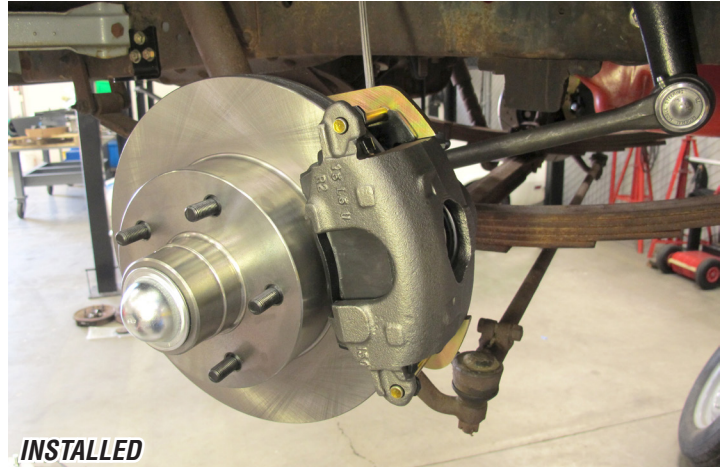
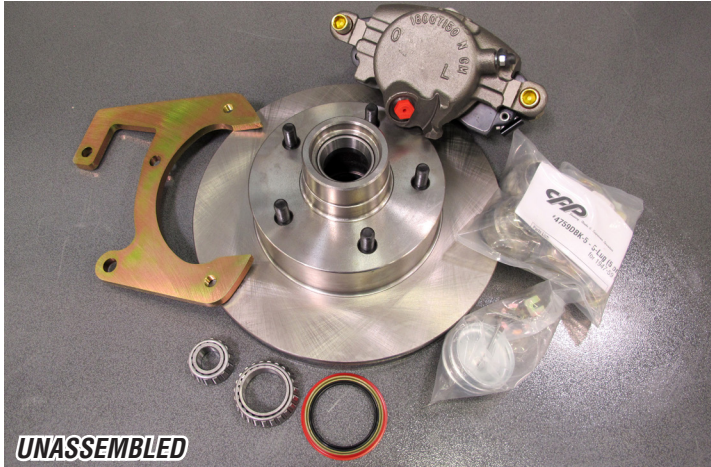




Steering, Brake & Suspension Specialists

#4759WBK-5 - Installation Instructions

for 1947-59 GM 1/2-ton 5-lug Wheel Brake Kit



Notes:

*Early GM 15" and 16" wheels will not work with the CPP brake kit; must use "disc brake specific" wheels. Verify fitment prior to installation. On some models (mostly 1947-48), the lower spindle holes will need to be drilled out from 7/16" to 1/2". (*It may be possible to clearance some 16" wheels, but CPP does not recommend modifying to the extent of causing a safety concern.)

Instructions:



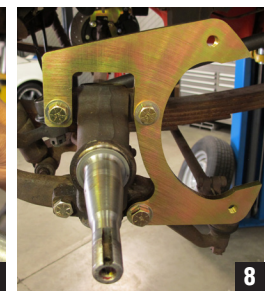
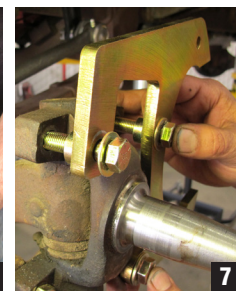
1. Support front of truck safely in preparation to remove front wheels and drum brake hub assemblies down to the bare spindles. (Figs 3-4)

2. Leave steering arm connected to the tie rod/drag link. Inspect the bearing



surfaces on the spindles for excess wear and repair (lightly sand) or replace if necessary. (Fig 5)

3. Using the spacers provided, install the caliper mounting bracket onto the spindle; the opening (C shape) points towards the rear. Bolt caliper to bracket and turn spindle lock to lock to verify clearance; remove caliper and set aside. (Figs 6-8)



4. Install the supplied bearing adapter onto the spindle; if adapter doesn't fit snug (too loose should require spindle replacement), use green Loc-Tite sleeve retainer. Lightly hit with emery cloth if fit is too tight. (Fig 9)

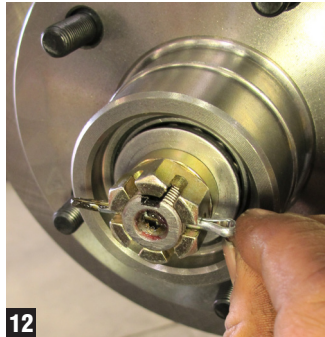
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#4759WBK-5 - Installation Instructions (Continued)

5. Adequately grease and install front and rear wheel bearings with inner grease seal. (Fig 10)



6. Install the brake rotor onto the spindle; set bearing preload by tightening axle nut by hand (no more than 12 lb-ft), spin rotor in forward direction to insure bearings are seated, then check to see that nut is tight (if not, repeat steps). Secure with cotter pin and install dust cap. (Figs 11-12)



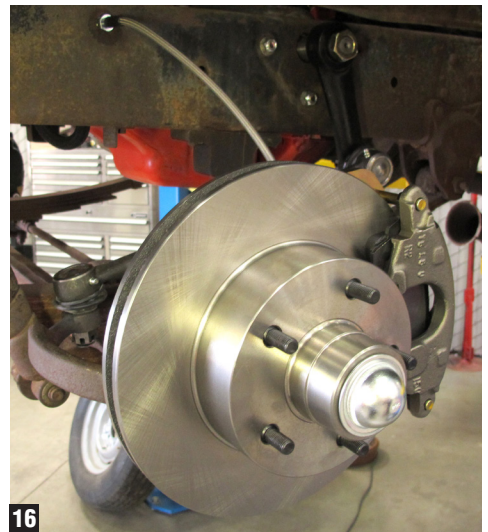
7. Before installing caliper, check slide pin bushings and add grease if necessary. Attach caliper with bleeder screw pointing up. (Fig 13)



8. Install brake flex hoses; if using standard rubber, make sure the banjo fitting orientation (stepped side facing out) is correct and use copper washers on both sides. Once connected to hard line at the framrail, turn wheel lock to lock to insure hose will not bind. (Fig 14)

9. If/when using standard rubber brake hoses, make sure the stepped side of the banjo faces "out", otherwise you risk not making a complete seal with the fitting on the caliper. (Fig 15)

10. Once the wheel brake kits have been installed, proceed to bleed your fluid system and enjoy the benefits of your truck's new and (vastly) improved brakes! (Fig 16)



GENERAL TORQUE SPECIFICATIONS:

1/4"	grade 5	10lb/ft	1/4"	grade 8	14lb/ft
5/16"	grade 5	19lb/ft	5/16"	grade 8	29lb/ft
3/8"	grade 5	33lb/ft	3/8"	grade 8	47lb/ft
7/16"	grade 5	54lb/ft	7/16"	grade 8	78lb/ft
1/2"	grade 5	78lb/ft	1/2"	grade 8	119lb/ft
9/16"	grade 5	114lb/ft	9/16"	grade 8	169lb/ft
5/8"	grade 5	154lb/ft	5/8"	grade 8	230lb/ft

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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