edge on one of the sides. That side goes inward against the spindle.



- The fit on the spacer/sleeve is meant to be tight on the spindle spud. To get the spacer/sleeve to seat you may need to heat the spacer/sleeve before sliding it onto the spindle spud. When it cools it will shrink again giving a very tight fit.
 - Another option would be to use a pipe and gentle tap it into place.
8. Assemble the rotor for installation with the bearing and seal pressed in place.
 - Notice the race is already installed in all our rotors.
 - Be sure to thoroughly grease the bearing with heavy wheel grease prior to install.
 9. Place the rotor onto the spindle.
 10. Thoroughly grease the outer bearing with heavy wheel grease and install onto the spindle.
 11. Loosely install the supplied castle nut onto the spindle to hold the rotor in place for the next step.
 - ***The castle nuts supplied are right-hand thread. If your spindle is a left-hand thread you will need to reuse your original castle nut.***
 12. Place the brake pads into the caliper and place the caliper over the rotor and bolt into place on the bracket.
 - It is recommended that you smear a little synthetic brake grease on the bolt where it slides through the caliper.

- Be sure to install the caliper correctly with the bleeder valve at the top of the caliper.



13. Appropriately tighten the castle nut and install the supplied cotter pin.
 - 2 sets of castle nut washers are provided. Use whichever combination is needed to get your castle nut snug and the cotter pin in place properly.
14. Finish your install by installing the dust cap and flex-hose from the caliper to your brake line.
 - Use the fitting adapter only if needed to go from the flex hose to your hard brake lines.

COMPLETE THESE STEPS ON THE OTHER SIDE BEFORE PROCEEDING

FINAL STEPS

You will need to install the correct proportioning valve for a front disc/rear drum brake setup. Failure to do this will result in poor brake performance and very likely rear brake lockup.

After everything has been installed and properly tightened finish the install by thoroughly bleeding the brakes.

It is EXTREMELY important that the brake system be tested and that YOU confirm it is performing well before ever attempting to drive your vehicle after your disc brakes have been installed!!!

