



# SOS™ 1955-70 10.8" Brake Kit Instructions

for 1955-64 Chevrolet Fullsize Car Stock Spindle &  
1958-70 Chevrolet Fullsize Car Drop Spindle



## Parts List:

2 ea	Rotor	2 ea	Spindle Washer
2 ea	Caliper Assembly	2 ea	Outer Bearing
2 ea	Brake Hose	2 ea	Inner Bearing
2 ea	Caliper Bracket	2 ea	Grease Seal
2 ea	5/8-18 Bolt	2 ea	Dust Cap
2 ea	5/8" Bolt Spacer	2 ea	7/16-20x2-1/4 Bolt
2 ea	Steering arm Spacer	2 ea	7/16-20x2-3/4 Bolt
2 ea	Cotter Pin	4 ea	7/16-20 Lock Nut
2 ea	Spindle Nut		

## Notes:

This kit will not work with drum brake wheels.

This brake kit can be installed onto an original 1955-1957 spindle, original 1958 spindle, original 1959-1964 spindle, or the #CP30101 1958-1970 drop spindle.

## Instructions:

- Remove the old brake assembly for the spindle.
- When using an original spindle remove the steering arm from the spindle.
- Disconnect the brake hose from the brake line.
- Using the 5/8-18 bolt connect the top of the caliper bracket to the top of the spindle. The caliper will mount towards the rear of the car. The bend in the brackets will mount the caliper outboard (towards the wheel) on the drop spindle and more inboard (away from the wheel) on the original spindle. When using an original 1959-1964 spindle install the spacer between the upper portion of the caliper bracket and the boss on the top of the spindle.
- Attach lower portion of the bracket to the spindle as follows:
  - When using original spindles, the steering arm bolt will connect the caliper bracket and the steering arm to the spindle. The bracket will be installed between the spindle and the steering arm. Install the other steering arm bolt with the steering arm spacer between the steering arm and the spindle.
  - When using the #CP30101 drop spindles bolt the lower portion of the bracket to the spindle.

- Pack the wheel bearings with grease. Install the inner bearings and the grease seal. Install the rotor assembly. Install the outer wheel bearing, washer and spindle nut. Adjust the wheel bearings as follows:

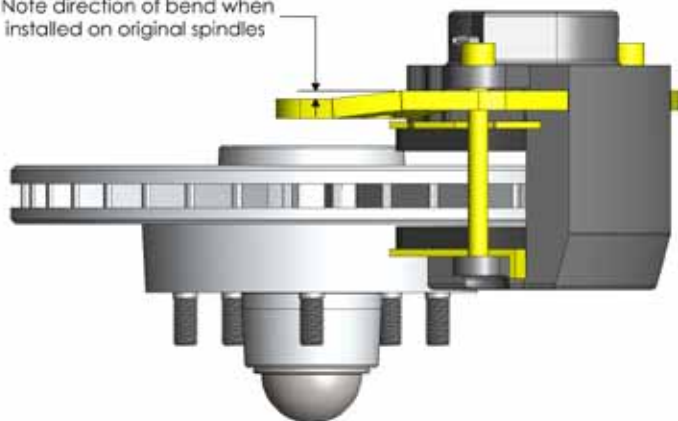
- Tighten the nut only slightly (no more than 12lb/ft.) spin the rotor in a forward direction to ensure the bearings are fully seated.
- Check that the spindle nut is still tight. If not repeat step a.
- Loosen the spindle nut until it is just loose.
- Hand tighten the spindle nut and install the cotter pin. Do not use a wrench! If necessary, loosen the nut to the first position the cotter pin can be installed into.

*Note: The spindle hardware kit included fits a variety of different applications. In some applications when the slotted nut is installed, the cotter pin hole will be located near the bottom of the slot (see photo at right). In these cases, to simplify the installation we suggest putting a slight bend towards the end of the cotter pin to allow it to clear the rotor hub and slide through the nut and spindle assembly. Once the cotter pin is through both sides of the nut, you may need to tap it flush to the slotted nut with a small punch before securing the cotter in place. (See pictures below.)*

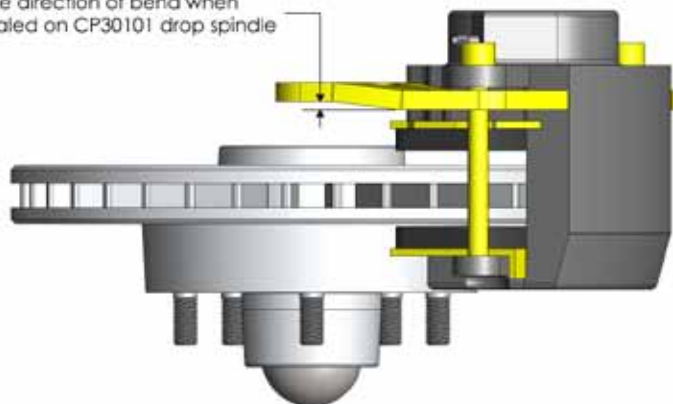


- Install the rotor dust cap.
- Install the caliper assemblies. The bleed screws will be towards the top.
- Connect the brake hose to the calipers and the frame. Bleed the brakes. Check for leaks.
- Check that the rotor can turn freely and that the brakes do not drag.
- Have the car professionally aligned.

Note direction of bend when installed on original spindles

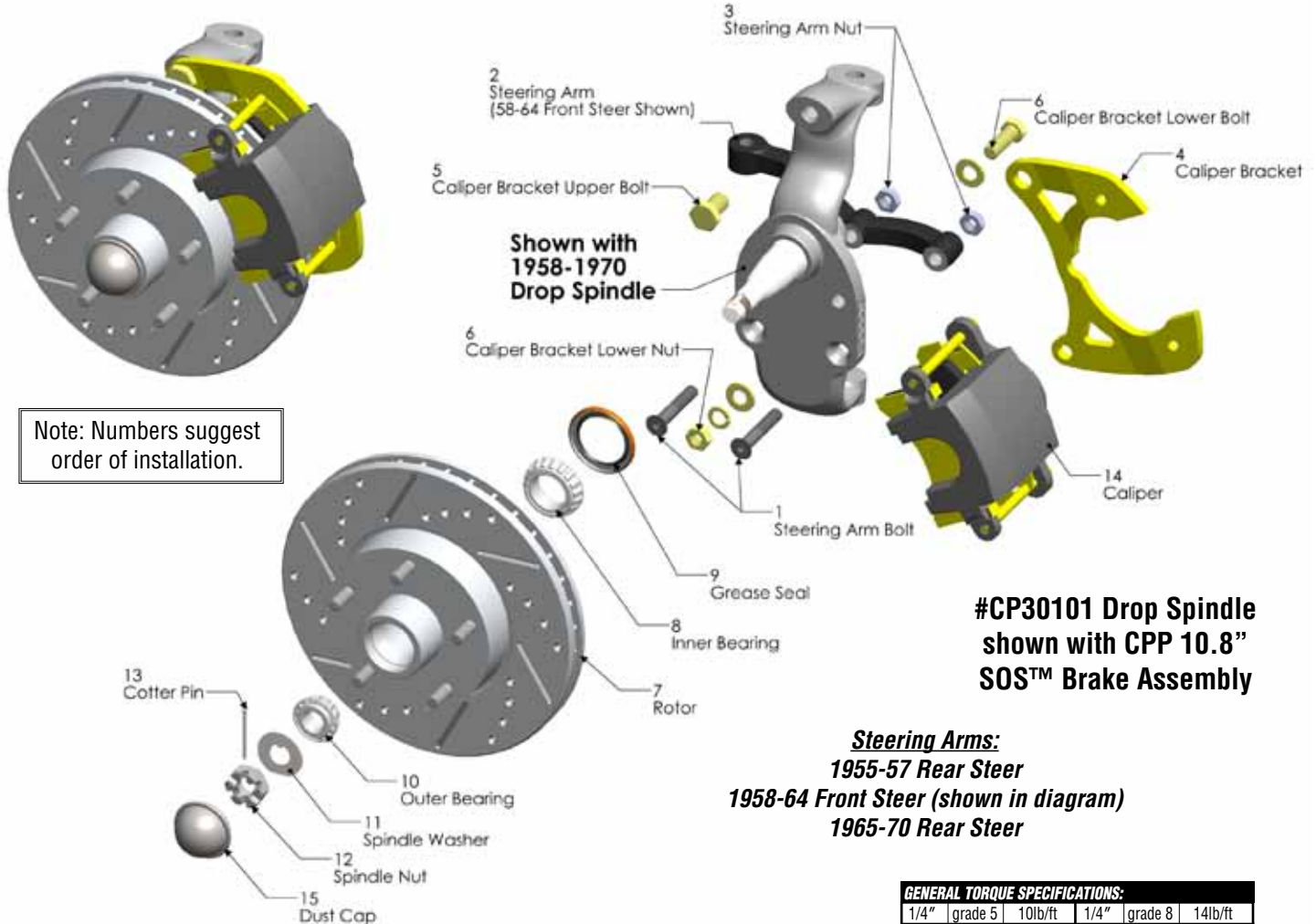


Note direction of bend when installed on CP30101 drop spindle



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(CONTINUED)



#CP30101 Drop Spindle  
shown with CPP 10.8"  
SOS™ Brake Assembly

**Steering Arms:**  
1955-57 Rear Steer  
1958-64 Front Steer (shown in diagram)  
1965-70 Rear Steer

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



## SOS™ Kits...Simple Offset Solution

To address concerns about using aftermarket wheels and tires, CPP has introduced brake kits that provide more tire to fender clearance using different rotor offsets. If you are upgrading from drum to disc brakes, be aware that most disc brake kits on the market today will push your wheels out towards the fender and depending on the size and backspace of your wheels, can cause interference problems. If you have or are planning to buy aftermarket wheels, a CPP SOS™ Brake Kit is the perfect option for you.