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5557 DBK-T
1955-57 T-BIRD
DISC BRAKE CONVERSION KIT

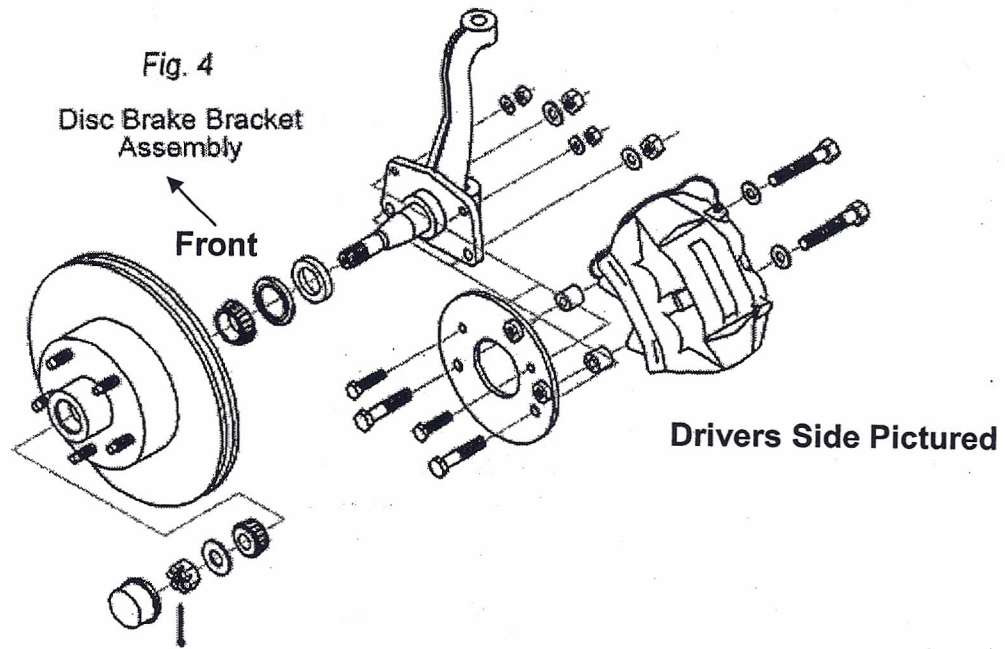
READ THESE INSTRUCTIONS COMPLETELY BEFORE ATTEMPTING THIS CONVERSION

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 PAINTED, PLATED OR MODIFIED MAY NOT BE RETURNED.

1. Remove old Master cylinder
2. Remove master cylinder push rod. Drill 3/8" hole 5/8" lower in pedal assembly. Install new push rod.
3. Install new master cylinder using (2) lower bolt holes. Install upper bolts back in to firewall as they hold pedal assembly to firewall.
4. Remove the rear steel brake line from the stop light switch block and install the supplied plug. Install line supplied in kit from front reservoir (small) at master cylinder which supplies rear wheels with fluid and connect the union to steel line going to rear wheels.
5. **A) Manual Brake Cars** – Connect line supplied in kit from master cylinder rear reservoir (large) to brass block of stop light switch. This supplies fluid to front wheels
B) Power Brake Cars – Connect line supplied in kit from Master cylinder rear reservoir (large) to fitting on center of brake booster as original.
6. Install the new rear wheel cylinders. The supplied wheel cylinders will work with all your original rear brake components. The new wheel cylinders are different diameters than original in order to balance the brake system.
7. Remove the factory front brake hubs, drum, backing plates and brake hoses. Clean and inspect the spindles for wear.
8. Install the new caliper mounting brackets with welded bung facing outward, (see diagram) Install the bearing spacer on the spindle with the chamfered side inboard to allow the spacer to seat tight against the machined surface of the spindle. (Note: Spacer must be heated-up to install on spindle).
9. Install the new bearings after properly packing with quality bearing grease
10. Install the rotor, spindle washer and spindle nut. Torque the spindle nut to 12 ft. /lbs. While rotating the rotor, loosen the spindle nut one flat and install the cotter pin and dust cap.
11. Using the supplied bolts and spacers, bolt the caliper to the caliper bracket. The bottom caliper spacer is flat on one side to clear the spindle, (see diagram) When installing the calipers, make sure the caliper bleeder screws are pointing up. A packet of shims are supplied to adequately center caliper over rotor. Note: All spindles vary, in some cases the 3/4" spacer may have to also be machined down to center caliper over rotor.
12. Install the front brake lines to the calipers using the supplied banjo bolts and attach them to the frame like the original were.
13. Ensure that all fittings are tight.
14. Bleed your brake system.

Revised 09/19/06cac



WARNING!!

Stock drum brake wheels may not work with disc brake conversions. Drum brake wheels were not made with disc brakes in mind so there may be wheel to caliper clearance problems. Before installing this kit, make sure your wheels fit the brake assembly.

For those wanting to keep stock wheels that interfere with the installation, there are companies such as Wheelsmith, Stockton Wheel Co. and Wheel Vintiques that can remove the original wheel centers and re-install them into a new disc brake rim. Please call for more information.

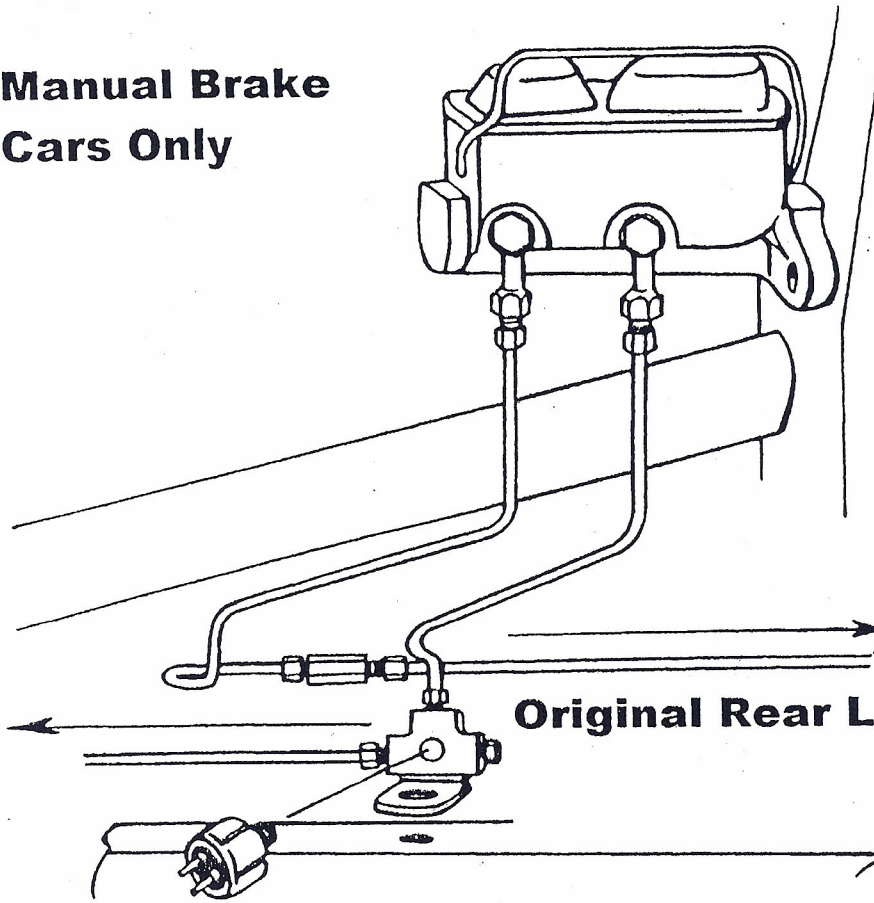
Wheelsmith (714) 556-3861

Wheel Vintiques (209) 251-6957

Stockton Wheel Service (209) 464-7771

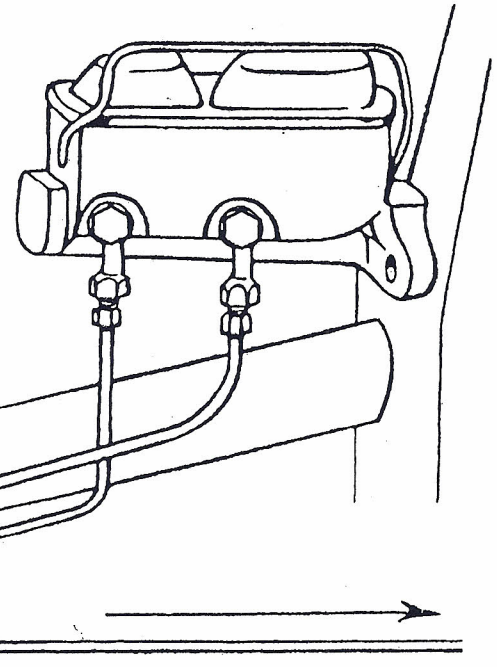
**Manual Brake
Cars Only**

**1955-57 T-Bird
Brake Lines**



Original Rear Line

**To Factory
Hydrovac**



Power Brake Cars

