

1953-62 CORVETTE
1949-54 CHEV

INSTALLATION INSTRUCTIONS

Your disc brake conversion kit should contain the following parts:

2 Bearing adapters
2 7/16-20 x 2 3/4 Bolts
4 7/16-20 x 2 Bolts
6 7/16 - 20 Nuts
2 1 1/8 x 1/4 Spacers
4 3/4 x 1/4 Spacers
1 4059 Caliper with pads and hardware
1 4060 Caliper with pads and hardware
2 141040 Rotors
2 88520 Hoses
2 Hose bolts
4 Copper washers
2 A 13 Inner bearings
2 A 2 Outer bearings
2 8871 Grease seals
2 Caliper mounting brackets

READ THESE INSTRUCTIONS COMPLETELY PRIOR TO INSTALLATION

1. Remove the early drums, brakes and backing plates from the spindles. Make sure that you retain the bearing nut and keyed washer.
2. Thoroughly clean grease and dirt from the spindle. Check the spindle thoroughly for cracks and damage.
3. Using one of the original bolts in the *forward* hole, re-install the steering arm in its stock location on the spindle. Using the hardware supplied in the kit install the caliper-mounting bracket on the rear of the spindle as shown in the diagram. Insert the 1/4" thick round spacers between the bracket and the spindle. Trim the bracket if necessary.
4. Examine the inner wheel bearing seating area on the spindle for wear and damage. Emery cloth the bearing seating area on the spindle for a smooth surface.

5. Slide the bearing adapter onto the spindle and drive it into place using a hammer and a piece of pipe of suitable size. $\frac{1}{2}$ " pipe works well. ***Do not damage the adapter while installing.*** Use a rag for padding between the pipe and the adapter. Carefully drive the adapter on until it seats firmly against the spindle inner bearing shoulder.
6. Remove the bearings and inner seal from the GM rotor. Remove the inner bearing race and replace both the race and inner bearing assembly with the supplied A-13 inner bearing. Install the supplied 8871 seal.
7. Install the rotor on the spindle making sure that the inner bearing seats all the way onto the bearing adapter.

NOTE: Bearings and adapter are machined to .00005" tolerance. If the bearing does not slide onto the adapter easily it may be due to tolerance "stack up". This can be rectified by a small amount of very fine emery sanding on the bearing seating surface of the adapter.

8. Install the supplied outer wheel bearing A-2 followed by the $\frac{3}{4}$ " x $\frac{1}{4}$ " spacer (supplied). Install the stock keyed bearing retaining washer (previously saved) and retaining nut. Adjust bearings as required and install cotter key and bearing dust cover.
9. Inspect caliper prior to installation. Install caliper on mounting bracket with the bleeder facing up using the supplied stock mounting bolts. Make sure that the bolts are not damaged or bent before installing.
10. Fill the brake system with the correct fluid, bleed and inspect for leaks.
11. Check for any brake caliper/rotor/wheel interference.

You now have a front braking system far superior to the original system. Because of this it is now strongly advised that the front end supporting and locating system be adequate to absorb the increased braking loads. Since normal braking action may tend to spread the forward edges of the front tires apart it is essential that you check for bent tie rods at suitable intervals. This spreading of the front wheels results in a compressive type of loading on the tie rod and any built in bend may cause tie rod failure under severe braking.

NOTE: In order to provide correct front to rear braking balance we suggest using dual reservoir disc/drum type master cylinder compatible with the vehicle from which the front brakes were obtained.

REAR VIEW OF RIGHT HAND SIDE

