

#5559RWBK-6E - Installation Instructions

for 1955-59 GM 1/2-Ton 6-Lug Rear Disc Brake Kit



3. Carefully slide axles out; inspect for excess bearing surface and input spline wear. (Fig. 3)

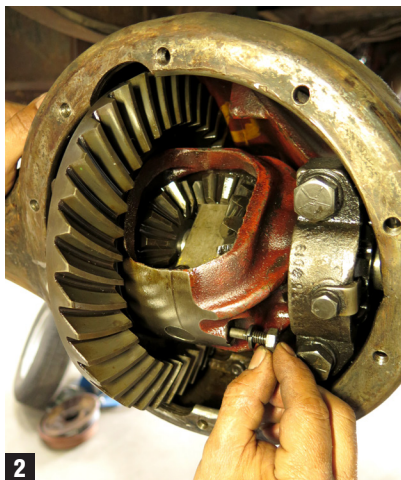
Notes:

A dual-circuit master cylinder, such as CPP's #5559BB4 with appropriate proportioning valve, must be used with rear disc brakes. *Original 15" & 16" drum brake wheels will not work with the CPP brake kit; must use "disc brake specific" wheels. Verify fitment prior to installation. (*It may be possible to clearance some early 16" wheels, but CPP does not recommend modifying to the extent of causing a safety concern.)

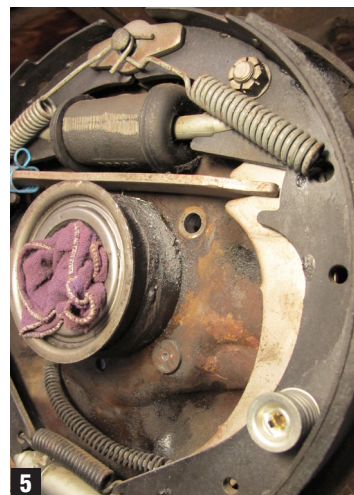
Instructions:

1. Safely elevate rear of truck in order to remove wheels, axles, and stock drum brakes. Disconnect brake lines from wheel cylinders and remove brake drums.

2. To slide the axles out, remove differential cover to access the C-clips (set catch pan below to drain gear oil); carefully undo and remove clips without dropping cluster gears, if possible; keeping them in vertical position will help prevent them from falling out. (Fig. 2)

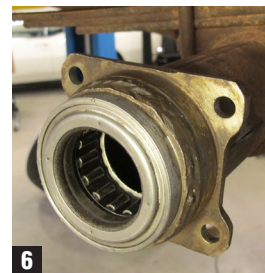


4. Once the axles have been removed, undo E-brake cables and, if necessary, disassemble the drum brakes to access the rivets retaining the backing plates to the rear end housing. (Fig. 4)



5. Probably the easiest method for removing the four rivets is by drilling out the front side and pressing them out (with hammer and punch) through the rear. Do not damage axle housing flange! (Fig. 5)

6. Inspect, re-grease, and/or replace axle bearings if necessary. Double check that the flange bolt pattern is standard GM truck, 3.375" x 2.625". (Fig. 6)



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#5559RWBK-6E - Instructions (continued)

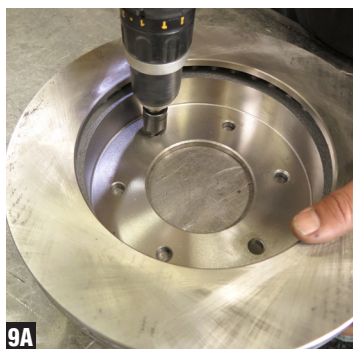


7. Press out stock wheel studs and prepare axles for the supplied 7/16" studs by chasing holes with 27/64 bit. (Figs 7A-7B)

8. Install or have machine shop (preferred method) press-in new wheel studs. (Fig. 8)



9. Chamfer the backsides of the rotor's lug holes so that when installed, they will sit flush on the axles and not stand off, leaving a small gap. Test fit rotor on axle prior to reinstallation. (Fig. 9A-9B)



10. Reinstall axles/rotors; secure with C-clips, replace third member cover with new gasket, and refill with appropriate gear oil. (Fig. 10)



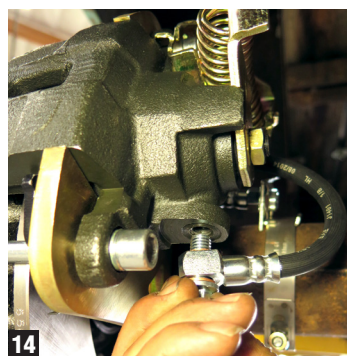
11. The CPP brake kit is supplied with a variety of bracket spacers, which allow you to accurately mount the caliper to align correctly with the rotor. You may need to test fit by process of elimination to get caliper/pads centered properly. (Fig. 11)



12. Install bracket with opening facing toward the rear; the T-bolt heads should be facing outward, toward the rotor. (Fig. 12)



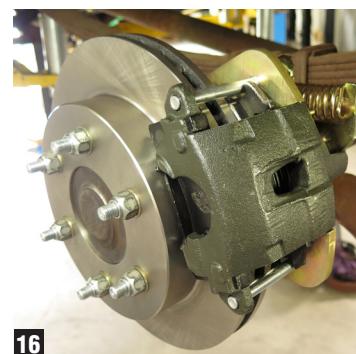
13. Mount the calipers with the E-brake levers and bleeder screws pointing upward. Grease slider pin bushings if they do not move freely within the caliper. (Fig. 13)



14. Install the brake hoses using copper washers on both sides of the banjo fitting; stepped side of banjo faces out. Complete brake line hookup by installing CPP axle clamp and line conversion kit. (Fig. 14)

15. Set the caliper parking brake (*See adjustment procedure on next page)

16. Bleed the fluid system, reinstall rear wheels, and enjoy the benefits of your truck's new—and improved—disc brakes! (Fig. 16)



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Emergency Brake Adjustment:



17. First verify emergency brake lever requires adjustment by checking the amount of slack (play); by hand, move lever in the direction of actuation, towards the front of the vehicle. If more than 1/8" of play, perform the following procedure. (Fig. 17)



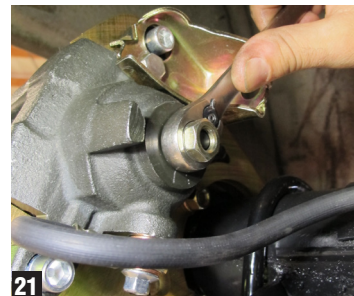
18. Remove the nut, lever, seal, and nylon washer from the parking brake adjusting screw on the caliper. (Fig. 18)

19. For point of reference, mark the lowest tip of the adjuster hex nut onto the caliper body. (Fig. 19)



20. Using a 9/16 wrench with the nut reinstalled (to prevent the shaft from engaging too deep into the caliper), adjust the shaft in and out, opposite the direction it travels during operation, until you can clock the lever snug against the caliper stop. Continually check the mark on the caliper to

gauge where the shaft is being set (it's a blind adjustment). It's not uncommon for a small amount of brake fluid to pass by the piston during the adjustment procedure. (Fig. 20)



21. Once you've got the lever set and minimal travel (no more than 1/8", with a tight feel), remove the nut, reinstall washer and seal, bolt lever back on, and test E-brake tension. (Fig. 21)

22. With the lever set, reinstall the E-brake cable with the spring and clips, and test actuation from within vehicle.



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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