

" THIS ARTICLE IS INTENDED FOR YOUR REFERENCE ONLY.

ACTUAL PARTS, YEARS AND BODY STYLES CONTAINED

IN THIS ARTICLE MAY DIFFER SLIGHTLY FROM YOUR APPLICATION. "

1955-64 REAR DISC BRAKE UPDATE

To really add the final braking performance and appearance touch to your 1955-64 Chevy, the CCI rear disc brake kit is just the ticket.

Designed to be used with any CCI power or non-power front disc kits, This kit is completely bolt-on using all new, not rebuilt components. This kit is available for stock rear ends, Ford 9", 10 and 12 bolt GM rear ends.

4-wheel disc brakes are the way to go!



Parts Needed:

- 20-105 1955-64 Rear Disc Brake Kit
For Stock Rear End
- 20-118 1955-64 Rear Disc Brake Kit
For Ford 9" Rear End
- 20-400 1955-64 Rear Disc Brake Kit
For 10 & 12 Bolt Rear Ends

To order parts call 1-800-456-1957 or visit ClassicChevy.com

Tools Needed:

- 9/16" Socket and Ratchet
- Brake Tool
- Cutters
- Pliers
- Axle Puller
- Hammer

Time Frame:

5 Hours



Photo #1: The stock 1955-57 rear emergency brake cable is a one-piece cable that connects to the left and right rear backing plates and loops through an adjusting yoke at the center of the car. Remove the rear adjusting nut from the back side of the yoke and remove the rear cable.



Photo #2: Remove the brake drums from the rear axle after backing off the adjustment on the brake shoes.

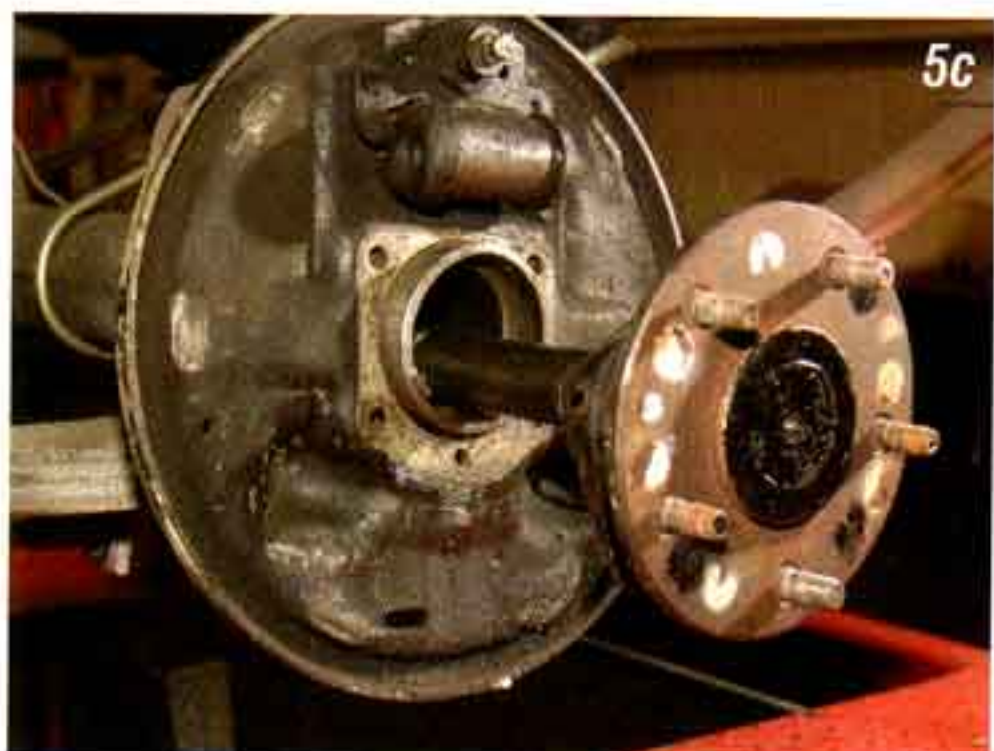


Photo #3a & 3b: Using a brake spring tool or a set of pliers, remove all the return and hold down springs from the brake shoes.



Photo #4a & 4b: The emergency brake cable attaches to the brake levers on the rear brake shoes. Disconnect the cable on both sides of the car. Use a pair of pliers or a screwdriver to depress the fingers on the ends of the cable sheath and remove the cable from the backing plates.





5c

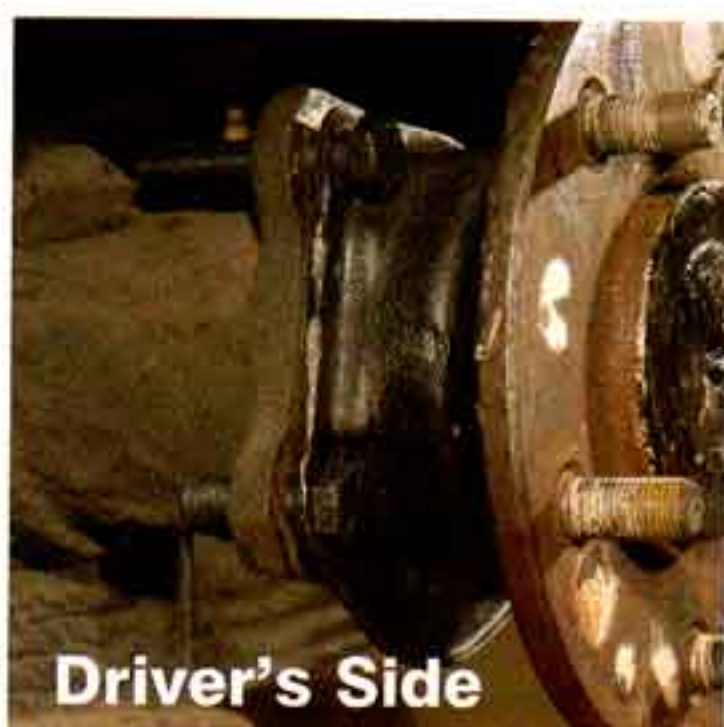
Photo #5a, 5b & 5c:

Remove and discard the original rear end housing brake lines. There are four studs with nuts on the bearing retainer flanges at the backing plates. Remove all four 9/16" nuts. Using an

axle puller, pull the axles out of the rear end housing. Remove and discard the original brake backing plates.



Photo #6a & 6b: Remove the four original bearing flange studs from the flange. The studs from the axle retaining plates are replaced with four new grade-8 bolts provided in the kit. The upper two holes and lower rear hole use the 1-3/4" long bolts. The lower forward hole uses the 1" long bolt.



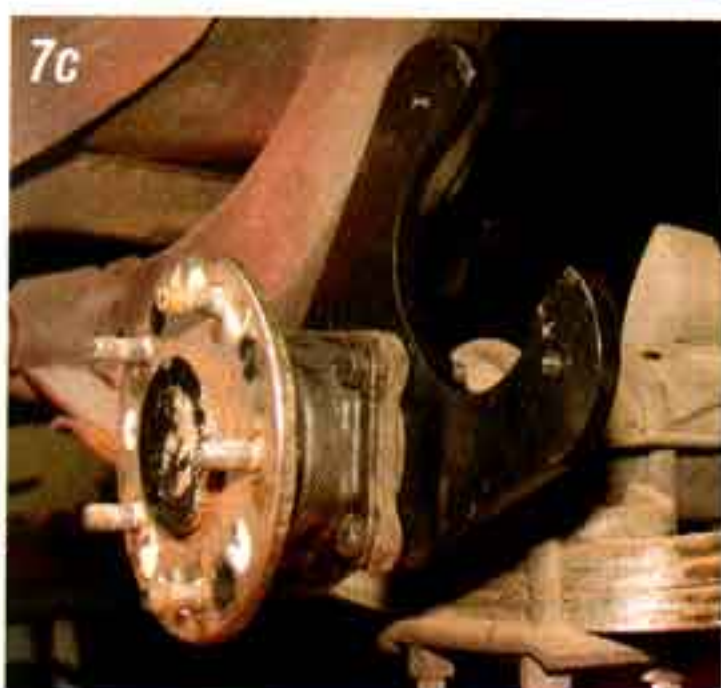
Driver's Side



7a



7b



7c

Photo #7a, 7b & 7c: The new disc brake brackets should be oriented so the sleeves welded to one side of the bracket face to the inside of the car. A flat washer, lock washer and nut are used on the four new bolts. Mount the bracket to the rear of the rear end housing and torque the four bolts to 45 Lbs



Photo #8: Install the new rotors over the stock axle studs.



Photo #9a & 9b: The calipers come complete with the emergency brake lever, return spring and bracket, banjo bolt, copper washers, brake pads and anchor pins. Secure the caliper to the new brackets making sure the brake bleeders are at the top of the brackets.



Photo #10a, 10b & 10c:

Secure the banjo blocks to the calipers using a copper sealing washer on each side of the block. Install the new rear end housing lines and connect to the banjo blocks on the calipers and to the stock brass block on the rear end housing. The lines are held to the rear end housing with the stock metal tabs.



Photo #11: Remove the spring on the emergency brake lever on each caliper. Using a pair of pliers, rotate the emergency brake lever on the caliper



forward several times. The lever is connected to an eccentric in the center of the caliper piston. By moving the lever forward several times, the piston will be adjusted out which will set the emergency brake properly. Failure to complete this step will prevent proper operation of the rear brakes. Re-install the springs.



Photo #12: The new short emergency brake cables have a steel ball connector on one end and a steel barrel connector on the other. Connect the ball end of the cable to

the emergency brake bracket on the caliper and hook the ball itself into the emergency brake lever.



Photo #13: Install the barrel end of the cable into the stock emergency brake cable bracket on the frame. Connect the rear cables to the new front cable using the connectors provided.



Photo #14a & 14b: Attach the new front cable to the original front yoke and tighten the front yoke until the pull handle at the

dash board will only pull out about half way. The emergency brake is now properly adjusted.



Photo #15a & 15b:

Most dual master cylinder assemblies are set up with the front port of the master cylinder connected to the upper front port of the proportioning valve and the rear port of the master cylinder connected to the rear port of the proportioning



valve. The new rear disc brake kit includes a set of master cylinder to proportioning valve lines. These lines connect the front port of the master cylinder to the rear port of the proportioning valve and the rear port of the master cylinder to the front port of the proportioning valve. The lines must be reversed in this manner to make the rear disc brakes work properly.

With the brake lines installed and tightened, bleed the left rear caliper then the right rear caliper. Then move forward and bleed the right front caliper and the left front caliper. It is extremely important to bleed all air from the system. You may find the CCI Pressure Bleeder #49-11 useful at this point. Once you have all the air out of the system, check the operation of the emergency brake one more time. Take the car for a slow test drive and make sure the brakes are working properly.

Good Luck and enjoy your new 4-wheel disc brakes! 