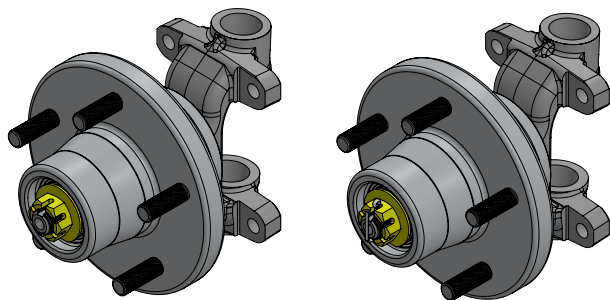


#5557WBK-13PON - Installation Instructions for 1955-57 Pontiac 13" Brake Kit

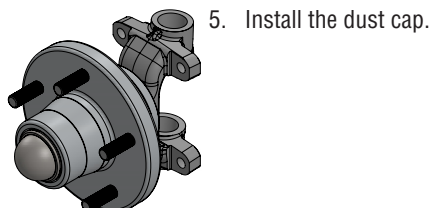
Instructions:

1. Remove the old brake assembly from the spindle.
2. Disconnect the brake hose from the brake line.
3. Install the wheel studs into the hubs. Use a small amount of thread locking compound on the last 5 threads. Tighten the lug studs to 100 lb/feet. Make sure there is no locking compound on any of the exposed threads. Use anti-seize on the lug studs before installing the lug nuts.
4. Pack the wheel bearings with grease. Install the inner bearings and the grease seal. Install the hub assembly. Install the outer wheel bearing, washer and spindle nut. Adjust the wheel bearings as follows:

- a. Tighten the nut only slightly (no more than 12lb/ft.) spin the hub in a forward direction to ensure the bearings are fully seated.



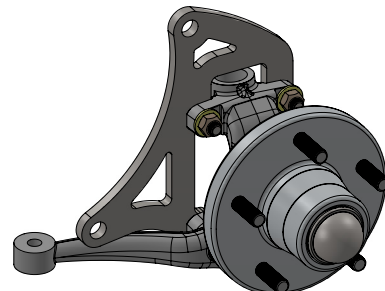
- b. Check that the spindle nut is still tight. If not repeat step a.
- c. Loosen the spindle nut until it is just loose.
- d. Hand tighten the spindle nut and install the nut retainer and cotter pin. Do not use a wrench! If necessary loosen the nut too the first position the cotter pin can be installed into.



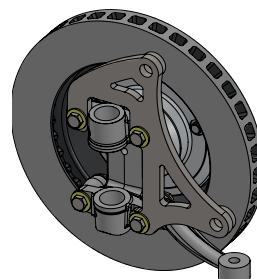
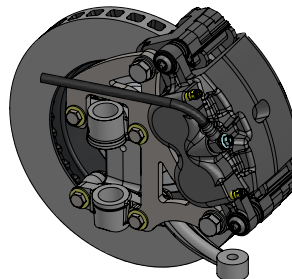
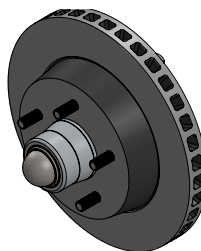
5. Install the dust cap.

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6. Bolt the caliper bracket to the spindle. The bracket will mount inboard on the spindle, between the spindle and the upright. The caliper will be toward the rear of the car.



7. Place the rotor over the hub assembly.



8. Install the caliper assemblies. Use the spacers between the bracket and caliper. The bleed screws will be towards the top. Tighten the caliper to the caliper bracket.
9. Connect the brake hose to the caliper. Use a crush washer on each side of the brake hose fitting. Connect the other end of the brake hose to the brake line and to the frame. Make sure the brake hose has been routed safely so that it will not be pulled on, rub against anything, or become damaged in any way.
10. Bleed the brakes. Check for leaks.

Check that the rotor can turn freely and that the brakes do not drag. Make adjustments if needed.

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.