Steering, Brake & Suspension Specialists

#5557DBK-T Installation Instructions

for 1955-57 T-Bird Disc Brake Conversion Kit

Notes:

Read these instructions completely before attempting this installation

BEFORE BEGINNING INSTALLATION, MAKE SURE YOUR WHEELS FIT ON THE DISC ROTOR. Parts that have been painted, plated or modified may not be returned.

Manual Brakes Instructions:

1. Remove original master cylinder and install the new one.
2. Install the banjo bolts and brass fitting in rear brake port of the master cylinder. The Original steel line can now be run from the brass fitting down the block on the left frame rail, (the stop light switch block.)
3. Disconnect the line that runs from the left front brake hose to the stop light switch block. At the block, install the supplied plug and connect the union to the steel line from the front left brake hose.
4. Connect the new line to the union, then to the front brake port side of the master cylinder. The braided line attaches to the master cylinder with a banjo bolt.

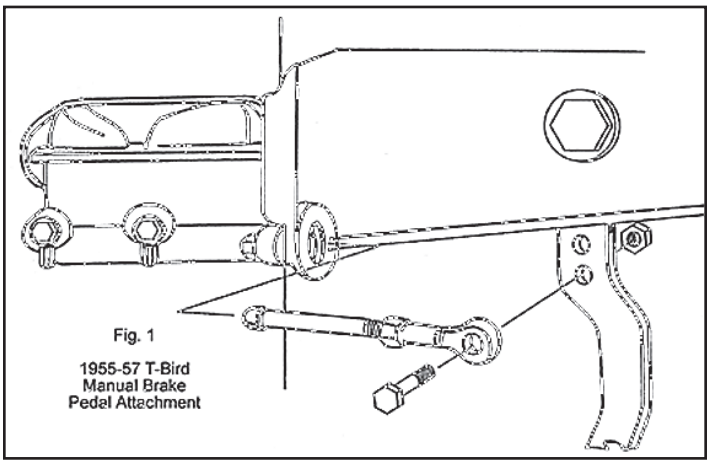

Fig. 1
1955-57 T-Bird
Manual Brake
Pedal Attachment

5. To attach the pedal to the new master, drill a 3/8" hole on the pedal 5/8" lower than the original mounting hole and install the supplied brake push rod. (See Fig. 1)
6. Follow Steps 7-15 below.

Power Brake Instructions:

1. Remove the original master cylinder and install the new one.
2. Remove the steel line running from the master cylinder to the Hydrovac unit and the line from the Hydrovac to the brass stop light switch block located on the left frame under the master cylinder. (See Fig. 2)
3. Install the new steel line from the large bowl on the master cylinder to the Hydrovac and the braided line from the Hydrovac to the stop light switch block using the supplied banjo bolts and fittings.

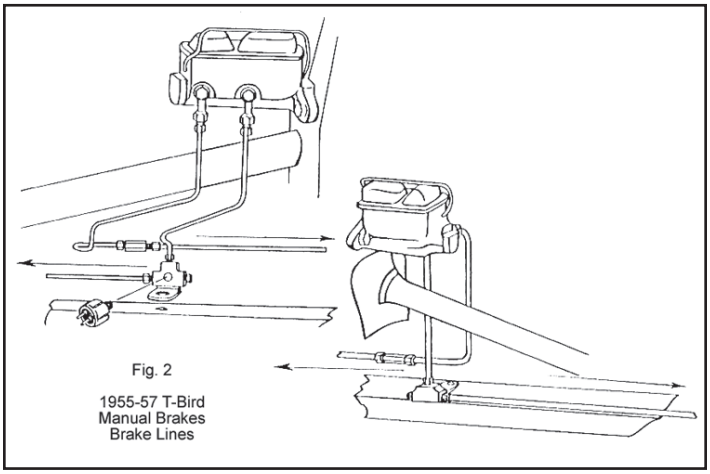

Fig. 2
1955-57 T-Bird
Manual Brakes
Brake Lines

4. With the front brakes now complete, remove the rear steel brake line from the stop light switch block and install the supplied plug.
5. Install the rear brake line from the small bowl of the master cylinder to the rear brake steel line located by stop light switch block.
6. Follow Steps 7-15 below
7. Install the new rear wheel cylinders. The supplied wheel cylinders will work with all your original rear brake components. The new wheel cylinders are different diameters than original in order to balance the brake system.
8. Remove the factory front brake hubs, drums, backing plates, and brake hoses. Clean and inspect the spindles for wear.
9. Install the new caliper mounting brackets with welded bung facing outward, (see Fig. 3) Install the bearing spacer on the spindle with the chamfered side inboard to allow the spacer to seat tight against the machined surface of the spindle.

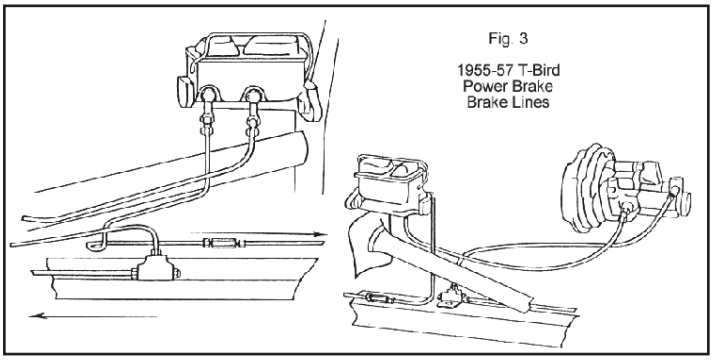

Fig. 3
1955-57 T-Bird
Power Brake
Brake Lines

Classic Performance Products, Inc. **714.522.2000** | fax 714.522.2500
378 E. Orangethorpe Ave. | Placentia, CA 92870 | www.classicperform.com

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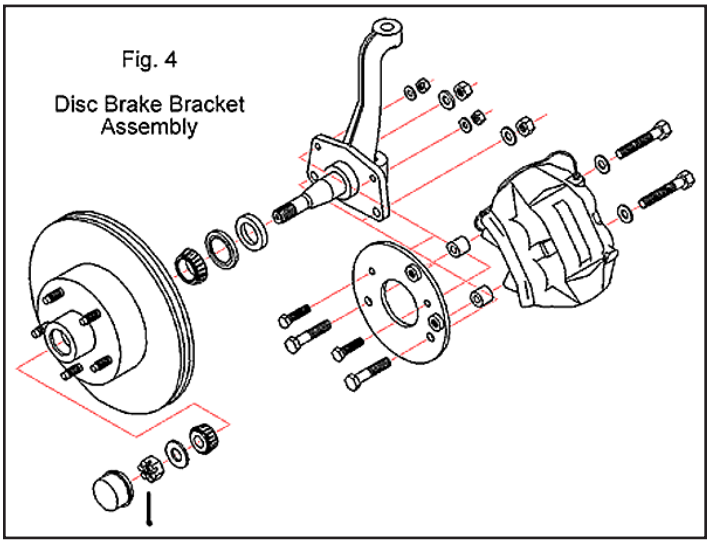
(Continued)

10. Install the new bearings after properly packing them with quality bearing grease.
11. Install the rotor, spindle washer and spindle nut. Torque the spindle nut to 12 ft./lbs. While rotating the rotor, loosen the spindle nut one flat and install the cotter pin and dust cap.
12. Using the supplied bolts and spacers, bolt the caliper to the caliper bracket. The top caliper spacer is flat on one side to clear the spindle, (see Fig. 4) When installing the calipers, make sure the caliper bleeder screws are pointing up.
13. Install the front brake lines to the calipers using the supplied banjo bolts and attach them to the frame like the original were.
14. Ensure that all fittings are tight.
15. Bleed your brake system.



WARNING!! *Stock drum brake wheels may not work with disc brake conversions. Drum brake wheels were not made with disc brakes in mind so there may be wheel to caliper clearance problems. Before installing this kit, make sure your wheels fit the brake assembly.*

For those wanting to keep stock wheels that interfere with the installation, there are companies such as Wheelsmith, Stockton Wheel Co. and Wheel Vintiques that can remove the original wheel centers and re-install them into a new disc brake rim. Please call for more information.

Wheelsmith (951) 898-4563 | Wheel Vintiques (800) 2959-2100 | Stockton Wheel Service (209) 464-7771

PLEASE NOTE: The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.

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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