

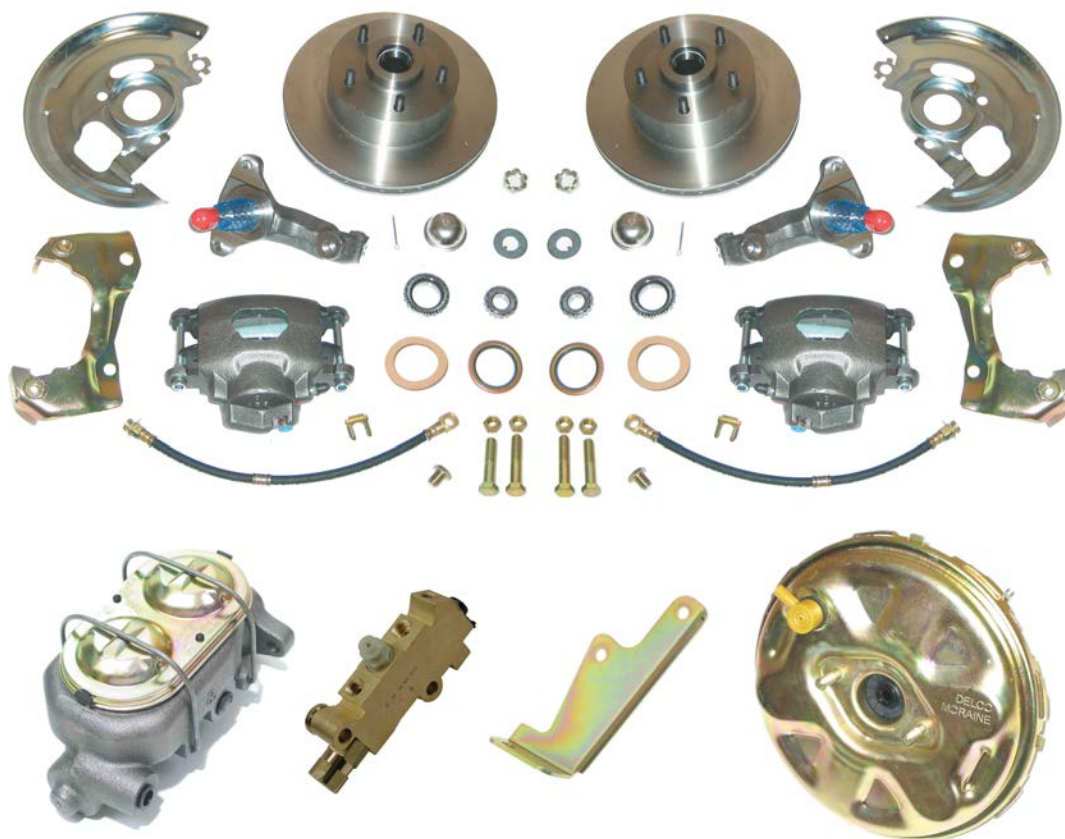


# A/F/X Body GM

## Installation Instructions

### Power Disc Conversion

64 - 72 A Body / 67 - 69 F Body /  
62 - 74 X Body



DBMC09, PVK71 & RPB1001 pictured above (Booster, master & valve setups may vary by upgrades selected)

Your new disc brake conversion kit can be bolted up with standard hand tools. The only tools you may not find in your toolbox are listed below.

1. Ball joint fork or “pickle fork”
2. Spring compressor (highly recommended)
3. Drum brake tool (optional)

**Note: If you are interested in Power Coated Calipers or Drilled and Slotted Rotors for your car please give us a call. We have these upgrades available for exchange of non-installed components. We cannot exchange components that have been previously installed. Shipping charges will apply. Upgrades pictured.**



**Attention: Before modifying, painting, or powder coating any part of this kit, please trial fit all components and check rim clearance. We recommend you run 15" or larger wheels with this kit. We do not support the use of 14" wheels on this kit.**

**Modified, Painted, and Powder Coated parts are not returnable!**

# Kit Contents:

- \_\_\_\_\_ Pair of Rotors (BR02C for plain rotors, BR02ZDC rotors for drilled and slotted rotors)
- \_\_\_\_\_ Pair of calipers (BC14N/BC15N (A Body) BC03N/BC03N (F / X Body), if powder coated calipers were selected there will be a letter pertaining to the color of the caliper within the part number as well)
- \_\_\_\_\_ Set of spindles (DBSP02 62-67 Nova Only, DBSP01 for all other cars)
- \_\_\_\_\_ Set of caliper brackets (CMB01)
- \_\_\_\_\_ Pair of Dust Shields (DBBP01)
- \_\_\_\_\_ Steering Arm Hardware Kit (In carton with caliper brackets, dust shields and spindles.)
- \_\_\_\_\_ Pair of Flex Hoses (FHK03 for regular, FHK03S for braided stainless)
- \_\_\_\_\_ Wheel Bearing Kit (WBK01C)
- \_\_\_\_\_ Proportioning Valve (PVK71/72 for a combo valve or PVK68 for a factory style valve. Chrome will have a letter C after the part number.)
- \_\_\_\_\_ Master Cylinder (DBMC09/01/16/11/18 for Power Front Disc, DBMC05 for Power Four Wheel Disc or Manual Front and Manual Four Wheel Disc. Chrome upgrade will have a letter C after the part number.)
- \_\_\_\_\_ Power Booster (RPB7537/8531/9002/9016/9021/9022/1001/1003, for power kits only. Chrome will have a letter C after the part number.)
- \_\_\_\_\_ Instruction Packet

\* See the back page of the instruction booklet to review the “Pick Ticket” used to pull your order.

# **Disclaimer:**

The Right Stuff values your safety above all things. For this reason, we recommend all brake systems and components be installed by professionals. The installer of the brake parts is responsible for ensuring fitment and suitability of the parts for the vehicle it is being installed on. Brakes should be tested in a controlled open area with success before driving on the road. If you are unsure or uncomfortable with any part of your kit, please call for further instructions from our tech staff before driving.

# **Installation Instructions:**

## **Lower Assembly**

### **1. Prepare the car**

Begin by securely supporting the car on jack stands. Chock the rear wheels and set the parking brake to be sure vehicle does not roll. Always work on a flat, even surface. Remove the wheels to gain access to the brake system.

### **2. Disconnect tie rod ends**

Remove the cotter pin and castle nut that secures the tie rod to the steering arm. You will reuse the castle nuts later. Use a heavy hammer to remove the tie rod end from the steering arm. A ball joint fork or “pickle fork” may be needed to break things loose.

### **3. Disconnect front flex hoses**

Unscrew the hard line from the flex hose, being careful not to get brake fluid on painted surfaces. Remove the flex hose-retaining clip and pull the hose out of the frame-mounted bracket.

#### **4. Remove drum brake assemblies**

To remove the old drum brake assemblies you need to compress the coil springs. We highly recommend the use of a spring compression tool. Failure to handle the spring properly can result in serious injury to you and damage to the vehicle!

Preferred method:

- a. Remove the shock absorber
- b. Install the spring compressor following the directions supplied with the tool
- c. Compress the spring until all pressure is released from the control arm
- d. Remove the cotter pin and castle nut from the upper ball joint
- e. Keep the castle nut for reuse later
- f. Use a ball joint fork to release the upper ball joint from the spindle
- g. Raise the upper control arm up out of the way
- h. Repeat steps “d” and “f” to release the lower ball joint and remove the spindle assembly

**Note:** You may want to remove the sway bar link to allow for easier access to the ball joints and free movement of the lower control arm.

#### **5. Inspect suspension components**

Now is the time to clean up and inspect your suspension components. Check the inner and outer tie rod ends and ball joints for wear and replace if needed. Inspect the rubber boots for cracks or tears. Universal replacements are available at most automotive parts stores. Also inspect sway bar links and bushings. Complete suspension rebuild kits are available to freshen up the entire front end. Call The Right Stuff for pricing and availability.

## 6. Remove original steering arms

Remove the dust cap, cotter pin, and washer from the old spindles. Pull off the hub and remove the brake shoes to allow access to the steering arm bolts. Unbolt the Steering arm and prep it for reuse. New bolts are provided in your conversion kit. If you do not have the original steering arms for your project, they are available for purchase. Early 4-Lug Nova owners will need to purchase 5-Lug steering arms for proper alignment.

**Note:** Some of the early steering arms did not use 1/2" bolts. You will need to drill out the original mounting holes in the steering arms. If you are not comfortable with drilling your arms you can purchase them from us for \$69.00 a pair. The A-Body arms are part number DBSA01 and the part number for the F/X-Body arms is DBSA02.



A Body



F / X Body

## 7. Install the new disc brake spindles

Place the spindle on the lower ball joint and attach it with the original castle nut. Torque the nut to the specifications provided in the assembly manual. Fix it in place with the new cotter pin supplied with your kit.

**Note:** Both of your new spindles are identical. There is no left or right.

Pull the upper control arm down and insert the upper ball joint into place. Attach the upper ball joint with the original castle nut. Torque the nut to the specifications provided in the assembly manual (Most are 40-60 ft/lbs.). Fix it in place with the new cotter pin supplied with your kit.

## 8. Release the pressure on the coil spring

You are now ready to release the pressure on the coil spring. If you used a spring compressor, you can release it slowly and reinstall the shock absorber.

## 9. Install the caliper brackets, backing plates, and steering arms

Install the appropriate caliper bracket onto the spindle, slide the spindle gasket into place, then place the backing plate over the caliper bracket. Fasten everything in place with the special 5/8" bolt supplied with the kit. Then bend the tabs down to the bolt to lock it in place.

**Note:** The opening for the caliper should face towards the rear of the car. Left is driver's side, right is passenger's side.



Reinstall your old steering arm with the new bolts supplied with your kit. Place the tie rod end back into the steering arm and fasten it with the original castle nut. Torque the nut to the specifications provided in the assembly manual. Fix it in place with the new cotter pin supplied with your kit. Now is a good time to reattach the sway bar link if you removed it earlier.



## 10. Grease the bearings and install the rotors

You are now ready to install the bearings and rotor. Start by placing the rotor face down. Races come preinstalled in the rotors. If you received additional races with your bearings, they will not be used. Inspect the bearing area of the rotor for casting sand and other debris that may have fallen in that area before installing the bearings. Apply a little bearing grease to the bearing race already in the rotor and pack the larger of the two bearings (Inner) with grease. Install the bearing into the rotor and place the grease seal on the rotor. Tap the seal into place being careful not to damage the rubber portion of the seal. A small block of wood works well to protect the seal.



Inner Bearing Assembly



Outer Bearing Assembly

Turn the rotor face up and grease the bearing race. Pack the smaller bearing (Outer) and place it in the rotor. Slide the rotor onto the spindle being careful that the outer bearing does not fall out of place. Install the keyed washer and castle nut and tighten the nut to seat the bearings. Then back the nut off until the rotor spins freely. Fix it in place with the new cotter pin supplied with your kit. Install the dust cap with a mallet and a large socket placed over the dust cap. A screwdriver can also be used along the edges.

## 11. Mount the calipers and flex hose

Your new calipers come fully loaded with pads, bolts, and copper washers. Start by removing the caliper pins and position the caliper in the bracket with the bleeder screw at the 12 o'clock position. If the caliper won't install in the brackets with the bleeder pointed up, you probably have the opposite side caliper. Insert the caliper pins and torque to the specifications provided in the assembly manual (Most are around 50 ft/lbs.).

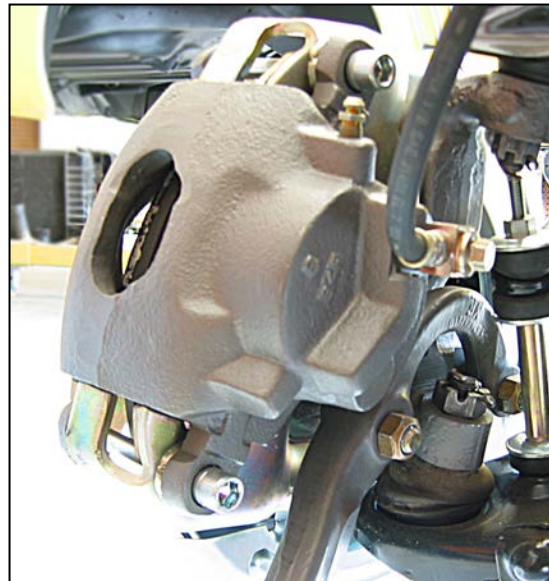
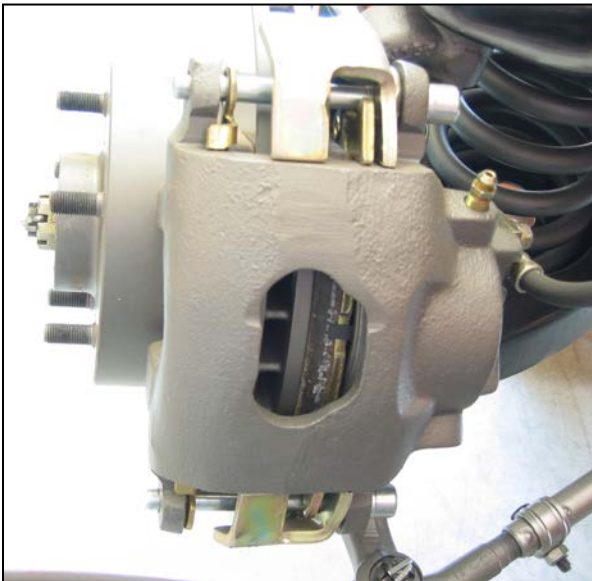
**Note:** The bleeder screws must be pointed up. If the bleeders are pointed down, the calipers will trap air and you will not get the system to bleed properly.



Remove the banjo bolt and copper washers from the caliper. Place a copper washer on top of the flex hose and insert the banjo bolt. Place the second copper washer over the banjo bolt on the bottom of the flex hose and bolt the hose onto the caliper with the specifications provided in the assembly manual (Most are 40-50 ft/lbs.).

Insert the other end of the flex hose into your original frame brackets. You may need to file the inside of your original brackets to accommodate the new flex hose. Push on the new flex hose clip supplied with your kit. At this point the hose might seem a little tight when you turn the wheels from lock to lock. This is normal. The suspension is flexed to the absolute limits of its travel. You would have to be airborne while making a sharp turn to recreate these conditions while driving.

A completed left front assembly from an F/X Body is pictured below. A Body owners will notice a difference where the hose bolts to the caliper.



# Upper Assembly

## 1. Remove the old master cylinder assembly

Remove the master cylinder brake lines being careful not to get fluid on any painted surfaces. Remove the clevis from the pedal rod under the dash. If your original system was power, you should be able to remove the booster mounting nuts from the firewall and remove the booster/master assembly. If your original system was not power, simply remove the master cylinder mounting nuts from the firewall and remove the master cylinder.

## 2. Mount the new master cylinder and booster assembly

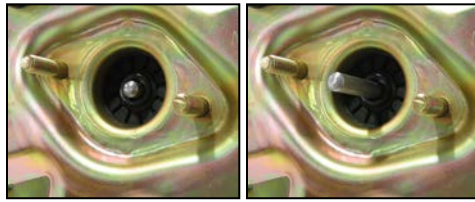
- a. Bolt the booster brackets to the booster (Riveted on 11" Boosters), bolt on as shown below in the photograph of the back of the booster.



Bolt On Booster Brackets

- b. Bolt your booster to the four studs on the firewall (**Note:** It is normal for the booster to be tilted up at the approximately 30 deg. angle that it is tilted up at)

- c. Inspect the booster rod length and master cylinder pocket depth. The booster rod should protrude from the booster face approximately the same length as the depth of the pocket in the master cylinder. Short systems use a  $\frac{1}{4}$ " rod and pocket. Long systems use a rod and pocket of approximately  $1\frac{1}{2}$ ".



Short Rod

Long Rod



Short Pocket

Long Pocket

**Note:** Delco style boosters come with a long and a short rod. Insert the short rod into the hole in the front of your booster if you have a short pocket master cylinder. Use the long rod if your master cylinder has a pocket over 1" deep.

- d. Place the master cylinder over the two studs of the booster and hold it in place with a nut on the passenger's side stud only.

**Note:** After you place the master onto the face of the booster it should sit flush up against the face without any resistance at all. If you have resistance sliding the master cylinder onto the face of the booster then either the rod in the center of the booster is too long or the plug needs to be removed from the back of the master. If you still have a  $\frac{1}{4}$ " or less resistance then the rod may not be seated all the way in the face of the booster (for removable rod Delco style booster) or on some fixed rod boosters there is a  $\frac{1}{8}$ " knurled piece of brass that sits behind the cap nut on the tip of the booster rod. You can remove this by removing the cap nut, remove the brass piece, then screw the cap nut back on so it sits flush on the tip of the rod. This will effectively shorten the booster rod an additional  $\frac{1}{8}$ ".

- e. Slide the valve bracket over the driver's side stud of the booster and loosely tighten it down with the nut.

**Note:** Leave the mounting nuts a little loose at this point. It makes the lines much easier to install if there is a little play in the bracket.

- f. Bolt the proportioning valve to the outside (driver's side) of the bracket with the hardware supplied in your kit. \*\*\* See the last page of the instruction packet for information on the valve's routing and port sizes.
- g. Now you're ready to install the master cylinder lines. If you purchased lines with your conversion kit, the two small lines are the master cylinder lines.
- h. Tighten up both of the mounting nuts
- i. Supply vacuum from the intake or carburetor to the booster check valve. We suggest a minimum of 14 in/mg (16 – 18 in/mg desired) of vacuum at idle for proper booster function. If you do not have this amount of vacuum your booster may not function properly.





11" Delco Style Booster (RPB1003), Dual Bail Style Master Cyl. (DBMC09), and Combination Valve (PVK71) Pictured Above

### 3. Install and adjust the pedal rod

Hold the brake pedal approximately 1/8" down from the stop. Adjust the pedal rod so that when connected the pedal will be at this location 1/8" down from the stop. If needed we have included an extension rod to make up the distance to your pedal. After you have adjusted the pedal rod connect the clevis to the pedal. Be sure to tighten all jam nuts on the pedal rod to lock it in place after all your adjustments are made. If the extension rod is too long for your application it is ok to cut it down to the appropriate length.

**Note:** The pedal rod should not be put in a bind when attaching it to the pedal assembly. If there is only one hole in your pedal, you may need to drill a second hole about 1" lower than the original hole. Let the pedal rod and clevis "show" you where to locate the new hole.

## **Bleeding the system**

If you are concerned with the damaging effects of DOT 3 brake fluid, The Right Stuff suggests synthetic DOT 5. The Right Stuff is not liable for damage caused by system fluids.

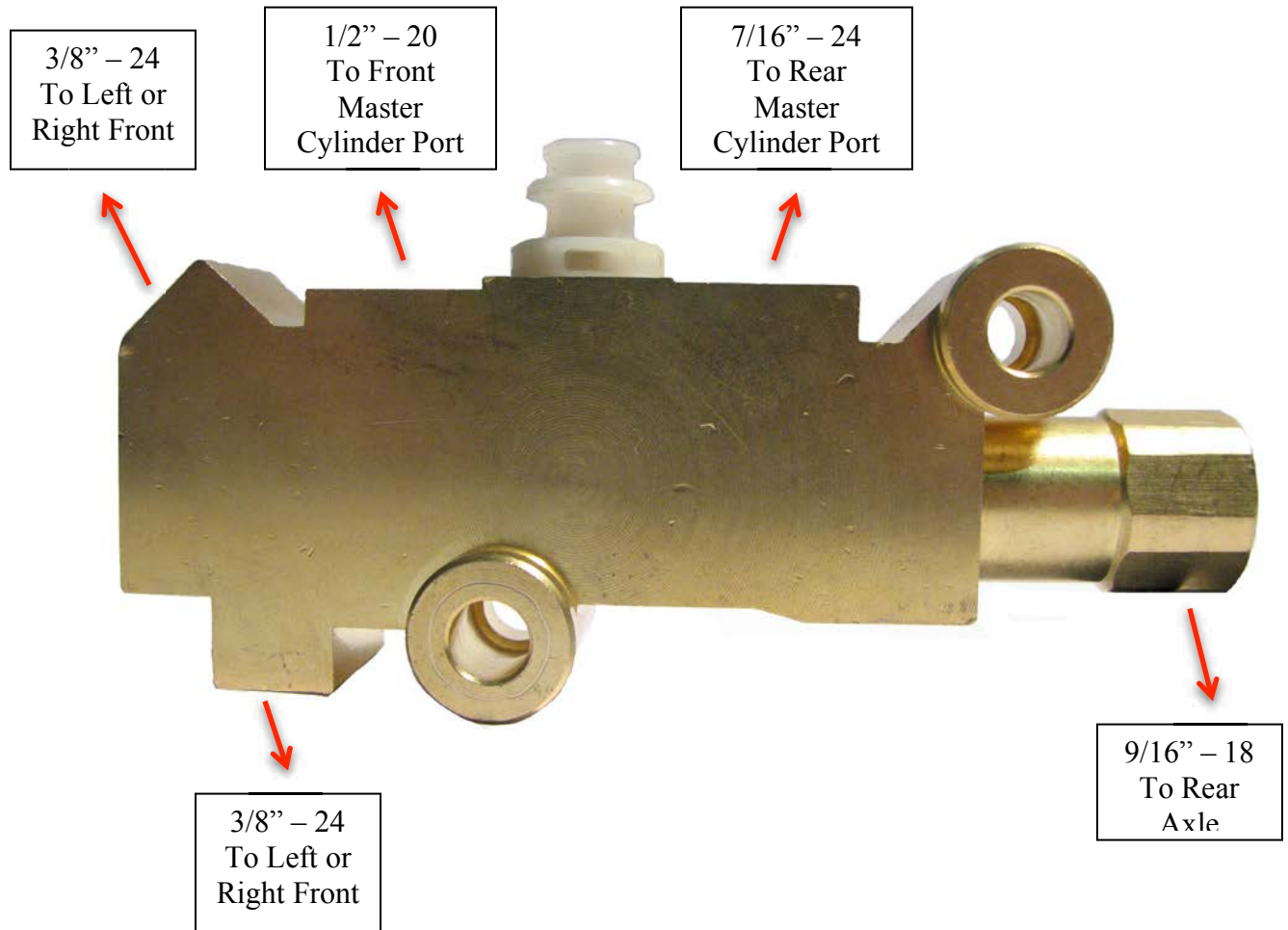
Working your way forward from the wheel farthest from the master cylinder will help insure a good bleed and a firm pedal. It is important to bleed the system in the following order:

- 1. Right Rear**
- 2. Left Rear**
- 3. Right Front**
- 4. Left Front**

If you have a spongy pedal, be sure the bleeder screws are pointed up and try re-bleeding the system.

## **PV71 Fixed Combination Valve Supplement**

This supplement is for customers who have chosen the “fixed” combination valve with the purchase of our disc brake conversion kits. This diagram shows where each port of the valve routes. If you have any further questions or concerns, please don’t hesitate to call our toll free technical support line. Thank you again for your business.



## Technical Support

We want your conversion project to go smoothly. Double check that you have followed these instructions correctly and those included with any upgrade components you may have purchased. If you need additional help getting your new disc brakes to function properly, we're here for you. You can visit our website at [www.GetDiscBrakes.com](http://www.GetDiscBrakes.com) for Tech Tips, Tricks & Videos. If you cannot find the assistance you need from that source feel free to send us an email from the Tech support section of the website for priority service. If you are still unable to get the help you need, please feel free to give us a call at (800) 405-2000.

## Thank You for Your Business!



**Brake & Fuel  
Line Systems**

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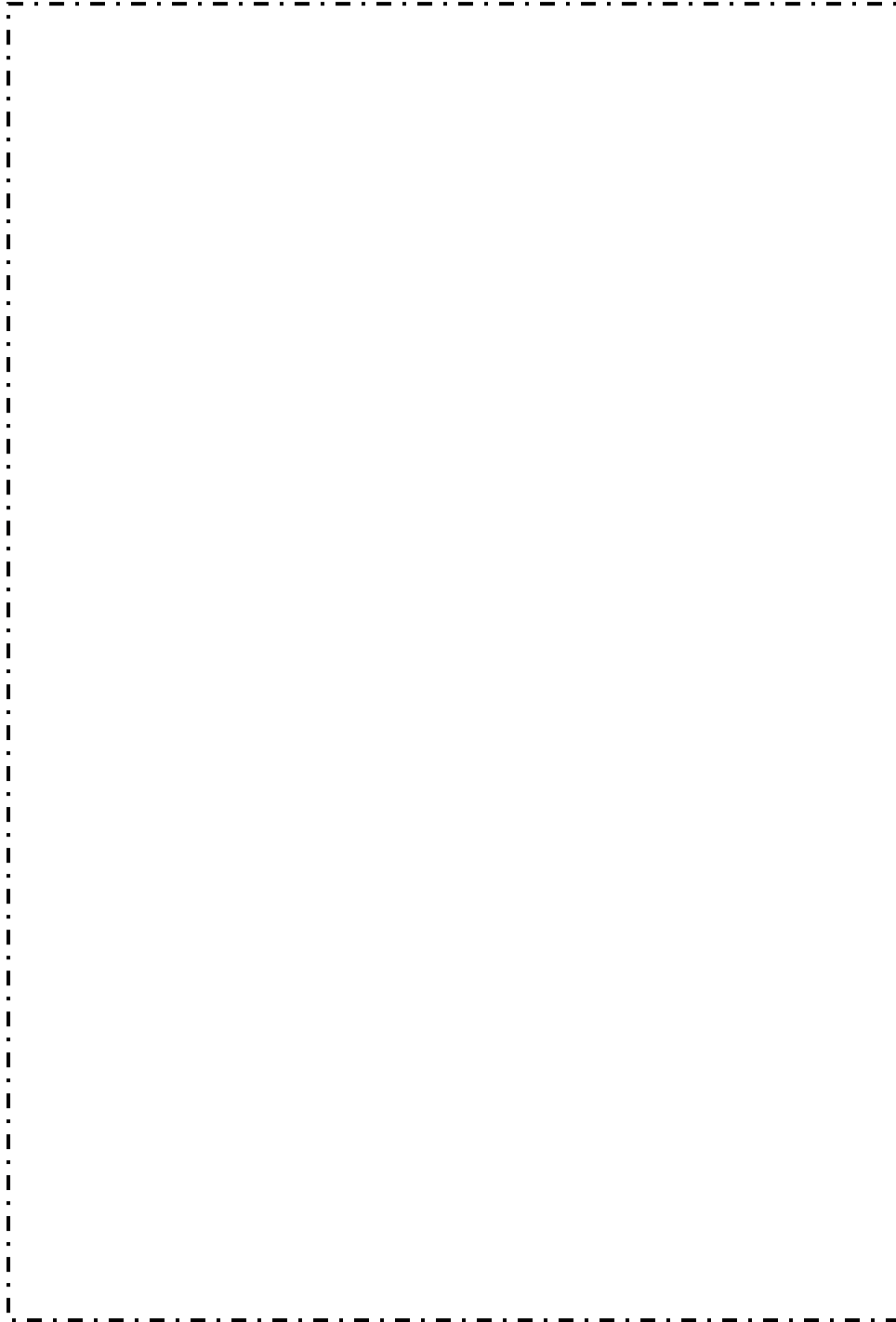
**Disc Brake  
Conversions**

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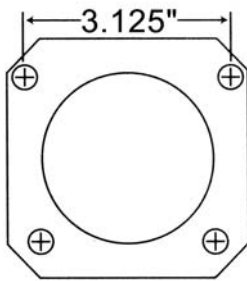
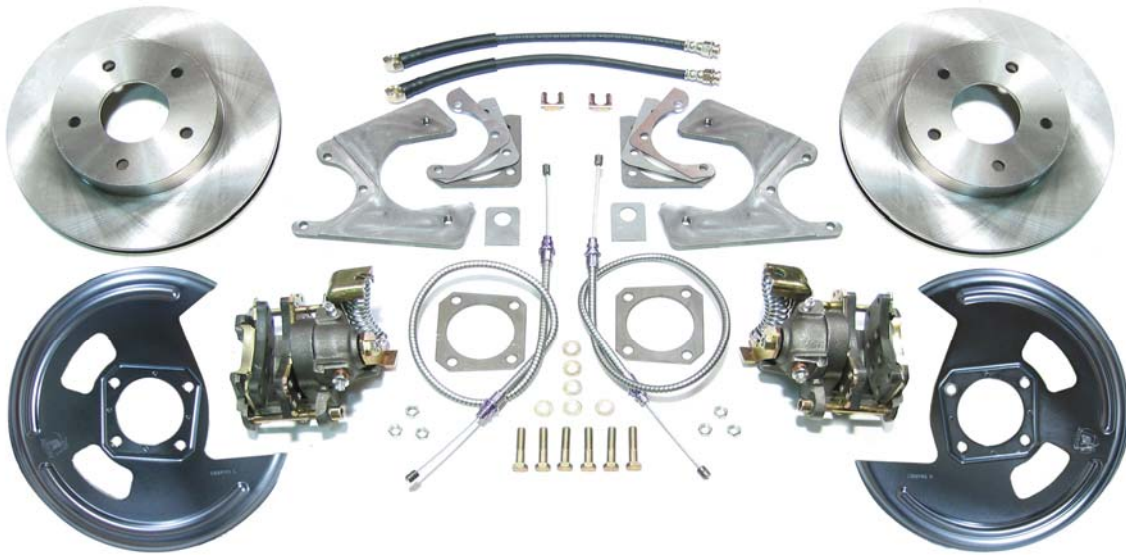
# **Pick Ticket:**

A large rectangular area defined by a dashed border, intended for drawing or writing.

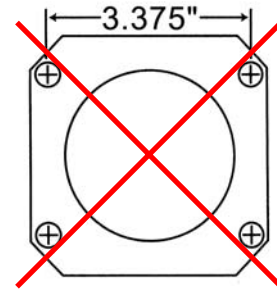


## **A /F/X Body Instruction Packet Rear Disc Conversion**

64-72 A Body / 67-81 F Body / 62-74 X Body



This kit is for axles with a  $3 \frac{1}{8}$ " spread center to center on the top two bolt holes (pictured left). If your axle flange measures  $3 \frac{3}{8}$ " from center to center, you need our kit FSCRD01 or FSCRD65. Call 800.405.2000 for further assistance.



### **Rotor Measurements:**

**Rotor Center =  $2 \frac{3}{4}$ " - Rotor Hat Section Inside Diameter =  $6 \frac{3}{16}$ "**  
 You will need to modify your axles if they will not fit inside the rotor hat and you will need to modify the rotor if the center hole is too small for your axles. Rotors with a new 2.915" center hole are available from us for an additional \$30.00. This kit will push your wheels out an additional .125" per side.

**Note: If you are interested in Power Coated Calipers or Drilled and Slotted Rotors we have these upgrades available for exchange of non-installed components and an upgrade fee. If you are interested in Emergency Brake Cables for the front of your car please give us a call. We cannot exchange components that have been previously installed. Shipping charges will apply. Upgrades pictured.**



**Attention: Before modifying, painting, or powder coating any part of this kit, please trial fit all components and check rim clearance. We recommend you run 15" or larger wheels with this kit. We do not support the use of 14" wheels on this kit.**

**Modified, Painted, and Powder Coated parts are not returnable!**

**\*Note:** The emergency brake cables provided in the kit will fit 64 -72 A Body / 67-81 F Body / 62-74 X Body. Any other application will require the customer to purchase or modify the included cables to work with their application. If you ordered a non-ebrake kit your kit will not contain emergency brake cables.

# **Kit Contents:**

- \_\_\_\_\_ Pair of Rotors (BR25C for plain rotors, BR25ZDC rotors for drilled and slotted rotors)
- \_\_\_\_\_ Pair of calipers (BC3839N for a non-staggered kit, BC3939N calipers for a staggered kit, if powder coated calipers were selected there will be a letter pertaining to the color of the caliper within the part number as well)
- \_\_\_\_\_ Set of caliper brackets (CMB81 for a non-staggered kit and CMB85 for a staggered)
- \_\_\_\_\_ Pair of Flex Hoses (FHK09 for regular, FHK09S for braided stainless)
- \_\_\_\_\_ Pair of Dust Shields (DBBP81 for a non-staggered kit, DBBP81 L x 2 for a staggered kit)
- \_\_\_\_\_ Pair of Emergency brake cables (EBCRD1/EBCRD1 for 64-72 GM A-Body/67 F-Body Part # AFXRD01, EBCRD1/EBCRD2 for 68-69 GM F-Body Part # AFXRD05, EBCRD1/EBCRD2 for 68-74 GM X-Body Part # AFXRD05, EBCRD4 for 62-67 Nova Part # AFXRD01N, EBCRD5/EBCRD6 for 70-74 GM F-Body Part # AFXRD06, EBCRD7/EBCRD8 for 75-81 GM F-Body Part # AFXRD07)
- \_\_\_\_\_ Instruction Packet

\* See the back page of the instruction booklet to review the “Pick Ticket” used to pull your order.

# **Disclaimer:**

The Right Stuff values your safety above all things. For this reason, we recommend all brake systems and components be installed by professionals. The installer of the brake parts is responsible for ensuring fitment and suitability of the parts for the vehicle it is being installed on. Brakes should be tested in a controlled open area with success before driving on the road. If you are unsure or uncomfortable with any part of your kit, please call for further instructions from our tech staff before driving.

# **Installation Instructions:**

**Before installing this kit on your car please watch the instructional video at [www.getdiscbrakes.com](http://www.getdiscbrakes.com) under tech stuff.**

## **1. Prepare the car**

Begin by securely supporting the car on jack stands. Chock the front wheels to be sure vehicle does not roll. Always work on a flat, even surface. Remove the wheels to gain access to the factory drum brakes.

## **2. Remove the old drum brakes**

### **”C” Clip Axles**

“C” Clip rear ends require you to open the rear housing cover and remove the “C” clips before removing the axles. After removing the clips, your axles should pull out of the axle tubes.

**Note:** Most “C” clip eliminator kits can be used with our conversion. Due to the wide variety of eliminator kit manufacturers, we can’t guarantee their compatibility with our kit. Changes in track width can occur.

After the axles are out, you can unbolt the drum brakes and remove them as a complete assembly. There is no need to remove the drum shoes and hardware before removing the backing plate. Dress the front and back of the axle flange with some steel wool or a wire brush to prepare it for the new caliper brackets.

### **Drop Out Axles**

Unbolt the axle flange from the rear housing to free the axle. After unbolting the flange, your axles should pull out of the axle tubes.

After the axles are out, you can unbolt the drum brakes and remove them as a complete assembly. There is no need to remove the drum shoes and hardware before removing the backing plate. Dress the front and back of the axle flange with some steel wool or a wire brush to prepare it for the new caliper brackets.

### 3. Install Dust Shields (Optional)

**\*\*\*\*Please Disregard the “L” and “R” markings on the backing plates. Just be sure that the opening for the caliper faces the rear on both sides for non-staggered shocks. For staggered shocks, the caliper opening should face the rear on the passenger side and toward the front on driver side\*\*\*\***

Before you re-install your rear axles you need to install the included dust shields if you have decided that you want to use them. Place the dust shield on the front of the axle flange with the opening for the caliper at the 2 o'clock position on the driver's side and the 10 o'clock position on the passenger's side.\* After this is completed you can reinstall your axles. You will actually bolt the shields in place when you bolt the caliper bracket onto the rear end in step 5.

### **\*Attention Staggered Shock Owners:**

Staggered shock rear ends require you to mount the driver's side dust shield towards the front of the car. The passenger's side dust shield still mounts towards the rear of the car. Make sure you have the correct kit for staggered shocks (AFXRD05, AFXRD06, AFXRD07)

### 4. Re-install the axles

#### **”C” Clip Axles**

Push the axles back in the tube and install the “C” clips. Replace the housing gasket and re-install the cover. The flange spacer pictured to the bottom right is not required on “C” clip installations. Do not bolt the axle flange in place at this time.

#### **Drop Out Axles**

Drop out axles require a flange spacer (pictured right) to take the place of the old drum backing plate. Place the spacer on the flange and slide the axle back in the tube. Do not bolt the axle flange in place at this time. ***Do not use this spacer if you are using the optional dust shields as they are welded into the backing plates.***



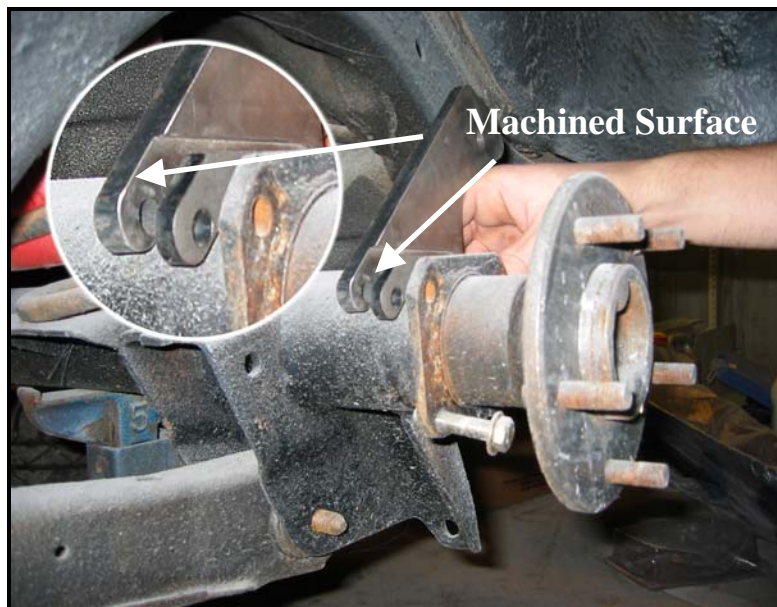


## 5. Install the new caliper brackets

The new caliper brackets mount to the back (inboard) side of the axle flange. The recessed machined surface should face the axle flange. The Caliper opening should face the rear of the car.\* Place the large 1/4" spacer between the bracket and flange as shown below. The other spacers are not required at this time. Bolt the assembly together with the supplied hardware. If you have a problem with the pads hitting the rotors, see step 6 for information on adjusting the caliper spacing.

### **\*Attention Staggered Shock Owners:**

Staggered shock rear ends require you to mount the driver's side caliper towards the front of the car. The passenger's side caliper still mounts towards the rear of the car. Make sure you have the correct kit for staggered shocks (AFXRD05, AFXRD06, AFXRD07)



## 6. Install the rotors

Before installing the rotor, dress the center hub with steel wool or a wire brush. Slide the rotor over the studs and tighten it down with two or three lug nuts. Occasionally, the center opening in the rotor is too small to slide over the hub. You'll need to enlarge it slightly with a die grinder, file or have it machined by a machine shop. If the center hole of your rotor is too small for your axle hub we can have a set of rotors machined for you for an additional \$30.00 fee, shipping charges will apply. Rotors with a new 2.915" center hole are available from us for an additional \$30.00 (with exchange of non-machined rotors) as well, shipping charges will apply.

## 7. Install and center the calipers

Position the caliper in the bracket and install the caliper mounting pins. Be sure the mounting ears are on the backside of the caliper brackets. The parking brake assembly should be on top with the bleeder pointing towards the front of the car.\* If the pads do not clear the rotor, you'll need to adjust the caliper position with the included spacers.

If the inside pad hits the rotor, you'll need to add spacers between the flange and caliper bracket. If the outside pad hits the rotor, you'll need to use one of the smaller spacers or remove the spacers completely. Spacers can be stacked to achieve the required thickness.



### **\*Attention Staggered Shock Owners:**

Staggered shock rear ends will have the emergency brake assembly pointing two different directions. The driver's side assembly will point towards the rear of the car and the passenger's side assembly will point towards the front of the car. Make sure you have the correct kit for staggered shocks (AFXRD05, AFXRD06, AFXRD07)

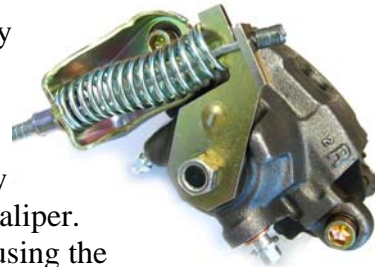


## 8. Attach the flex hoses

Remove the banjo bolt and copper washers from the caliper. Place a copper washer on top of the flex hose and insert the banjo bolt. Place the second copper washer over the banjo bolt on the bottom of the flex hose and bolt the hose onto the caliper with the specifications provided in the assembly manual.

## 9. Install the emergency brake cables and adjust the calipers

You rear disc conversion comes with new rear emergency brake cables. You'll use the existing intermediate and front cables on your car. Run the cable up thru the center of the spring and insert the metal bung on the end of the cable securely into the notch on the emergency brake lever. No clip is required to hold the cable to the caliper. Attach the other end to your existing intermediate cable using the included hardware.



After the cables are installed, you need to adjust the system. Engage and release the emergency brake lever several times to activate the self-adjustment mechanism built into the calipers. You'll know you've got it when emergency brake is fully engaged and the rear wheels will no longer turn by hand. If your rear caliper pistons do not ratchet out by use of the e-brake arm on the caliper follow the following procedure to get the piston to extend the brake pads to the rotor surface. Remove the spring and the e-brake arm from the caliper. Turn the threaded bolt extending from the body of the caliper by hand or with the aid of a wrench. Continue to turn the bolt until the brake pads come in contact with the rotor. After the pad comes into contact with the rotor back the bolt out until the first position that you can put the arm back on. After the desired adjustment is achieved reattach the e-brake arm and the spring onto the caliper. Continue with the bleeding procedure.

**Note:** It is important that you regularly use the emergency brake to keep them properly adjusted.

### **\*Attention Staggered Shock Owners:**

Staggered shock rear ends require two different length brake cables. The short cable is used on the passenger's side. The longer cable comes out of the driver's side caliper towards the back of the car and loops back around to the front. Make sure you have the correct kit for staggered shocks (EBCRD1/EBCRD2 for 68-69 GM F-Body & 68-74 GM X-Body Part # AFXRD05, EBCRD5/EBCRD6 for 70-74 GM F-Body Part # AFXRD06, EBCRD7/EBCRD8 for 75-81 GM F-Body Part # AFXRD07)

## 10. Install the flex house mounting tabs

Before installing these tabs you either need to shorten your existing rear axle lines or purchase a pre-shortened rear axle line set. The shortening of the rear axle line is necessary to compensate for the flex hose coming off of the caliper. As a general rule of thumb your lines will be about 6" – 8" shorter than the factory lines. Mount these tabs where your hard lines end. They will need to be tack welded to your rear axle housing. It is ok to tack weld the tabs after your rear end has been assembled. After they have been welded to your axle housing, insert your flex hose into the bracket and secure with the flex hose clip provided. After you have secured your hose into the bracket, screw your axle line into the end of the flex hose and tighten it with a wrench.



# 11. Bleed the system

**Before bleeding your brakes please watch the instructional video at [www.getdiscbrakes.com](http://www.getdiscbrakes.com) under tech stuff.**

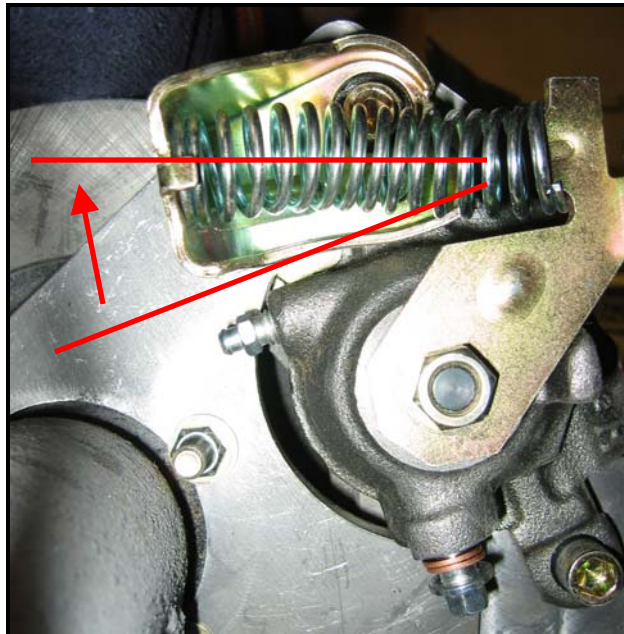
If you are concerned with the damaging effects of DOT 3 brake fluid, The Right Stuff suggests synthetic DOT 5. The Right Stuff is not liable for damage caused by system fluids.

**Make sure the emergency brakes have been adjusted properly as discussed in step eight before bleeding the brakes.** Working your way forward from the wheel farthest from the master cylinder will help insure a good bleed and a firm pedal. It is important to bleed the system in the following order:

- 1. Right Rear    2. Left Rear    3. Right Front    4. Left Front**

## **Attention:**

The bleeder screws must be positioned horizontally. If the bleeders are pointed down, the calipers will trap air and the system will not bleed properly. You can remove the caliper mounting pins and rotate the caliper to re-position the bleeder. Remember to keep the pads over the rotor when rotating the caliper. The picture below shows how you need to re-position the bleeder to get all the air out of the system.



## Technical Support

We want your conversion project to go smoothly. Double check that you have followed these instructions correctly and those included with any upgrade components you may have purchased. If you need additional help getting your new disc brakes to function properly, we're here for you. You can visit our website at [www.GetDiscBrakes.com](http://www.GetDiscBrakes.com) for Tech Tips, Tricks & Videos. If you are having trouble getting a good pedal please take a moment to watch the rear disc installation support video. If you cannot find the assistance you need from that source feel free to send us an email from the Tech support section of the website for priority service. If you are still unable to get the help you need, please feel free to give us a call at (800) 405-2000.

**Thank You for Your Business!**



**Brake & Fuel  
Line Systems**

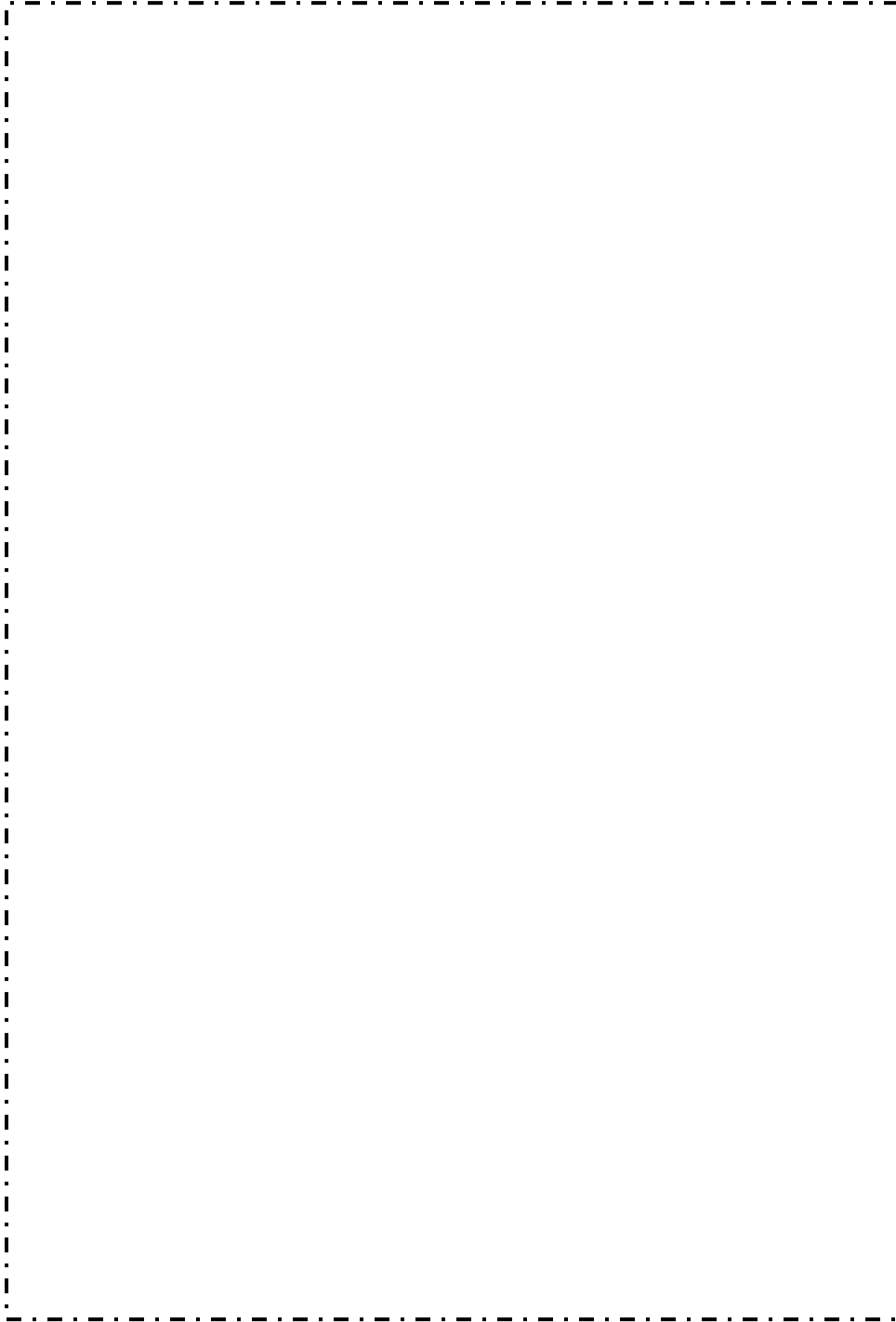
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**Disc Brake  
Conversions**

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# **Pick Ticket:**

A large rectangular area defined by a dashed line, intended for drawing or writing. The rectangle is centered on the page and occupies most of the middle section.