Questions?
Call Toll FREE at: 1-888-648-4923
(Mon-Fri, 9AM-5PM, EST) or email Mike Meditz
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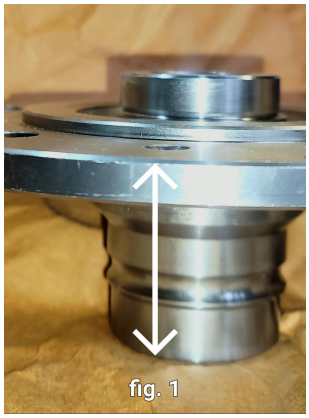
Rear Disc Brake Conversion Kit Instructions

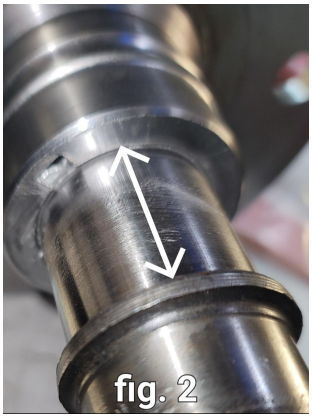
Brackets marked, L Bracket – Driver side/R Bracket – Passenger side (These pictures depict the driver side)

Our rear disc brake conversion kit is fairly basic to install if you have any experience with axles and brakes. You will need to know how to stack your axle end just like stock, as the only difference from that and installing this kit is putting the bracket on the back and substituting our spacers for the backing plate. After that its basically the same process you do when you change your disc brake pads on most vehicles. **First** you will need to Remove all rear components so that the axle with the rear axle bearing and race is sticking out of the differential housing. You will need to remove the brake drum from the tapered axle hub and press the new studs supplied before installation.

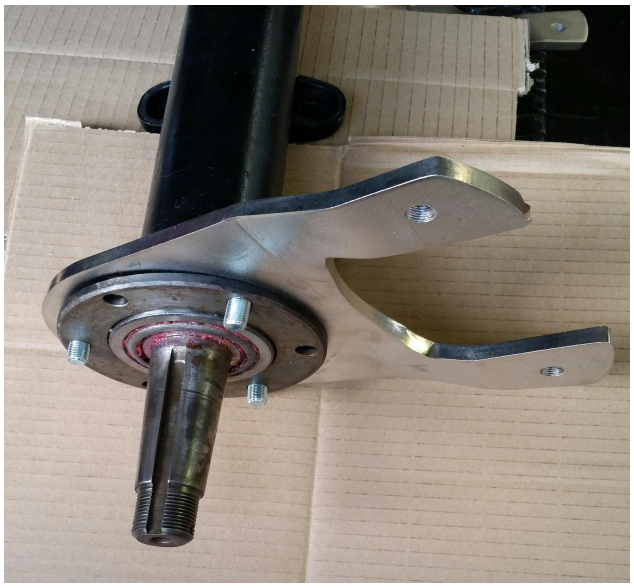
Second you will check the hub's depth on the taper axle. The most common problem people encounter while installing this kit is the rotor being too far out. In every single case thus far it has been an improperly seated hub due to various reasons. This measurement is VERY IMPORTANT. Unlike drum brakes, disc brakes need a precise longitudinal value for the rotor placement. A drum can still work if its out ⅜" too far, a disc brake caliper will not fit on the rotor if it is out ⅜" too far.

The proper stock measurement for the hub flange outside to the axle bearing flange outside is 3.78 - 3.85" You can find this value by measuring as depicted in fig. 1 & fig. 2 and adding the two values together. If your measurement is greater than this, it's likely **mounted improperly** or the hub/axle is **faulty**.





Next you will attach the caliper bracket on the inboard side of the differential flange. Install the six bolts (5 longer bolts holding the bracket with a sixth shorter bolt not holding the bracket) supplied from the inboard side outward through the caliper bracket with the bend outward toward the wheel.



The stacking order for the platesis as follows:

-Caliper bracket/Axle flange/Shims/Retaining plate/Spacers/Seal plate/Dust cover

Angle the brackets at about 2:00 O'clock for the driver side and 10:00 O'clock for passenger side so they appear to be leaning towards the rear of the vehicle. Next you will need to install the appropriate amount of shims with the bearing plate, followed by the 2 halfmoon spacers (these replace the original backing plate). You will then put a gasket for the grease retainer (not supplied) next the grease retainer (not supplied) another gasket (not supplied), next the grease protector shield (not supplied) . The taper axle hub is then installed onto the axle with your axle key, install the washer and axle nut and tighten to 110 lb-ft. before installing the rotor. The rotor is then installed loose over the hub. Your wheel will hold the rotor in place. Install the caliper and the pads supplied for finished installation.

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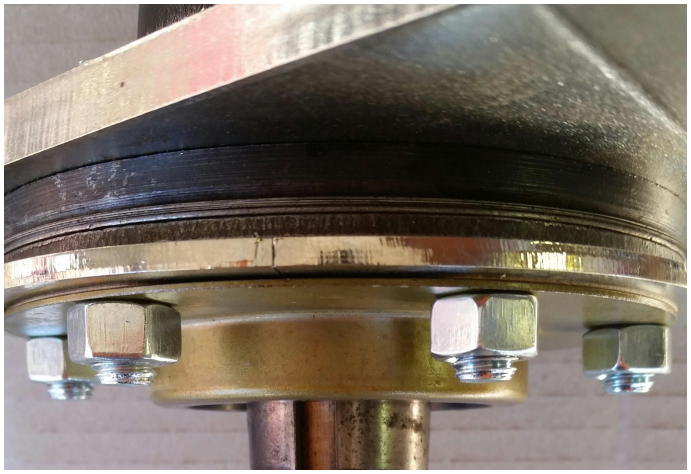

Stock or OEM wheels will likely not clear a disc brake conversion kit unless you use longer studs and a ¼ inch spacer (advise a brake professional before proceeding with this for safety reasons)

We strongly recommend replacing your grease seals, gaskets, and axle key while you already have everything stripped off. It is some preventative maintenance worth doing.

Make sure you have a master cylinder proper to run disc brakes, accompanied by the correct proportioning valve if necessary. On master cylinders, including ours, the larger reservoir goes to the front brakes.

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