



Steering, Brake & Suspension Specialists

#6168WBK-13 Installation Instructions

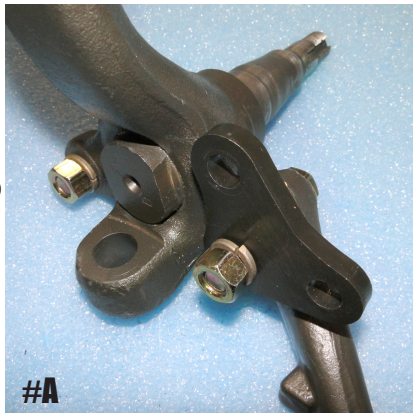
1961-68 Cadillac Disc "Big Brake" Brake Bracket



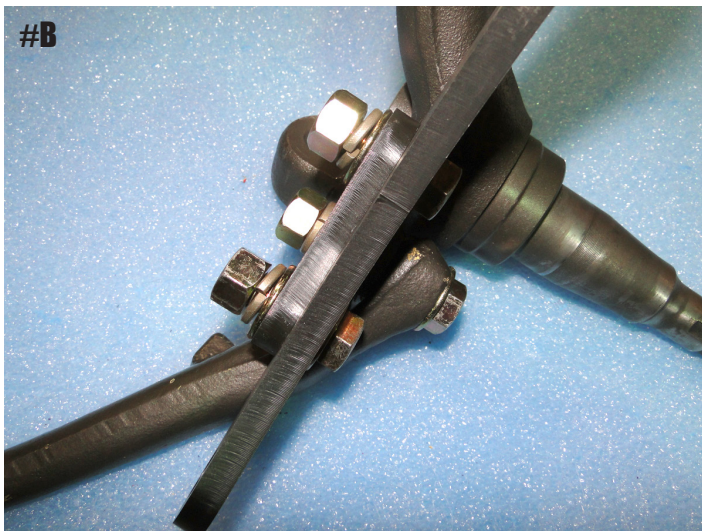
Instructions:

1. Remove the factory drum brake assembly from the spindle. Make sure the spindle is clean and free of any dirt, grease or imperfections on the spindle pin. *Note: It is not necessary to remove the spindle from the car to install the brake brackets.*

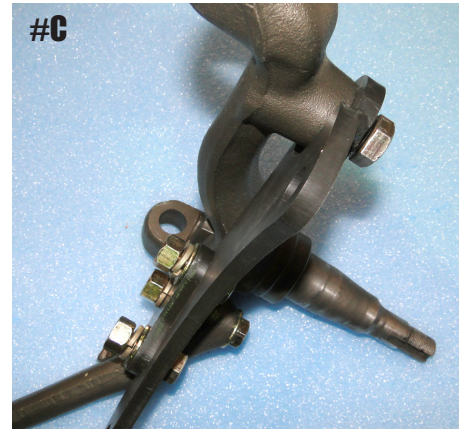
2. Un-bolt the factory steering arm from the spindle. Using the new hardware, bolt the small three hole bracket to the back of the steering arm. Do not tighten at this time. (Photo #A)



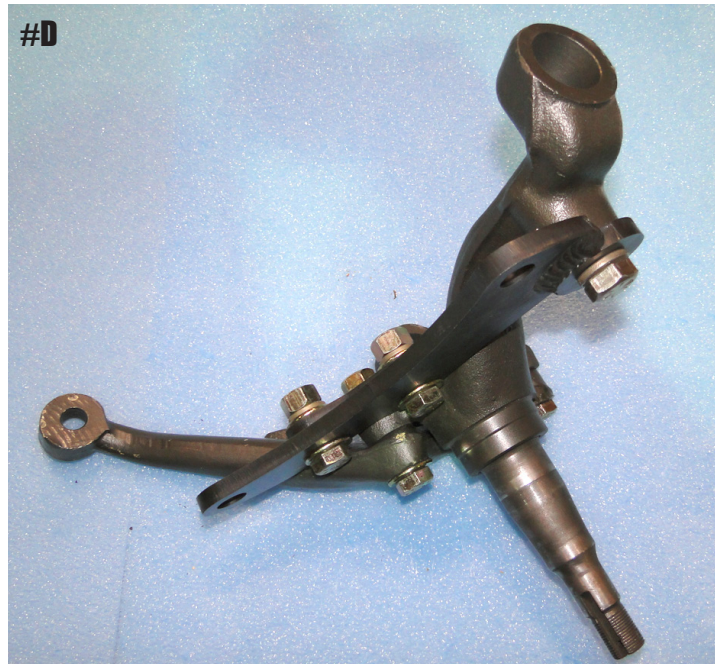
3. Install the large bracket to the small three hole bracket and install the bolts loosely. *Note: There is a left and right caliper bracket.* (Photo #B)



4. Install the caliper bracket to the top of spindle mount and install the 9/16" bolt with lock washer. (Photo #C)



5. Tighten the lower and upper bracket to the spindle. The spindle is now ready for the installation of the aluminum hub, rotor and caliper to be installed. (Photo #D)



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

Classic Performance Products, Inc. 714.522.2000 | fax 714.522.2500
175 E. Freedom Avenue | Anaheim, CA 92801 | www.classicperform.com

CPP Aluminum Hub Wheel Installation Instructions

*When installing wheels onto the CPP aluminum hubs, it is very important to follow these steps.
Failure to do so could result in a broken stud, loose wheel, vibration or a damaged wheel.*

Note: We do not recommend rims larger than 20" in diameter on the original 7/16" wheel studs. Larger 1/2" studs are recommended for larger diameter wheels and competitive applications. 1/2" studs can be purchased separately.

Instructions:

1. Before installing the wheels onto the hubs, verify that the lug nuts are correct for the wheel studs and most importantly correct for the wheels you are putting on the car. Check the length of the stud and lug nut. You do not want the lug nut bottoming out on the wheel stud before the wheel is even tight to the rotor.
2. Apply a light coat of anti seize to the wheel studs. Install the wheels carefully onto the studs. Do not drag the rim across the studs. This could result in damaging the threads.
3. Get one lug nut started and thread it down to the rim loosely. Do not tighten. Install another lug nut opposite side of the first one. Start each lug nut by hand. Making sure the wheel is centered in the opening of the wheel studs.
4. Once all lug nuts are installed and hand threaded down to the wheel, snug them down with a lug wrench.
5. With the vehicle on the ground, use a good torque wrench and torque each lug nut down by hand (Do not use an impact wrench) to the specifications below in a crisscross pattern:

7/16 x 20 Studs	70 Foot Pounds
1/2 x 20 Studs	85 Foot Pounds

Re-torque all lug nuts after the first 25-50 miles of driving.

