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INSTALLATION INSTRUCTIONS

**1955-1958 & 1959-1964 CHEVY PASSENGER CAR
FRONT LOWER DISC BRAKE INSTALL**
*****FITS 14" DISC BRAKE WHEELS OR LARGER WHEELS*****

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 is designed for 1955-1964 Chevy Passenger Cars. Please note that there are slight differences between the 1955-1957, 1958 and 1959-1964 kits as noted. Most notably the location of the steering arm and Anchor Bolt spacer locations.

This kit requires 14" disc brake wheels OR 15" or larger wheels.

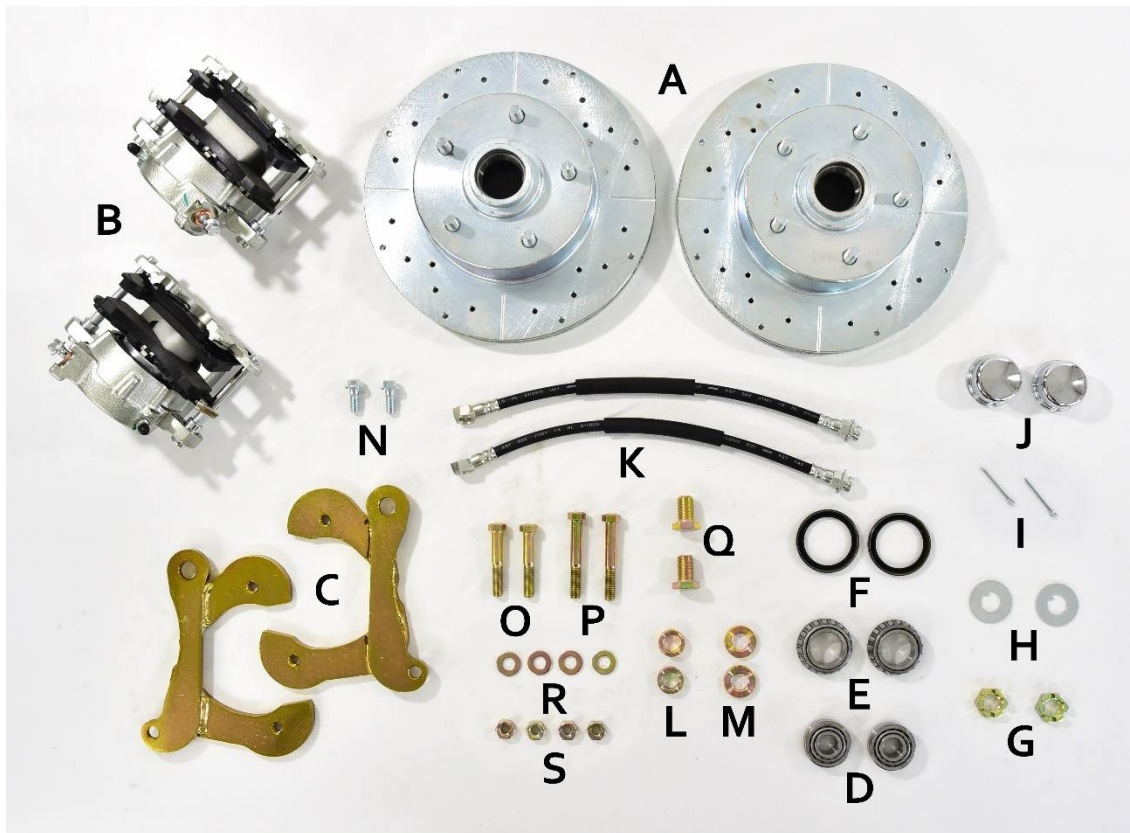
When complete use DOT3 brake fluid in the brake system. If you have brake fluid in your brake system other than DOT3, fully flush the system and refill with DOT3.

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 (5514) (5 on 4 3/4)
- B. 2) Loaded Calipers (79-87 GM Midsize Calipers)
- C. 2) Caliper Mounting Brackets (No Part# markings)
- D. 2) Outer Wheel Bearings (LM11949)
- E. 2) Inner Wheel Bearings (LM67048)
- F. 2) 7934S Grease Seals
- G. 2) Castle Nuts (GM)
- H. 4) Castle Nut Washers (GM)
- I. 2) Cotter Pins
- J. 2) Dust Caps
- K. 2) 10 mm Rubber Brake Hoses (BH 36646 / 5564FD)
- L. 2) 5/8id x 5/16" Thick Spacers (used on 55-58 Chevy and 59-64 Chevy)
- M. 2) 5/8id x 3/16" Thick Anchor Bolt Spacer (used on 59-64 Chevy only)
- N. 2) 10mm x 1.5 Banjo Bolts and Copper Washers
- O. 2) 7/16-14x2 1/2" Grade 8 Bolts
- P. 2) 7/16-14x3" Grade 8 Bolts
- Q. 2) 5/8-18x1" Grade 8 Bolts
- R. 4) 7/16" Flat Washers
- S. 4) 7/16-14 Grade 8 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.
 - Be sure to remove the old ball bearing inner race from the spindle. You will not reuse this.
 - 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.

Please notice that the 55-57, 58 and 59-64 Chevy brake installation is almost exactly the same except the position of the steering arm and spacer that will be installed with the top Anchor Bolt on the 59-64 spindle whereas the 55-58 will not use that spacer. The steering arm on a 55-57 Chevy faces toward the back (rear steer) of the car, while 58-64 Chevy arm faces toward the front (front steer) of the car.

For 55-58 follow the next steps (if doing a 59-64 skip to steps 8-10).

Please note the pictures of the spindle below are 55-57 Chevy. The steering arm on the 55-57 faces to the rear of the car whereas the 58 steering arm faces to the front of the car.

5. Locate the caliper bracket.
 - These brackets are not marked LEFT or RIGHT but there is a left and a right bracket.
 - The bracket shown here is the LEFT bracket.
6. Locate one 5/8" x 3/16" spacer.
 - *The 5/8" x 3/16" spacer supplied in the kit is only used on the 59-64 install.*
7. Install the bracket as shown in this picture using the supplied 7/16" hardware and spacer from step 6 and the supplied 5/8" Anchor Bolt.
 - The bracket should be installed so that the caliper is mounted on the back of the spindle as shown here.



- The spacer is installed between the steering arm and the spindle and is only installed on the lower front steering arm bolt as shown here.
- Do not tighten the bolts until all 3 bolts have been started.

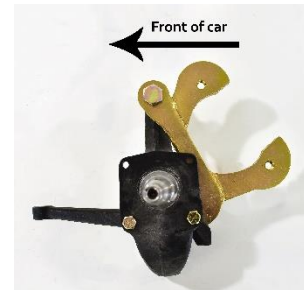


For 59-64 follow steps 8-10 (if doing a 55-58 go back to steps 5-7 if you did not complete those).

8. Locate the caliper bracket.
 - These brackets are not marked LEFT or RIGHT but there is a left and a right bracket.
 - The bracket shown here is the LEFT bracket.
9. Locate one 5/8" x 5/16" spacer and one 5/8" x 3/16" spacer.



10. Install the bracket as shown in this picture using the supplied hardware and spacers from step 9.
 - The bracket should be installed so that the caliper is mounted on the back of the spindle as shown here.
 - The thinner spacer is installed between the caliper bracket and the spindle at the top of the spindle using the supplied 5/8" Anchor Bolt.
 - The thicker spacer is installed between the steering arm and the spindle using the supplied 7/16" hardware.
 - The small spacer is only installed on the lower front steering arm bolt as shown here.
 - Do not tighten the bolts until all 3 bolts have been started.



Resume install for both 55-58 and 59-64 here. MAKE NOTE THAT THE FOLLOWING PICTURES WILL ONLY SHOW THE 55-57 SPINDLE APPLICATION.

11. 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.
12. Place the rotor onto the spindle.
13. Thoroughly grease the outer bearing with heavy wheel grease and install onto the spindle.
14. Loosely install the supplied castle nut onto the spindle to hold the rotor in place for the next step.

15. 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 as identified with the yellow arrow in this picture.



16. Appropriately tighten the castle nut and install the supplied cotter pin.

- There is a small chance that you may need to drill a new cotter pin hole to complete the installation.

17. Finish your install by installing the dust cap and flex-hose from the caliper to your brake line.

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.

You WILL need to a new front-end alignment after this install because the steering arms have been moved from their original location.

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!!!

