

INSTRUCTIONS

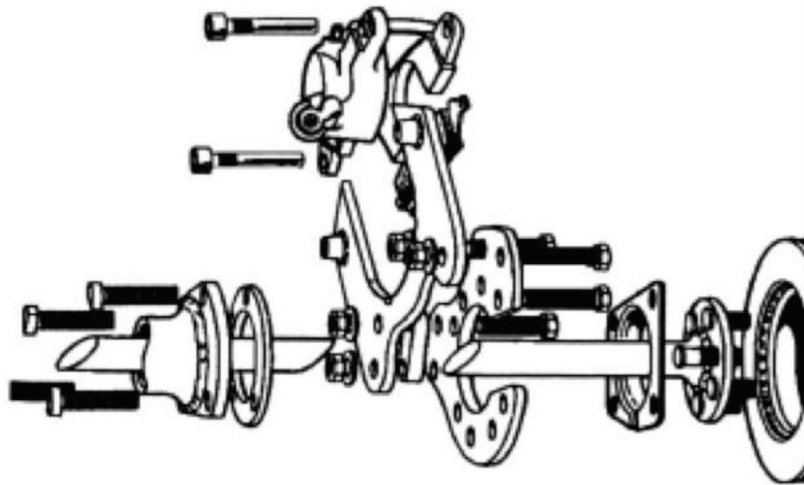
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910-31902 - Non-Emergency Brake

910-31921 - Emergency Brake

KIT CONTENTS	
Qty	Description
2	New Rotors
2	2-Piece Brackets
8	5/16 Spacers (4)
8	1/8 Spacers (2)
8	Spacer Plates
8	3/8-24 x 1-1/2 Grade 8 Bolts
8	3/8-24 x 2 Grade 8 Bolts
16	3/8 Flat Washers
16	3/8 Grade 8 Nuts



Car Rear Disc Brake Conversion (Pressed Bearing Style)

Replacement and Additional Parts:

1978-83 Chevelle, Monte Carlo, El Camino, Malibu, Tempest, Cutlass, F-85, PontiacmGrand Prix, Le Mans, GTO, Grand Am, Bonneville front calipers (no parking brake) with pads and mounting screws.

1979-85 El Dorado, Riviera, Toronado, 1980-85 Seville with emergency brakes on the calipers. Rear calipers with parking brakes, pads and mounting screws.

Installation Instructions:

1. Installation must begin by taking the axles out of the housing. Start by discarding the factory style T-bolts as they are not long enough to work with this kit. The spacer plate can then be installed on the end using the new supplied 3/8" bolts in the brake kit on the end of the housing as shown. Next, insert the axle and bearing into the housing.

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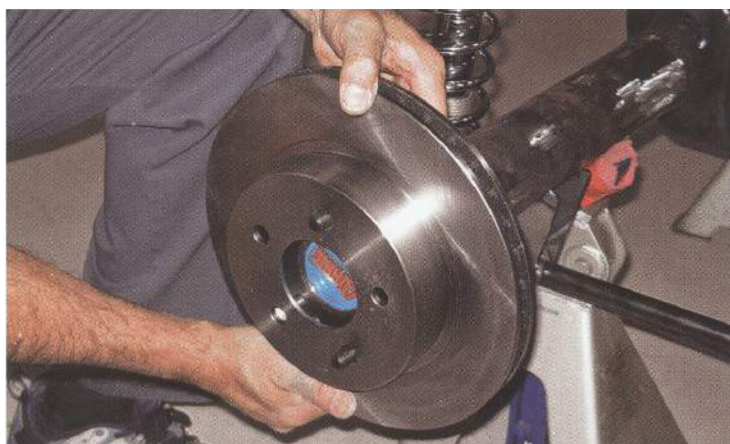
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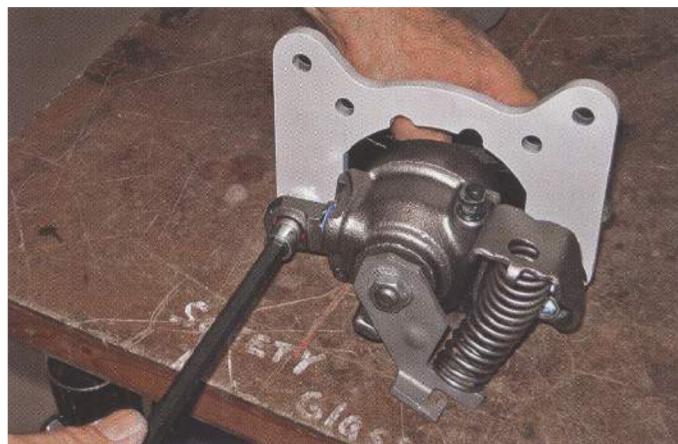
2. Install the base bracket between the spacer and the retainer and secure using the supplied nuts. The ears on the base bracket should be positioned so they will mount the caliper up toward the rear as shown.



3. Make sure to use a quality brake cleaner and rag to clean the anti-corrosion coating off your brake rotors before installing them. This coating can contaminate brake pads.



4. Install the rotor over the axle studs and temporarily secure using two hand-tightened lug nuts.



5. Insert the brake pads in the caliper and install the caliper brackets as shown using the supplied Allen-head slider bolts.



6. Test fit the caliper on the rotor, making sure the bleed screw is facing up. Your brake kit comes with bracket spacers in two different thicknesses. Determine the number and thickness of spacers required to properly position the caliper in relation to the rotor.

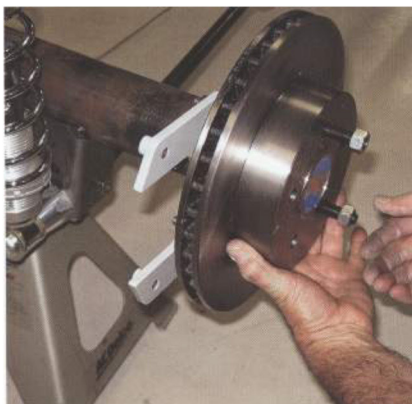
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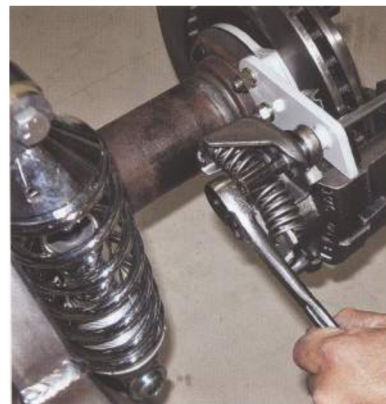
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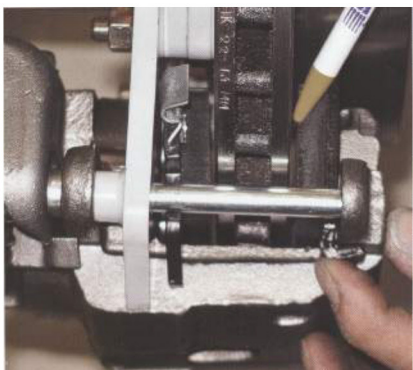
7. Remove rotor and bolt the caliper bracket to the base bracket using the spacer(s) determined in the previous step.



8. Re-install rotor, again using two lug nuts to hold it in place.



9. Install caliper on bracket using supplied Allen-head slider bolts.



10. With caliper installed, double check to verify the gap between the brake pads and rotors is equal on both sides. Adjust shim packs as needed to achieve equal gap.



11. Since this brake kit uses floating calipers that move with normal brake wear and operation, it is critical to use a flexible brake line between the caliper and axle housing. A tab should be welded to the housing to support the junction between the flex line and hard line.

Adjusting and Bleeding Emergency Brake Calipers

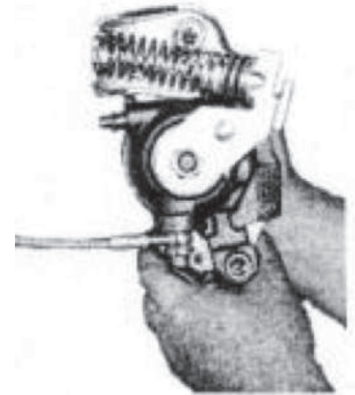
1. When you install the calipers, put them in the position you like. One where the cable will work well (if you have the park brake calipers) and the hose connection is in a good location. If you go off road you can mount the calipers high to avoid brush and rocks. Don't worry about being in the right position to bleed the brakes. The calipers have to be taken off of the brackets to bleed anyway and once they are bled it does not matter what position they are in.

2. Once everything is installed and before you put the wheels on, bleed the calipers. Air rises so the bleed screw must be at the top. You can start with the normal bleeding methods, but the brakes will not work properly and you will have a soft pedal if you do not take the calipers off of the brackets and gravity bleed them to get the last of the air out.

3. To gravity bleed, take the cover off of the master cylinder, take the calipers off of the brackets and hold behind the axle. Hold the caliper so that the bleed screw points forward, horizontal with the ground on the (small) 5-1/2" pin to pin calipers and straight up on the (large) 7" pin to pin calipers. The mounting holes in the ears are around 45° on a non-parking brake caliper and straight up one hole above the other on a parking brake caliper and straight up one hole above the other on a parking brake caliper.

Open the bleed screw and the fluid will start to dribble out. Slowly move the calipers just in case you are not in the correct position and also tap on the calipers with a rubber hammer to knock bubbles loose.

Once the fluid is clear with no air bubbles, close the bleeder and hang that caliper on a wire and do the other side. Do both calipers again and then reinstall. (Do not step on the hydraulic pedal yet.) Go to step 5 for non-parking brake calipers.



Adjusting and Bleeding Emergency Brake Calipers

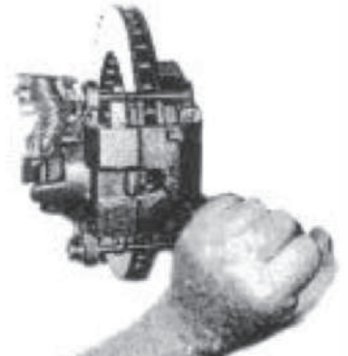
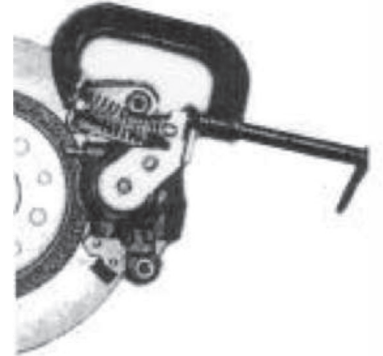
4. Adjust the parking brake levers by pushing them forward. Each time you push them they should move off of the stop $3/8"$ to $1/2"$. When released, they should always return to the stop. If they will not adjust, try putting a lever between the rotor and the pad and putting pressure on the piston. Now push the lever releasing pressure on the pad as the caliper adjusts. These are the only two ways we know of to adjust the parking brake. If the calipers won't adjust, you will have a low pedal because the piston will retract too far and will use up all your hydraulic pedal travel to put the brakes on.

Once the parking brake calipers are adjusted, put on a c-clamp between the lever and the bracket to hold the parking brakes locked up.

5. Step on the hydraulic pedal. It should be high and hard. If it is low and spongy or it will pump up, you still have air bubbles. Take the caliper off the brackets and bleed some more.

If you have parking brake calipers and they are locked up against the rotors and there is no air in the rear system, then there will be no fluid movement in the rear brake system and the pedal should be as high as before you changed the brakes and had the parking brake on. It does not matter what size master cylinder you have. If there is no fluid movement you will have a high and hard hydraulic pedal. There might be a problem with your front system since you have a dual braking system. But if you have not changed the front, your pedal should be high and hard.

It is not as easy to check if you are using non-parking brake calipers. The calipers run close to the rotors so check to see that the pads won't rattle. If your pedal is low and spongy, you have air. Take the calipers off and bleed them some more.



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P.O. Box 81906 • Lincoln, NE 68501

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