



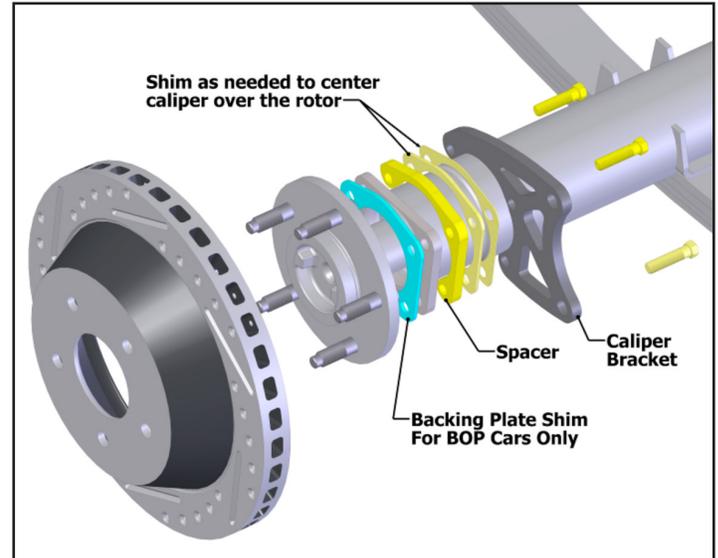
Steering, Brake & Suspension Specialists

# #6474RWBK-P12 - Installation Instructions for 1964-74 A, F, and X Body BOP Rear Axle Big Brake Kit

### PARTS LIST:

1 ea Left Rotor	2 ea 10mm Banjo Bolt
1 ea Right Rotor	4 ea Thick Shim
1 ea Left Caliper Assembly	4 ea Thin Shim
1 ea Right Caliper Assembly	4 ea 10mm Crush Washer
1 ea 10 Bolt Gasket (non BOP)	2 ea Parking Cable Extension
1 ea 12 Bolt Gasket (non BOP)	4 ea M12x1.75x30mm Gr8.8 Bolt
2 ea Caliper Bracket	4 ea M12 Flat Washer
2 ea Backing Plate Shim BOP Only	4 ea M12 Lock Washer
2 ea Spacer	6 ea 3/8-16x 1-3/4 Bolt
2 ea Brake Hose Tab	6 ea 3/8-16 Nut
2 ea Brake Tab Clamp	6 ea 3/8 Lock Washer
2 ea Brake Hose	12 ea 3/8 Flat Washer
2 ea Brake Hose Clip	10 ea Wheel Stud

8. Install the axles and new brackets onto the axle housing. NOTE: The 1968-1969 Camaro / Firebird and 1968-1974 Nova / X-body cars will have the right side bracket and caliper to the rear of the axle, and the left side will be to the front of the axle.
  - a. Chevrolet cars need to: Install the axles into the housing, Reinstall the C-clips on to the axle. Using the new gaskets, reinstall the differential cover. Using the new 3/8" hardware, attach the brackets and spacers to the axle flanges.
  - b. B.O.P. cars need to: Install the backing plate shim first, followed by the axles and bearing retainers. (The backing plate shim will occupy the space originally taken by the backing plate.)



### NOTES:

This kit is designed to work with 17" or larger wheels.  
1968 & 1969 Camaro and Firebird use 2 right side calipers and brackets.

### REPLACEMENT PARTS:

1988-1992 Lincoln Continental Calipers	CPP 31817 Left Rotor
1988-1992 Lincoln Continental Brake Pads	CPP 31817 Right Rotor

### INSTRUCTIONS:

1. Disconnect the rear hard lines on the rear axle from the wheel cylinders.
2. Disconnect the rear brake hose from the hard lines on the axle.
3. Remove the hard lines from the axle. (New conversion hard lines are included with the disk brake kit.)
4. Remove the rear drums from the axle.
5. If you have the optional new parking brake cables or are not using a parking brake caliper, disconnect the rear portion of the cable from the front portion. If you are reusing your parking brake cables, disconnect them from the backing plate assemblies.
6. Remove the rear axles and backing plates from the from the axle housing.
  - a. Chevrolet cars need to: Remove the differential gear cover. Remove the C-clips from the axles. Remove the axles. Remove the 4 bolts securing the backing plates to the housing. Remove the backing plate assemblies.
  - b. B.O.P. (Buick Oldsmobile, Pontiac) cars need to: Remove the 4 bolts securing the backing plates and bearing retainers to the housing. Remove the axles. Remove the backing plate assemblies.
7. Check to see if the new wheel studs are longer than the wheel studs in the axle. If the new studs are longer install them into the axle.
10. Install the spacer and caliper bracket
11. Install the rotors onto the axle flanges.
12. Install the caliper assemblies onto the caliper brackets. The bleed screws will be toward the top of the calipers.
13. Check that the axles can turn freely. Add shims as needed to center the caliper on the rotor. In order to maximize the friction contact between the pads and the rotor, the caliper has a tight tolerance to the rotor. Due to variations in the caliper castings, you may need to remove a small amount of metal from the edges of the caliper. This can be done with a flat hand file.
14. Install the new parking brake cables. (Cars that already had disc brakes may not need to replace their parking brake cables.)
15. Loosely install the new hoses onto the calipers. Do not tighten the bolts against the crush washers at this time.

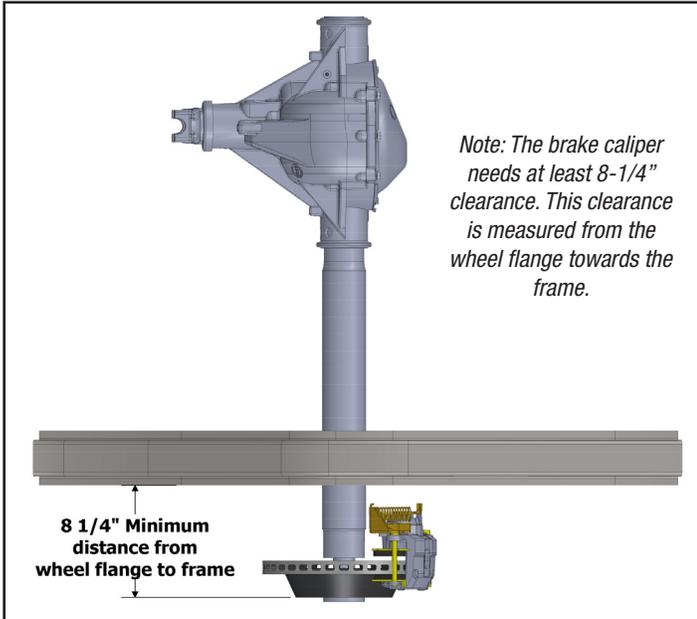
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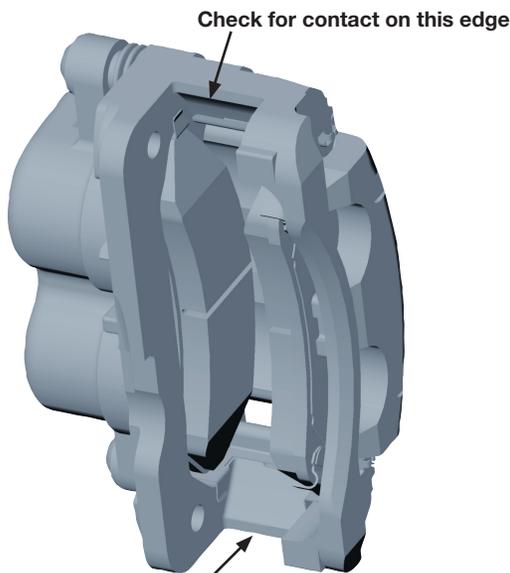


16. Install the brake hose tabs and clips onto the new brake hoses. Install the new hard lines along the axle. Connect the brake hoses to the hard lines. The hard line may need to be repositioned. Secure the brake hose tabs to the axle with the tab clamp.
17. Tighten both ends of the brake hoses.
18. Check the function of the parking brake. The parking brake is self adjusting and may need to be applied several times before it works. The parking brake adjustment will affect how well the brake performs.
19. Bleed the brakes.
20. Recheck that all the nuts and bolts are tight.



For 1968-69 Camaro / Firebird and 1968-74 Nova / X-body cars, it may be necessary to clear the drivers side frame as shown to avoid the caliper making contact.

Caliper to body clearance should be checked at right height.



### 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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**INSTALLATION, TECHNICAL,  
& TROUBLESHOOTING GUIDE**

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