



Steering, Brake & Suspension Specialists

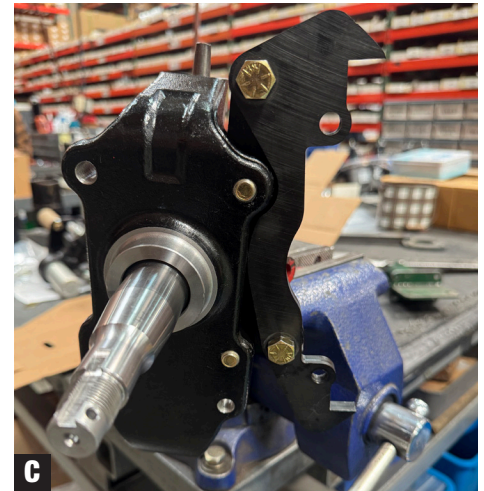
5557DBK-DOE — 5557WBK-DOE Installation Instructions

1955-1957 Chevy Disk Brake Kit for Drop Spindles with 14-Inch Drum Brake Wheels

INSTALLATION NOTE: For the kit to work properly the steering arm may need to be modified to safely clear the caliper.

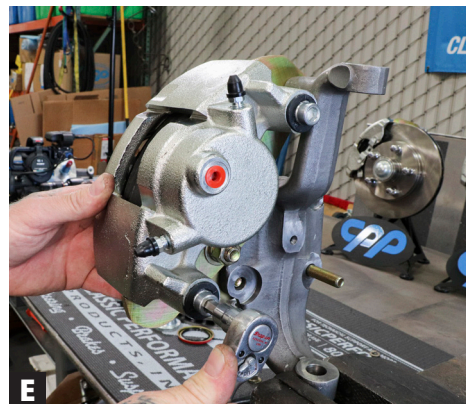
PLEASE NOTE: The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs to make sure none of the steering or braking components can become bound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

We suggest doing a “dry run” and assembling the brackets and caliper on the spindle to check clearance.



Instructions:

1. Begin by installing the spindle bracket using 7/16 x 1.5" bolts, making sure to leave everything a little loose until the other brackets are installed (Photo A).
2. Then use the other 7/16 x 1.5" bolts to install the caliper bracket and the spacer to the spindle bracket. (Photo B).
3. These bolts must be installed starting from the outer face inward (Photo C).



CAUTION: Do not add washers between the head of the bolt and the outer face of the spindle bracket as this may cause an interference with the rotor.

4. Install a washer and lock nut on the back side of the spindle bracket. Tighten the hardware until fully torqued (Photo D).
5. Attach the caliper to the bracket and snug up both caliper bolts. It is not necessary to install the brake pads or rotor at this time (Photo E).
6. Fit the steering arm to the spindle with the steering stop on the bottom. Use only the outer most bolt to hold it in place while checking to see how much clearance is needed (Photo F).

SEE LAST PAGE FOR GENERAL TORQUE SPECIFICATIONS CHART

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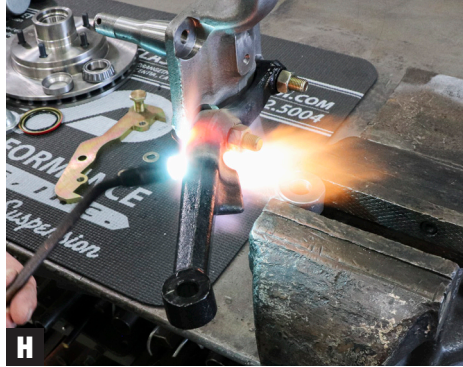
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5557DBK-DOE — 5557WBK-DOE Installation Instructions

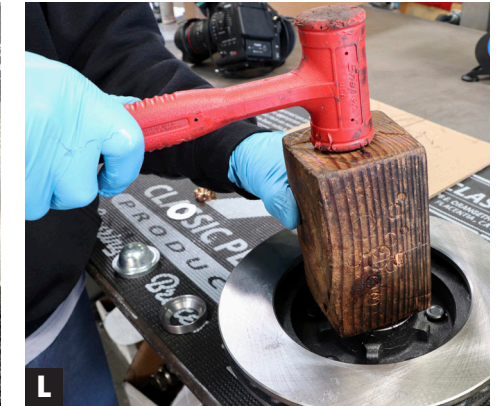
1955-1957 Chevy Disk Brake Kit for Drop Spindles with 14-Inch Drum Brake Wheels



INSTALLATION NOTE: Remember, this is a “floating” style caliper which needs to move in and out as the brake pads wear. The caliper needs to clear the steering arm even once the pads are worn (Photo G).



7. If modification to your steering arms is needed you will need to heat the steering arm. Once the area is glowing red, use a large crescent wrench to bend the steering arm down just enough to clear the caliper (Photo H/I)



8. Let the steering arm air cool then reinstall the caliper to see if the proper clearance has been made.

CAUTION: We do not suggest using a grinder make the necessary clearance because this can weaken the strength of the parts. We do suggest this modification method because the steering arms are forged and thus there is no structural compromise when heating and slightly bending them.

9. Once it is deemed to have enough clearance, proceed to re-install the caliper brackets for the final time.

10. Next, make sure the bearings are packed before placing them in the brake rotor (Photo J).

11. Install the inner bearing followed by the seal (Photo K).

12. A properly-sized piece of wood can be used in place of a seal installer tool to seat the bearing seal on the rotor (Photo L).

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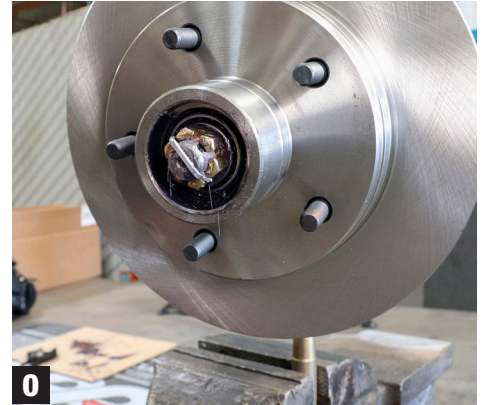
1955-1957 Chevy Disk Brake Kit for Drop Spindles with 14-Inch Drum Brake Wheels



13. Then fit the brake rotor to the spindle followed by the outer wheel bearing, the indexed washer and the spindle nut (Photo M).



14. Tighten the spindle nut while using your other hand to make sure the rotor can still spin. Once the bearings are fully seated, back off the spindle nut just a bit (Photo N).



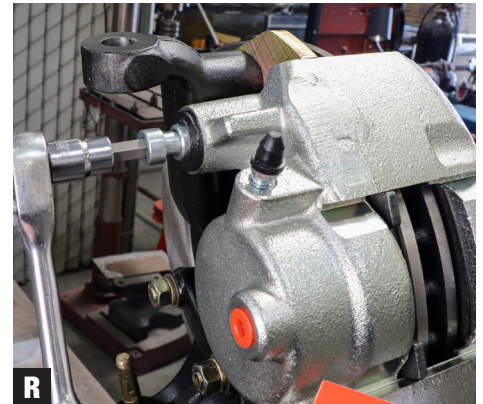
15. Install a new cotter pin to secure the spindle nut (Photo O).



16. Then use a large, properly-sized socket or specialized installation tool to tap on the dust cap (Photo P).



17. Next re-install the brake caliper and pads. Ensure that the caliper guide pins, sleeves, and bushings are set all the way in as to not cause interference with the bracket when installing over the rotor. (Photo Q).



18. Tighten the two caliper guide pin bolts to spec (Photo R).



19. Finally, install the brake hose with a crush washer on either side (Photo S).

MODIFIED STEERING ARMS AVAILABLE
PART #5557SP-A-M \$89



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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