So, you have a 572 (or a hot 383) in your shoebox . . . you have the TH-700-R4 or the 5-speed transmission and you have the beefed up rear with posi and gears. You’re ready to tear up the pavement…but wait…how you gonna stop this beast?

We have the answer. The CPP Big Brake 4-wheel disc setup with 13” drilled rotors and dual piston calipers up front and 12” drilled rotors and single piston calipers, on the rear…your baby is gonna stop on a DIME!!!! And we are going to show you how to install the whole package.

Note: This kit is designed to be used with 17” wheels or larger…it will not work with a stock 14” or 15” wheel nor with any 14” or 15” aftermarket wheels. Also, remember that the master cylinder on your classic may have to be replaced when doing this type of conversion. A drum brake master will not work and if you have already done a front disc conversion you will have to replace your proportioning valve with one for 4-wheel disc. Also, if you have not already done so, you will need to change your brake lines to separate the front and rear systems. See Danchuk #10122 and 10123 for replacement brake line kits for disc brake conversions. If you are not sure what parts your car would need to change over to the CPP Big Brake System, give the Danchuk Tech guys a call. They will be happy to set you up with whatever else you need to get the job done right!

Now, let’s get started!!!

You will need:

- Floor Jack or a Lift (We used a lift)
- Jack Stands (if using a Floor Jack)
- 5/8”, 11/16”, 3/4” and 7/8” Open-end Wrenches
- 9/16” and 15/16” Box Wrenches
- 10mm and 11mm Flare Nut Wrenches (probably some SAE flare wrenches for disassembly, depending on what you already have installed)
- Hydraulic Press and Axle Bearing Tools
- Lug Wrench or Equivalent
- 1/2” Air Impact (recommended, but you can use hand tools or a Torque wrench)
- 15/16” drive impact socket
- 3/4”, 7/8”, 15/16” and 1-1/16” 1/2” Drive Sockets
- 3/8” Drive Ratchet
- 9/16”, 5/8”, 11/16”, 3/4” and 7/8”, 3/8” Drive Sockets
- 1/2” Drive 0-150 ft-lb Torque Wrench
- Plastic Hammer or Rubber Mallet
- A Helper…not actually necessary…but it is nice to have another pair of hands just in case.
Begin by putting your classic up on a lift or securing it in the air on jack stands, using your floor jack. If you are using jack stands make sure you are working on a level surface. When it is safely on the lift, or on stands, we can begin.

First, remove the tires and wheels. As we can’t know what brake combination you may have on your classic, remove the existing brakes, including backing plates for front drum brakes, and the rear drums and shoes or whatever set up you have. If you have already done some disc conversion, as we had, some of these steps may not be necessary and you may be able to reuse whatever modifications you have already made.
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1.) Start by installing the new brake caliper brackets on the spindle. The bracket mounts on the front of the spindle on the top and between the spindle and the steering arm at the bottom in the rear. (Refer to Picture 2)
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The steering arm spacer mounts between the steering arm and the spindle in the hole that is not used to mount the bracket. This spacer makes sure the steering arm is level when installed. (Refer to Picture 3)
Use the new 5/8”-18 anchor bolt where you removed the large bolt holding the wheel cylinder in place (if converting from drums) and the new 7/16”-20 x 3” in other two holes that hold the steering arm in place. Bolts install from the rear. Install the two 7/16” bolts hand tight and tighten the front bottom bolt first with your 7/16” open end wrench, but leave loose. Then install the large 5/8” anchor bolt and tighten with the impact and your 15/16” impact socket, or torque to 130-140 ft-lbs. (Refer to Picture 4)
Then tighten the remaining two 7/16” bolts with your 5/8” open-end wrench or a socket and ratchet and your 11/16” open end wrench or socket and ratchet. (Refer to Picture 5)

2.) Next, install the new front hubs. Begin by greasing the new bearings and installing the rear bearing and grease seal in the hub. (Refer to Pictures 6, 7)
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Grease the spindle and the area where the grease seal rides, this will make everything install easily. (Refer to Picture 8)

Mount the hub and install the front bearing. Install the washer, then the castle nut. (Refer to Pictures 9, 10, 11) Using your torque wrench and a 1-1/16” socket, seat the bearings by tightening the castle nut to 12 ft-lbs. while spinning the hub forward. Back off the nut and then tighten again by hand.

Check for slop. Remember, you don’t want the bearings too tight, or too loose. Adjust the nut to line up the cotter pin hole in the spindle and install the cotter pin.
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Install the grease cap by tapping in with a plastic hammer or use a regular hammer and a large socket, as we did. (Refer to Picture 12)

3.) Install the new rotors on the hubs. The drilled holes and grooves should start at the bottom of the rotor and flow outward from left to right on the driver side and right to left on the passenger side if they are installed properly. Hold the rotor in place with a couple of lug nuts. (Refer to Picture 13)
4.) Now install the calipers on the caliper mounting brackets. The calipers install with the bleeder pointing upward (make sure you install the calipers with the bleeder up or you will not be able to properly bleed the brakes).
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The caliper ear goes between the rotor and the bracket and mounts with the two caliper mounting bolts, flat and lock washers that are provided in the kit. Torque the caliper mounting bolts to 100 ft-lbs with your torque wrench and your 7/8” socket. Spin the rotor to make sure you do not have any contact, the rotor spins freely, and the brakes pads do not drag.

5.) Install the new brake hoses on the calipers with the new crush washers and new brake hose bolt. Then install the other end to the brake lines. Tighten with the 11mm flare nut wrench.

Note: Check all your bolts to make sure they are tight and that is it for the front brakes.
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REAR BRAKES

The rear brake part of this conversion is a little more complicated, as you will have to remove the axles to install a bracket. You will also replace the brake lines going over the axle with the new ones supplied in the kit and you will need to install different parking brake cables that work with the rear calipers. It sounds intimidating, but it really isn’t.

6.) Unbolt the bearing retainers from the axle housing and remove the axles and backing plates (our car already had a disc conversion, so you don’t see the backing plates in this picture. Remove the parking brake cables. Picture 19
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7.) Press the existing axle bearing from the axle (an alignment shop
or your nearest auto parts store can probably do this for you if you
do not own a press). Leave the bearing retainer on the axle. Install
the bearing spacer over the axle and install new bearings and lock
ring, making sure that the o-ring seal is towards the outside of
the axle. The bearing spacer makes up for the additional space
between the housing and the bearing retainer when you install
the caliper bracket. (Refer to Pictures 20, 21, 22)
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Check to see if the new wheel studs are longer than the wheel studs in the axle…if they are, remove the old and install the new wheel studs into the axle flange. Have this done when you have the bearing pressed. (Refer to Picture 23)
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Lay the caliper brackets on the axle housing, they will install on the end of the housing between the housing and the bearing retainer. Install the spacer bushing, if needed, on the axle housing. (Use of the spacer bushing will depend on the bearing retainer on your vehicle...we did not use it for our install, but you may need to.)
8.) Install the axles back into the housing and tap in place with a rubber or plastic mallet. Line up the bearing retainer and the new caliper brackets as shown and install the new 3/8”-16 x 1-1/2” long “T” bolts in the mounting holes from the rear.

Attach the nuts and lock washers and tighten with your 9/16” open-end wrench. (Refer to Pictures 24, 25, 26, 27, 28)
9.) Slide new rotors onto the axle and hold in place with a couple of lug nuts. Orient the rotors the same as the fronts. (Refer to Picture 29)
10.) Install the rear caliper assemblies on the new caliper brackets using the bolts provided. The bleeder screws will be towards the top of the caliper. Torque the caliper bolts to 55 ft-lbs. with your torque wrench and your 3/4” socket. (Refer to Pictures 30, 31)
The pads will appear to be too far from the rotor but this will change once the parking brake has been connected and applied…the parking brake adjusts the rear calipers so they will function properly.

11.) Install the new parking brake cables into the caliper by sliding the end through the cast bracket in the caliper and attaching it to the parking brake lever. Secure with the clip provided.

12.) Loosely install the new brake hoses onto the calipers using the new crush washers and bolt. DO NOT tighten at this time…install finger tight. You want to position the new hoses before tightening them.
13.) Install the brake hose tabs and clips onto the new brake hoses. Connect the brake hoses to the hard lines; you may need to modify the hard lines to get a proper or clean fit. Secure the brake hose tabs around the axle with the tab clamp. When everything is in place, using your 10mm flare nut wrench tighten the ends starting with the hard line. Then tighten the bolt against the crush washers in the caliper align the hose like you see in the picture. (Refer to Pictures 33, 34)
Your finished rear brake looks great! Picture 35
All that is left to do is to adjust the rear calipers and bleed the system. Begin by applying the parking brake and releasing. You will have to do this a number of times before you get a hard parking brake pedal, the rear calipers need to be adjusted. Applying, releasing, and reapplying the parking brake does that. When you have a good firm parking brake, bleed the system starting with the wheel furthest from the master cylinder and work your way to the driver side front. Recheck all bolts and check for leaks. If everything is tight and leak free, put the wheels and tires back on and take the car off the lift or jack stands. You’re Done!!

Time to take your beast for a drive and test out those new binders!!

Danchuk would like to thank Craig at CPP for coming down and walking us through this install. Thanks!!! and thanks again Craig from all the readers of the Danchuk Update!!!