



Steering, Brake & Suspension Specialists

#6062DBK & #6370DBK Installation Instructions

1960-62 & 1963-70 Chevy Truck Disc Brake Conversion

Parts List:

- ROTORS: 1969-72 Chevelle or GM Equivalent
- CALIPERS: 1970-81 Camaro or GM Equivalent (when supplied, uses 1979-81 Camaro with 10mm Banjo Bolts)
- BEARINGS & SEALS: A2 Outer Bearings
A13 Inner Bearings
8705S Bearing Seals
- MOUNTING HARDWARE

Note:

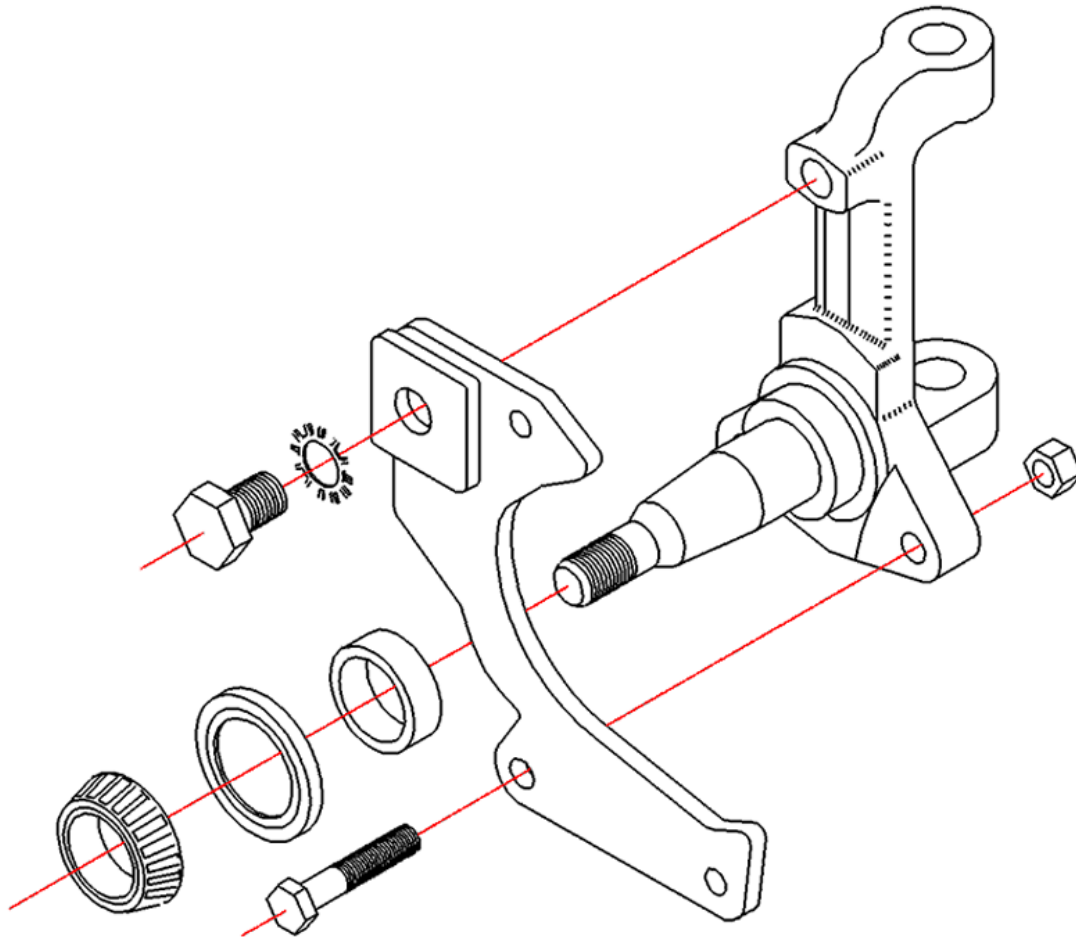
Read these instructions completely before attempting this conversion!!!
BEFORE BEGINNING INSTALLATION, MAKE SURE YOUR WHEELS FIT ON THE DISC ROTOR.

Make sure this kit fits your application before painting or plating. Parts that have been pai

Instructions:

1. Remove the old drum brake assemblies so all that remains are the stock spindles. Inspect the bearing surfaces on the spindle. If the spindle is grooved, a piece of 180-grit emery cloth can be used to clean it up.
2. Install the Caliper bracket on the spindle with the caliper opening toward the rear of the truck. 1960-62 has a 5/8 anchor bolt. When using the 5/8 anchor bolt, the small reducer must be used in the top anchor bolt hole on the caliper bracket. Use the 1/2 bolt provided to attach the caliper bracket and steering arm to the lower bolt hole on the spindle. Tighten down all hardware.

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



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(Continued)

3. Slide the bearing adapter onto the spindle with the tapered end to the bottom.
4. Take the inner bearing and slide it onto the spindle. If the bearing will not go on, use a piece of 180-grit emery cloth to clean up any imperfections on the spindle. *Note: If the bearing adapter can spin on the axle shaft, you can install the adapter with a small amount of red Loctite.*
5. Remove stock inner race from rotor and replace it with the race supplied in the A13 bearing set.
6. Be sure to use good quality bearing grease when packing the wheel bearings. Install the inner bearing and grease seal. Use a flat plate to properly seat the grease seal evenly into the hub.
7. Install the rotor onto the spindle. Install the outer bearing, spindle washer and spindle nut. Adjust the wheel bearings as follows:
 - a. Tighten the nut only slightly (no more than 12lb/ft.), spin the rotor 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 slightly loose.
 - d. 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.
8. Install caliper with the bleeder pointing up. Make sure everything is good and tight and proceed to bleed the system.

Warning: Do not attempt to drive a vehicle with a poor braking system.

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.

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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.