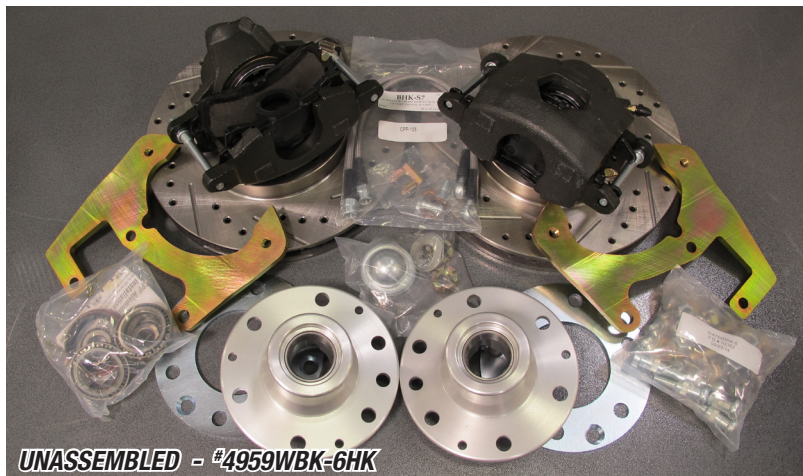




Steering, Brake & Suspension Specialists

#4959WBK-6HK / #4959WBK-6 - Instructions

for 1947-59 GM 1/2-ton 6-lug Wheel Brake Kit



UNASSEMBLED - #4959WBK-6HK



INSTALLED

Notes:

*Original 15" and 16" drum brake wheels will not work with the CPP disc brake kit; must use "disc brake specific" wheels. Verify fitment prior to installation. On some models (mostly 1947-48), the lower spindle holes will need to be drilled out from 7/16" to 1/2". If you are using the OE hubs, CPP strongly recommends the Roller Bearing Upgrade #4759RBK. ("It may be possible to clearance some 16" wheels, but CPP does not recommend modifying to the extent of causing a safety concern.)

Instructions:



1. Support front of truck safely in preparation to remove front wheels and drum brake hub assemblies down to the bare spindles; once removed, set aside the brake hubs if reusing. (Figs 3-4)

2. Leave steering arm connected to tie rod/drag link. Inspect the bearing sur-



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faces on the spindle with an emory cloth for excess wear and repair (lightly sand) or replace if necessary. (Fig 5)



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3. Install the caliper mounting bracket onto the spindle with the opening (C-shape) pointing towards the rear of the truck (small notch towards the top) and dogleg

going in towards frame. Bolt caliper to bracket and turn spindle lock-to-lock to verify clearance; remove caliper and set aside. (Fig 6)

4. For billet hub upgrades, install the supplied bearing adapter onto the spindle if adapter doesn't fit snug (too loose should require spindle replacement), use green LocTite sleeve retainer. (Fig 7)



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#4959WBK-6HK / #4959WBK-6 - Instructions (continued)

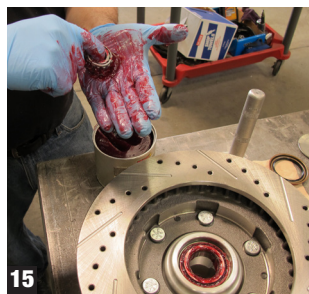


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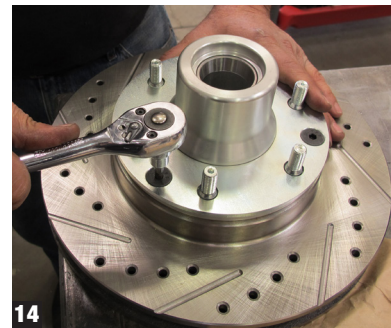


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8. Attach the 3/16" spacers to the hubs with the counter-sunk 3/8" Allens, securing with red LocTite. (Fig 14)



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9. Adequately grease and install front and rear wheel bearings with inner grease seal. (Fig 15)



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5. For OE hubs, separate the hub assemblies from the drums (Figs 8-11):
1. Grind and remove the rivets attaching the drum to the hub.
 2. Drill out the three retainer holes with 3/8" bit. Add a slight chamfer to allow hardware to seat fully.
 3. Press (or have done professionally) lug studs out.
 4. Swap out bearing races, if using upgrade kit.

6. For billet hubs (also sold separately #4759RBH-KDI), drill out three retainer holes with 3/8" bit. Add a slight chamfer to allow hardware to seat fully. (Fig 12)



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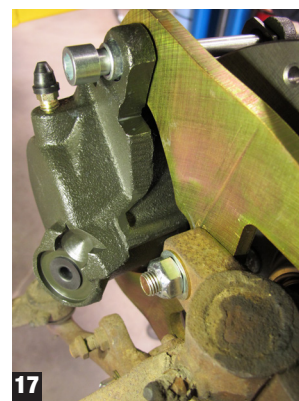
7. Using the new rotors, *press supplied 7/16" studs into the disc/hub assembly. *Since rotors and spacers are concentric to the lugs, it's imperative that they're pressed in (not hammered) correctly. A qualified machine shop is best suited for this procedure. (Fig 13)



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10. Install the rotor and hub assembly onto the spindle; set bearing preload by tightening axle nut by hand (no more than 12 lb-ft), spin rotor in forward direction to insure bearings are seated, then check to see that nut is tight (if not, repeat steps). Secure with cotter pin and install dust cap. (Fig 16)

11. Before reinstalling the caliper, check slide pin bushings and add grease if necessary. Attach caliper with bleeder screw pointing up—caliper will not mount properly if notch in bracket is towards the bottom. (Fig 17)



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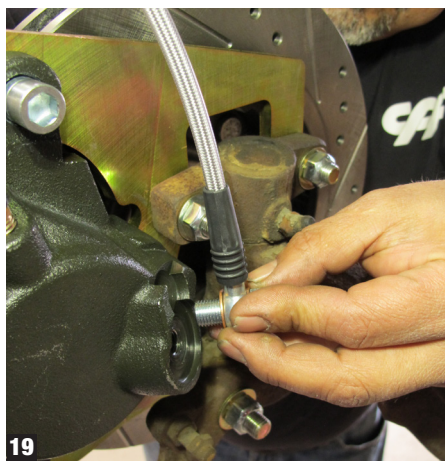
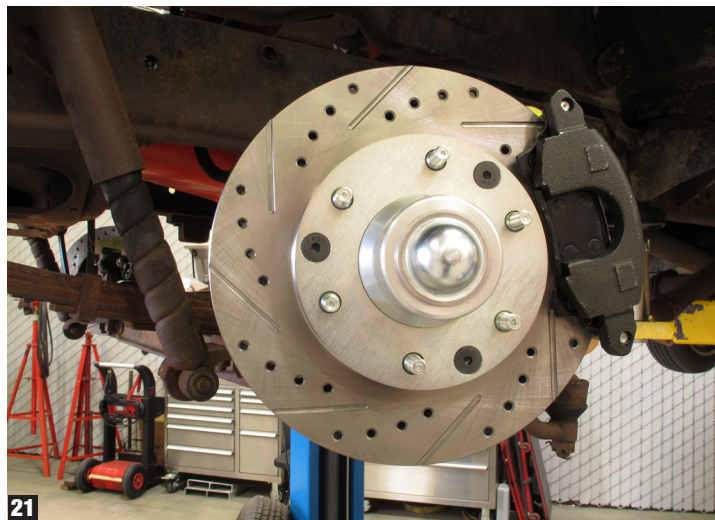


#4959WBK-6HK / #4959WBK-6 - Instructions (continued)

Verify caliper alignment with rotor. (Figs 18)



13. Once the wheel kits have been installed, proceed to bleed your fluid system and enjoy the benefits of your truck's new and (vastly) improved brakes! (Fig 21)



12. Install brake flex hoses; if using standard rubber, make sure the banjo fitting orientation (stepped side facing out) is correct and use copper washers on both sides. Once connected to hard line at framerail, turn wheel lock to lock to insure the hose will not bind. (Fig 19)



If/when using standard rubber brake hoses, make sure the stepped side of the banjo faces "out", otherwise you risk not making a complete seal with the fitting on the caliper. (Fig 20)

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.

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