Steering, Brake & Suspension Specialists

#5557RWBK-P12, #5864RWBK-P12, #6570RWBK-P12, #6366RWBK-5-P12, #6366RWBK-6-P12, #6772RWBK-5-P12, #6770RWBK-6-P12 & #7187RWBK-5-P12 Installation Instructions

for 1955-1970 Chevrolet Fullsize & 1963-1987 C-10 Truck Rear Big Brake Kit

Due to the large caliper and rotor, this kit will only work with 17" or larger wheels.

Installation is being shown on the passenger side of a 1955-1957 Chevrolet car. The same steps will apply for 1958-1964 cars.

Note:

This kit will also fit 1965-70 Fullsize car and 1963-87 C-10 trucks. These rear ends will have a c-clip axle and not a 4 bolt axle flange.

Instructions:

1. Secure the vehicle on jack stands or safely on a lift. Remove the rear wheels from the car.

2. Remove the drum brake. You may need to turn the adjusters to bring the brake shoes in so the drum will slide off.

3. Disconnect the brake line from the wheel cylinder. You will need to remove the hard lines from the axle and disconnect them from the brake line tee. New hard lines come in the kit. Inspect your factory rubber hose on the brake tee. Replace if it looks worn or clogged with rust and debris.

4. Un-bolt the brake drum backing plate from the rear axle by removing the four bolts that hold it to the axle flange. Once all the bolts are removed, the axle will slide out and you will be able to remove the backing plate. You may need to use a mallet to knock loose the axle from the housing. (Fig. 1)

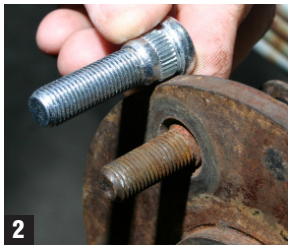

1

4a. ***For installation on a 1965-70 fullsize car or 1963-87 C-10:*** Remove the differential cover. Place a bucket underneath to catch the gear oil.

4b. Once the differential cover is removed, you will need to unbolt and slide out the center pin that holds tension on the c-clips. When the pin is removed, push the outside end of the axle toward the center of the car, this will allow you to remove the c-clip from the end of the axle. Slide the axles out of the housing and remove the drum backing plates.

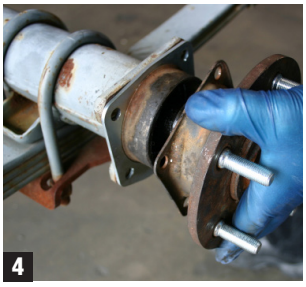
5. Unhook the intermediate emergency brake cable from the car. New cables come with most kits.

6. This is a good time to inspect the axle bearings. Replace if needed. With the axle out, check to see if the new studs provided are longer then the wheel studs in the axle. Install the longer studs in the axle. (Fig. 2)


2

6a. ***For installation on a 1965-70 fullsize car or 1963-87 C-10:*** Reinstall the axles back into the housing. Install the c-clips, center pin and bolt. Clean the gasket surface differential cover and housing. Be sure to remove any old silicone and gasket material. Install the new gasket provided, on to the cover. Use a good quality RTV silicone. Reinstall the cover onto the rear end housing. Go to step 8 on next page.


3


4

7. Slide the backing plate shim on to the axle and re-install the axles into the rear end housing. *(Used on 1955-64 axles only)* (Fig. 3 & 4)

Continued on next page

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

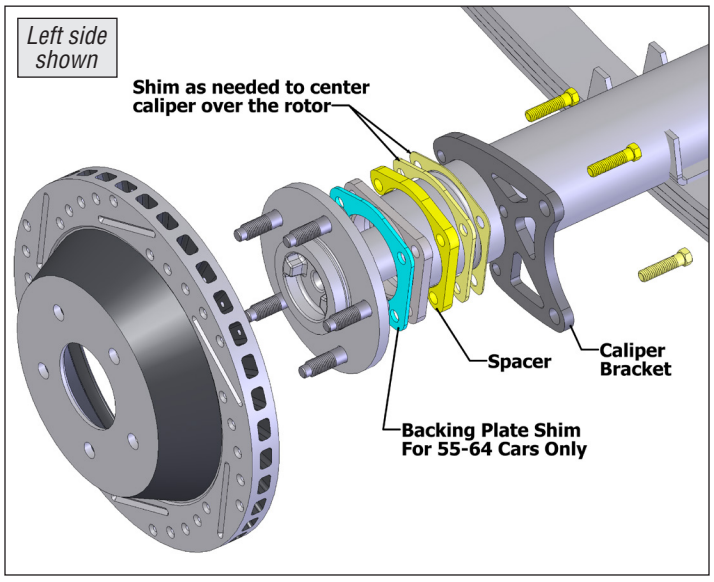
Rev. 2/4/2015

Steering, Brake & Suspension Specialists

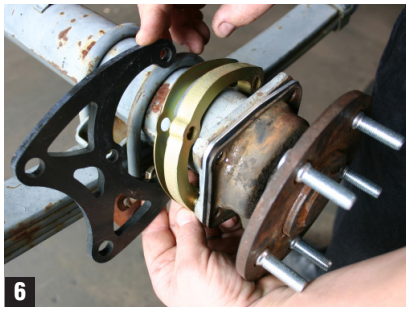
#5557RWBK-P12, #5864RWBK-P12, #6570RWBK-P12, #6366RWBK-5-P12, #6366RWBK-6-P12, #6772RWBK-5-P12, #6770RWBK-6-P12, #7187RWBK-5-P12 Instructions

(Continued)

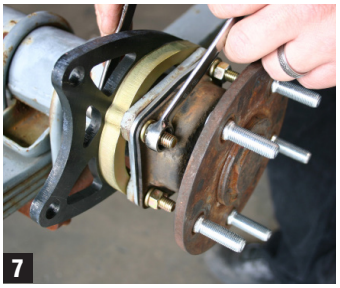
8. With the hardware supplied, install the spacer followed by a thin shim, then the caliper bracket. The shims are there to help center the caliper over the rotor. Axle flange thicknesses may vary so a thick and thin spacer is included. See fig. 5 and diagram below.

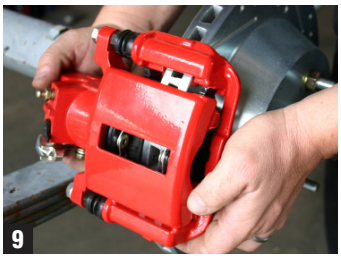


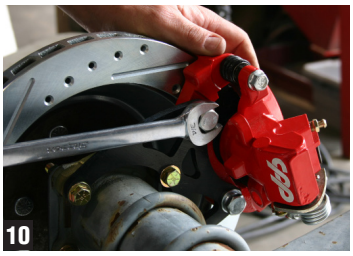
9. In some cases, the leaf spring plate might be in the way so you will need to install the lower rear bolt through the spacer, shim and bracket first before putting it on the axle housing. (Fig. 6)



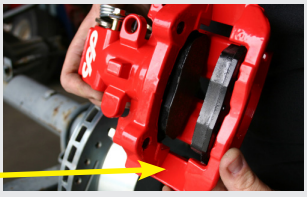
Tighten down the bracket to the housing end flange (Fig. 7). Install the right side rotor. You can secure the rotor onto the studs with a couple of lug nuts to keep it from moving (Fig. 8). Slide the caliper on (bleed screw up) and tighten down the caliper to the bracket with the supplied hardware (Fig. 9 & 10). Make sure the caliper is centered over the rotor. If not, add shims as needed.



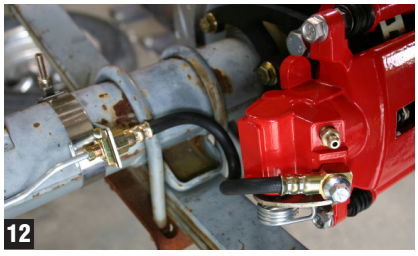




Note: *Due to variations in the caliper castings, you may need to file down a small amount of metal on the bridge of the caliper if it rubs the outer edge of the rotor. See picture at right.*



10. Install the brake hoses loosely on the caliper. Install one crush washer on the banjo bolt, then the brake hose, and then another crush washer. Install the new hard lines to the rear end housing. Install the brake hose tabs to the brake hoses. You want to position the brake hose where it will have enough slack so when it comes time to replace the brake pads, you can remove the caliper without undoing brake lines. Secure the brake hose tab to the rear end with the clamp provided. (Fig. 11 & 12)



Continued on next page

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

Steering, Brake & Suspension Specialists

#5557RWBK-P12, #5864RWBK-P12, #6570RWBK-P12, #6366RWBK-5-P12, #6366RWBK-6-P12, #6772RWBK-5-P12, #6770RWBK-6-P12, #7187RWBK-5-P12 Instructions

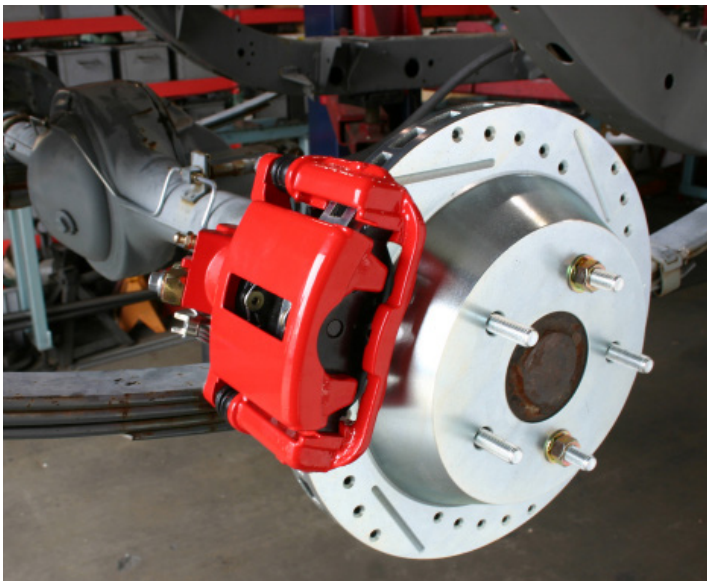
(Continued)

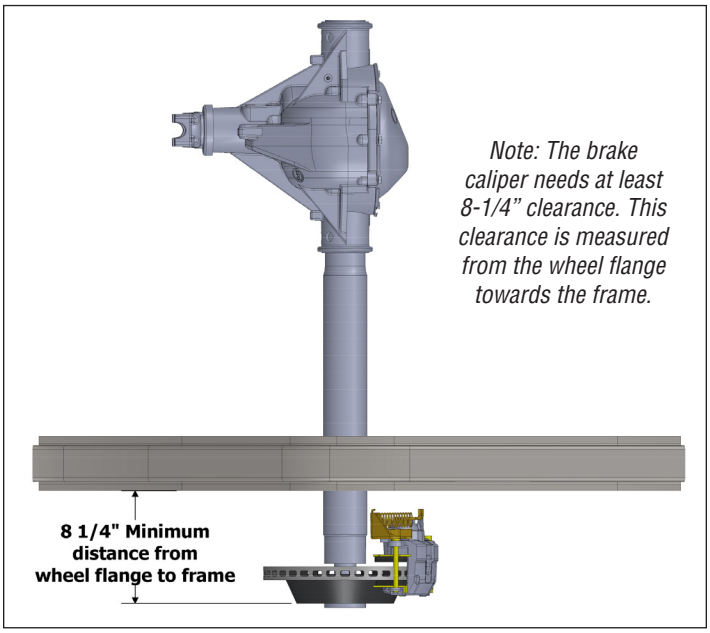

13

11. Tighten down the brake hose to the caliper and to the hard line. (Fig. 13)

12. Install the new emergency brake cables to the calipers and front connector. 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 brakes perform.

13. Bleed the brakes with quality brake fluid. Do not attempt to drive the car with an unsafe braking system.





Note: The brake caliper needs at least 8-1/4" clearance. This clearance is measured from the wheel flange towards the frame.

***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.

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