

INSTRUCTIONS

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916-31982 - Basic Disc Brake Kit, 1948-56 Ford Half-Ton, 5 on 4-1/2 Inch

This kit installs 1976-81 Dodge Aspen rotors or Chrysler equivalent and 1970-77 Camaro or GM equivalent calipers on 1948-56 Ford F-100 spindles.

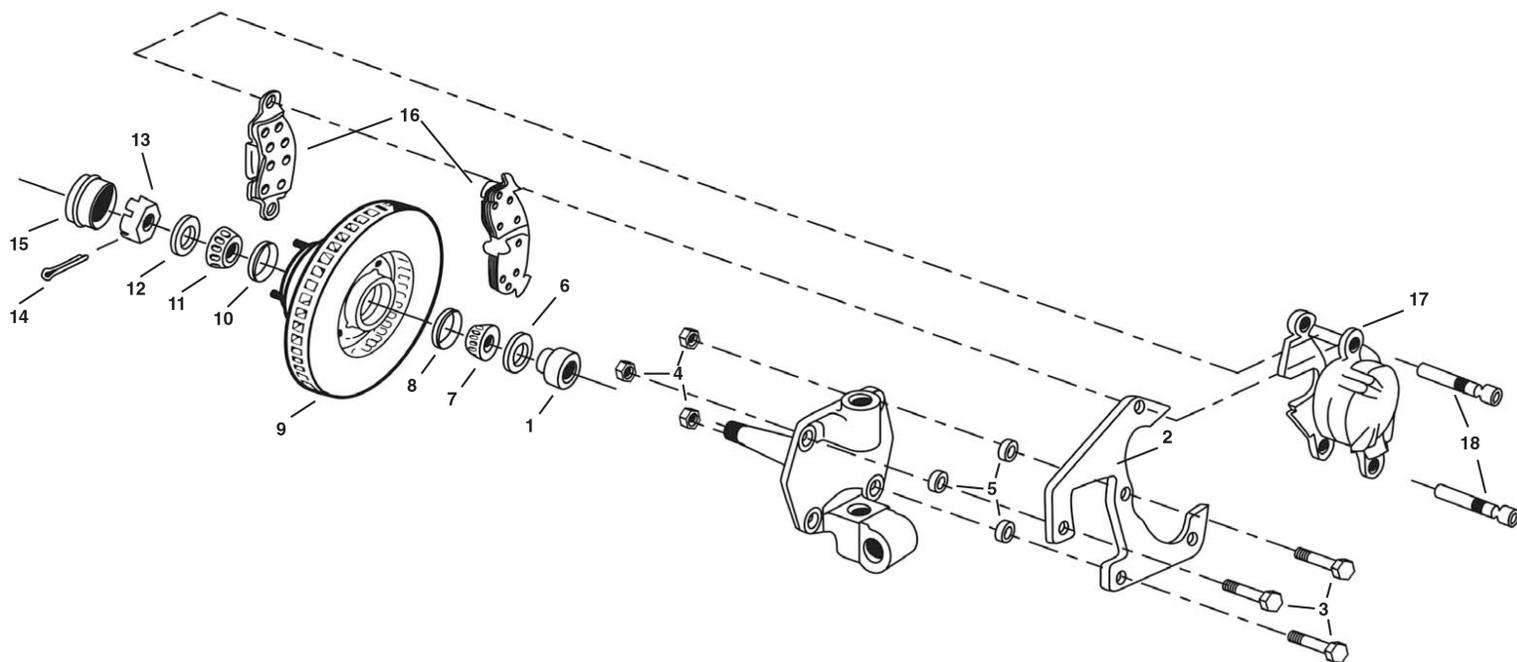
- Premium heavy-duty steel construction for superior strength and durability.
- Mounting bolt center to center 7.00", material thickness .35"
- Zinc-plated for rust and corrosion prevention.
- Includes caliper brackets, bolts, spacers, and adapters.

KIT CONTENTS			
Index #	Part Number	Description	Quantity
1*		Bearing adapter	2
		Hardware kit	1
2*		Caliper bracket	2
3*		1/2"-20 x 1-1/2" GR 8 hex bolt	6
4*		1/2"-20 Lock nut	6
5*		Spacer .875 OD x .500 ID x .350	6
6	912-S9406S	Seal, 2.000 x 2.627 x .234	2
7	912-TL68149	Inner wheel bearing cup	2
8	Supplied in rotor	Inner wheel bearing cone	2
9	910-31065	1976-80 Dodge Aspen 11" rotors	2
10	Supplied in rotor	Outer wheel bearing cup	2
11	912-TLM11949	Outer wheel bearing cone	2
12	Not included	Spindle washer	2
13	Not included	Spindle nut	2
14	Not included	Cotter pin	2
15	550-2490	Dust cap (pair)	1
16	919-3382	Brake pad set	1
17	910-31035-L	1969-77 GM midsize Camaro caliper (left)	1
17	910-31035-R	1969-77 GM midsize Camaro caliper (right)	1
18	835-2300542	Caliper slide bolts	4
* Basic Kit Only			

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Brake Installation Alert:

The selection and installation of brake components should only be done by personnel experienced in the proper installation and operation of braking systems. The installer must use his/her own discretion to determine the suitability of the brake components and brake kits for every particular application. Speedway Motors makes no warranties, either expressed or implied, including any warranty of merchantability or fitness for a particular purpose with respect to the goods identified on the face of the invoice. There is no warranty expressed or implied as to whether the goods sold hereby will protect the purchaser or ultimate user of such goods from injury or death.

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Using the parts list supplied double check that you received all the parts in this kit. We recommend the use of all new or remanufactured components for this installation. If you are using any used components, it is the installers responsibly to determine the acceptably of the parts.

Installation Instructions:

1. Remove your drums, backing plates and spindles from your axle and inspect the bearing surfaces on the spindle for wear or damage. Repair or replace if necessary.
2. Carefully press the bearing adaptor (#1) onto the spindle, making sure the flanged side goes toward the spindle. Make sure the adaptor is fully seated against the spindle. We recommend using a hydraulic press for pressing on the bearing adaptor. Or the adapter can be heated at 400 degrees for 20 minutes and then slide onto the spindle, allow to cool slowly at room temperature.
3. Re-install your spindles onto the axle and grease the king pins. Install the caliper brackets (#2) onto your spindles. **NOTE:** On some applications it may be necessary to drill out the lower spindle mounting holes from 7/16" to 1/2". The brackets mount to the back side of the spindle (the axle side) and the calipers mount to the rear. Use the 1/2"-20 x 1-1/2" GR 8 bolts (#3), lock nuts (#4) and spacers (#5) supplied. The bolts are installed from axle side of the spindle and the spacers mount between the spindle and caliper bracket. Torque to 119 ft. lbs.
4. Install the calipers (#17) onto the caliper brackets with the bleeders pointing up, only use the correct GM mounting bolts (#18). On some GM calipers there is bump on the casting located next to the piston bore that may interfere with caliper mounting. In these cases the bump should be ground flush with the casting on the caliper. After the caliper is installed turn the spindles lock to lock and check for any interference. The caliper bracket should clear the king pin locknut. If it doesn't clear reverse the king pin nut so it is on the front side of the axle. Remove the caliper from the caliper bracket.
5. Pack and install the inner bearing (#7) with fresh disc brake bearing grease, and install the grease seal (#6). Seals must be installed straight; we recommend a seal installation tool for this installation.
6. Install the rotor (#9) on to the spindle, pack and install the outer bearing (#11). Install the spindle washer (#12) and spindle nut (#13). Adjust the bearing preload as normal and install the cotter pin (#14) and dust cap (#15).
7. Install the brake pads (#16) into the calipers (#17) and install the calipers onto the caliper brackets with the bleeders pointing up. Only use the correct GM mounting bolts (#18).
8. Install new brake lines making sure you check that the lines have clearance through the entire suspension travel and turning radius. Bleed the system as normal.
9. Install the wheels and remove the jack stands. Turn the steering wheel lock to lock and again check for any contact with the brake lines. Before operating the vehicle test the brakes under controlled conditions. Make several stops in a safe area from low speeds gradually working up to operating speeds.