



Steering, Brake & Suspension Specialists

#5764DBK-5.5 - Disc Brake Conversion Instructions for 1957-64 Ford F-100s - 5 on 5-1/2 Bolt Circle

Parts:

ROTORS:

73-93 F-100/F-150 (or Ford equivalent)

CALIPERS:

71-87 GM 1/2 Ton Truck (Or GM equivalent)

BEARINGS & SEALS:

A2 Outer Bearings

A13 Inner Bearings

44053 Bearing Seals

MOUNTING HARDWARE

Notes:

Read these instructions completely before attempting this conversion.

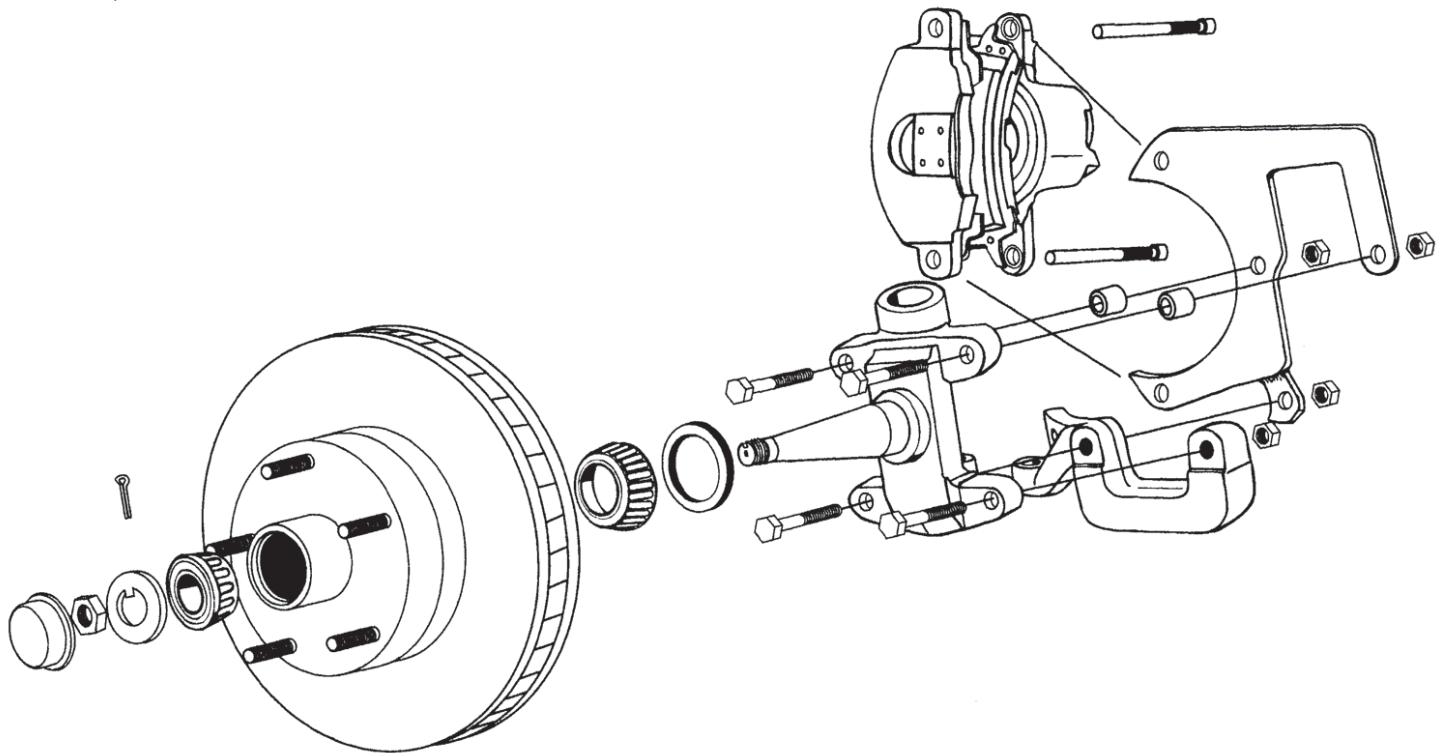
BEFORE BEGINNING INSTALLATION, MAKE SURE YOUR WHEELS FIT ON THE DISC ROTOR. This kit only works with 15" and up wheels due to the 11 3/4" rotors. Make sure this kit fits your application before painting or plating. Parts that have been painted, plated or modified may not be returned.

Instructions:

1. Remove the old drum brake assemblies so all that remains are the stock spindles. Inspect the bearing surfaces on the spindle. If the spindle is grooved, a piece of 180-grit emery cloth can be used to clean it up.

2. Install the caliper-mounting bracket on the backside of the spindle. Make sure the caliper opening is pointing towards the rear of the truck. The spacers provided in the kit go between the bracket and spindle on the top two mounting holes. The two lower holes on the spindle are used to bolt the steering arm to the spindle. Be sure when attaching the caliper bracket to the spindle that the nuts are on the inside of the rotor. Also, the flat of the nuts must be up against the shoulder of the spindle in order for the nut to seat correctly. This is very important. Be sure that it is done correctly.
3. Slide the caliper onto the bracket with the bleeder up. The caliper may not slide into place due to a bump in the casting next to the piston bore. In some cases, it will be necessary to grind this bump flush using a bench grinder. Re-install the caliper and turn the spindle full lock

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#5764DBK-5.5 - Disc Brake Conversion Instructions (Continued)

- left and right to check for any interference. The caliper bracket should clear the king pin locknut. If not, reverse it so the nut is on the front of the axle. Remove caliper from bracket.
- Take the inner bearing and slide it onto the spindle. If the bearing will not go on, use a piece of 180-grit emery cloth take down the spindle.
Note: If the bearing adapter can spin on the axle shaft, you can install the adapter with a small amount of red Loctite.
 - Remove stock outer race from rotor and replace it with the race supplied in the A2 bearing set. Grease all bearings and install them with the grease seal.
 - Install the rotor onto the spindle and tighten the spindle nut. Install the cotter pin and dust cap.
 - Install caliper with the bleeder pointing up. Make sure everything is good and tight and proceed to bleed the system.

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.

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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.