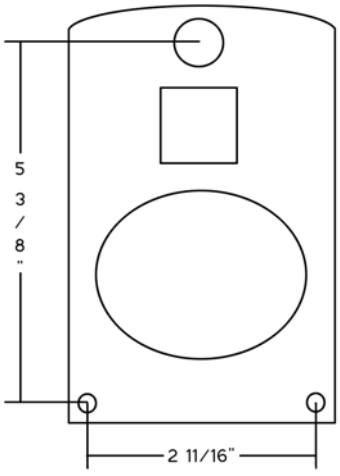
GM "G" Body & some S-10, S-15, F Body's 1978 - 2004 Installation Instructions Rear Disc Conversion

This kit is for GM G Body & some S-10, S-15, F Body's 1978 - 2004. The axle flange has three holes. The bottom two holes measure 2 11/16" center to center, and the top hole is 5 3/8" above those two holes. This kit is designed to work with axles with either GM 5 x 4.75 Bolt Pattern and 1/2" wheel studs.

<u>Note</u>: If you have <u>lowered your car</u> this kit may cause <u>interference between the caliper and the frame in the rear</u>.



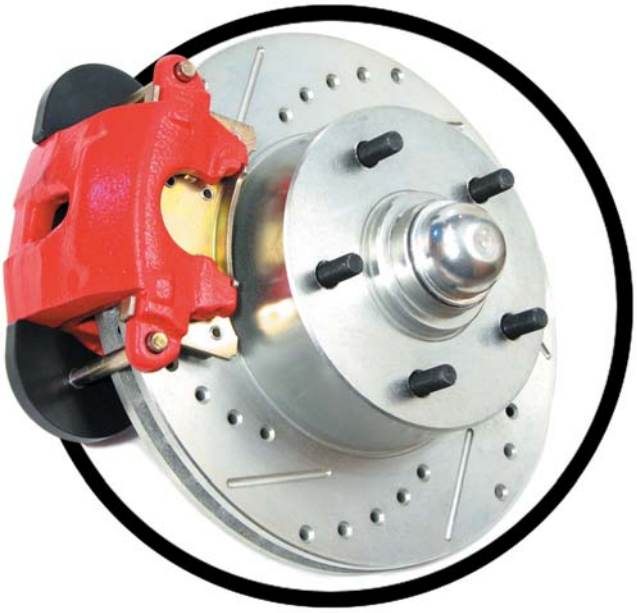
<u>Rotor Measurements:</u>

Rotor Center Hole Dia. = 2 3/4"

Rotor Hat Section Inside Dia. = 6 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. This kit will push your wheels out an additional .125" per side.

<u>Note</u>: 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: <u>Before</u> 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 are generic length cables. They are of a generic length. We have other cables available. If you would like a different length of cable please give us a call and we can try to match up the length you need to the various lengths of cables that we have in stock. Due to the wide variety of vehicles this conversion fits we cannot guarantee cable availability. If you ordered a non-ebrake kit your kit will not contain emergency brake cables.

Kit Contents:

____ Pair of Rotors (BR30C for plain rotors, BR30ZDC rotors for drilled and slotted rotors)

____Pair of calipers (BC3839N for non-staggered kits (AFXRD78) and BC3939N for staggered kits (AFXRD80), 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 (CMB78)

____Pair of Flex Hoses (FHK309 for regular hoses, FHK09S for braided stainless)

____Pair of Emergency brake cables (EBCRD1/EBCRD1 for non-staggered kits (AFXRD78)and BC3939N for staggered kits(AFXRD80))

____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 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

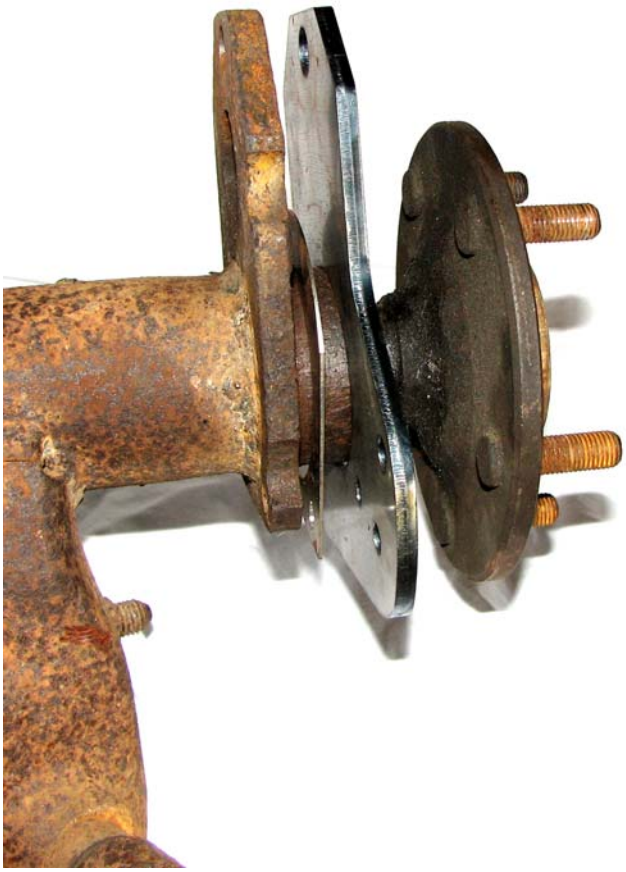
Remove the original axles from the vehicle. After the axles are out, you can unbolt the drum brakes and remove them as a complete assembly. There is no need to remove the drum shoes and hardware before removing the backing plate. Dress the front and back of the axle flange with some steel wool or a wire brush to prepare it for the new caliper brackets. This is a good time to check fitment between the axle and the rotor. It may be necessary to machine either the axle or the rotor. If the center section of the rotor is too small to fit onto the hub, machine the rotor so that it will fit completely onto the hub. If the inside hat section of the rotor is too small to fit over the axle hub, machine the axle hub so that it will fit into the rotor.

3. Re-install the axles and install flange bracket and spacer

Reinstall the axles into the rear end housing. When re-installing the axles make sure to first slide the flange bracket and spacer on the axle as shown below. Install the flange bracket so that the two lower holes for the caliper mounting bracket point towards the rear of the car *. ***If you do not put the flange bracket and flange spacer on at this time you will need to remove your axles again.*** When you are finished removing all of the drum hardware and reinstalling the axles, flange bracket and flange spacer you should be ready to move on to the next step and install the new caliper mounting brackets.

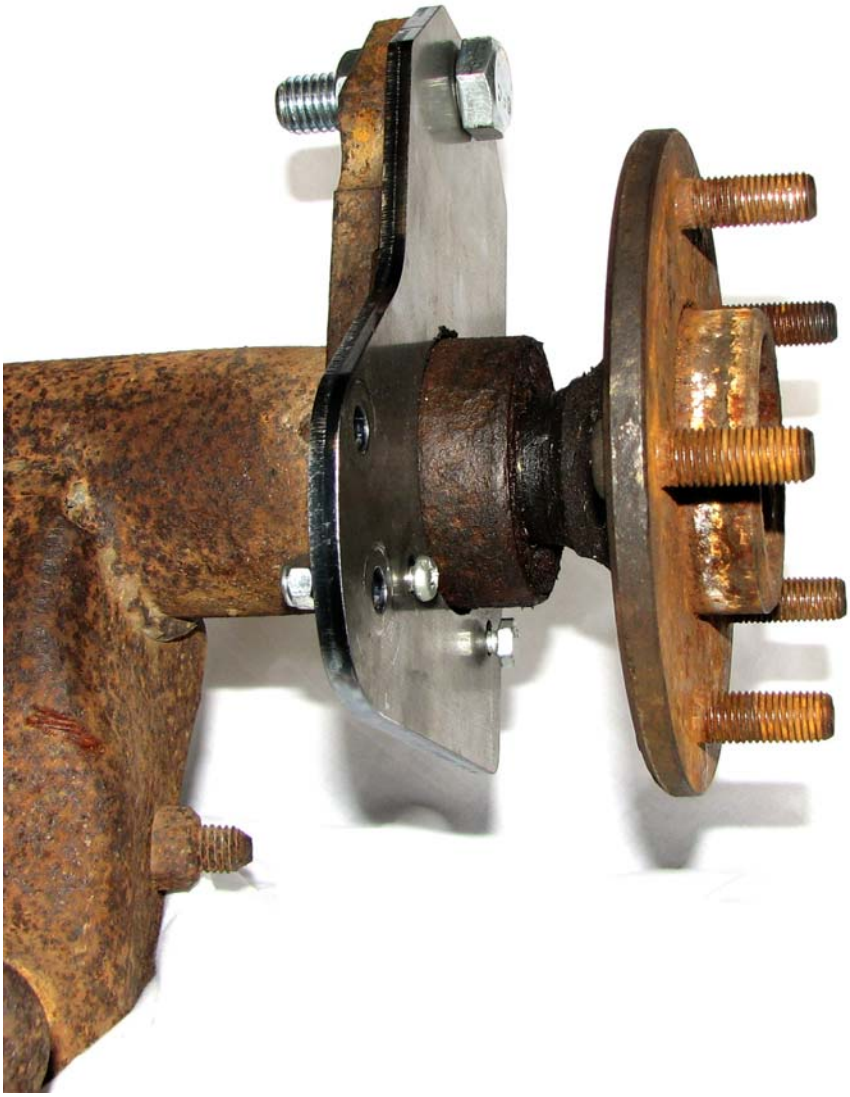
Attention Staggered Shock Owners:

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. If you have staggered shocks install the drivers side flange bracket so that the two lower holes for the caliper mounting bracket point towards the front of the car and install the passengers side flange bracket so that the two lower holes for the caliper mounting bracket point towards the rear of the car. Make sure you have the correct kit for staggered shocks (AFXRD80)



4. Install the new axle flange bolts

Install the axle flange bracket bolts onto the flange bracket and flange spacer that you installed in Step 3. ***Snug up the bottom two nuts and bolts but only install the top bolt at this time, do not tighten the top nut.*** You will install tighten and install the top bolt in the next step when you install the caliper mounting bracket.

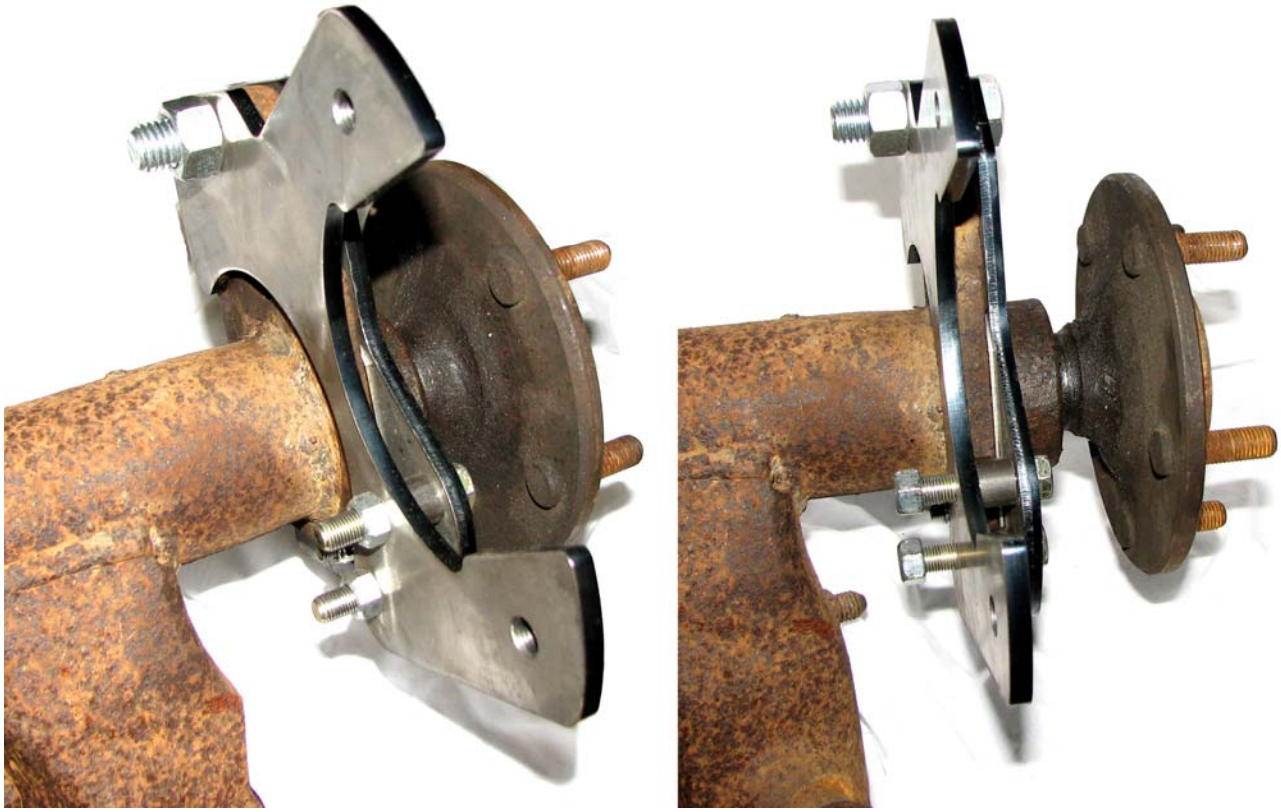


5. Install the caliper mounting brackets

Install the caliper mounting bracket on to the back of the axle flange, slide it over the top bolt so that the top bolt supports it. The caliper mounting bracket should open towards the rear of the car *. Install the two nuts, bolts and spacers on the lower part of the caliper mounting bracket as show in the photo below. Next tighten the two small bolts at the very bottom of the flange bracket. Then tighten the big bolt at the top of the bracket. Finally tighten the two caliper mounting bracket bolts that surround the spacers. After all of the bolts are tight torque the top bolt to 55 ft/lbs, torque the two bolts that surround the spacer to 40 ft/lbs and finally torque the two bolts at the bottom of the flange bracket to 25 ft/lbs. You are now ready to install the rotors and calipers.

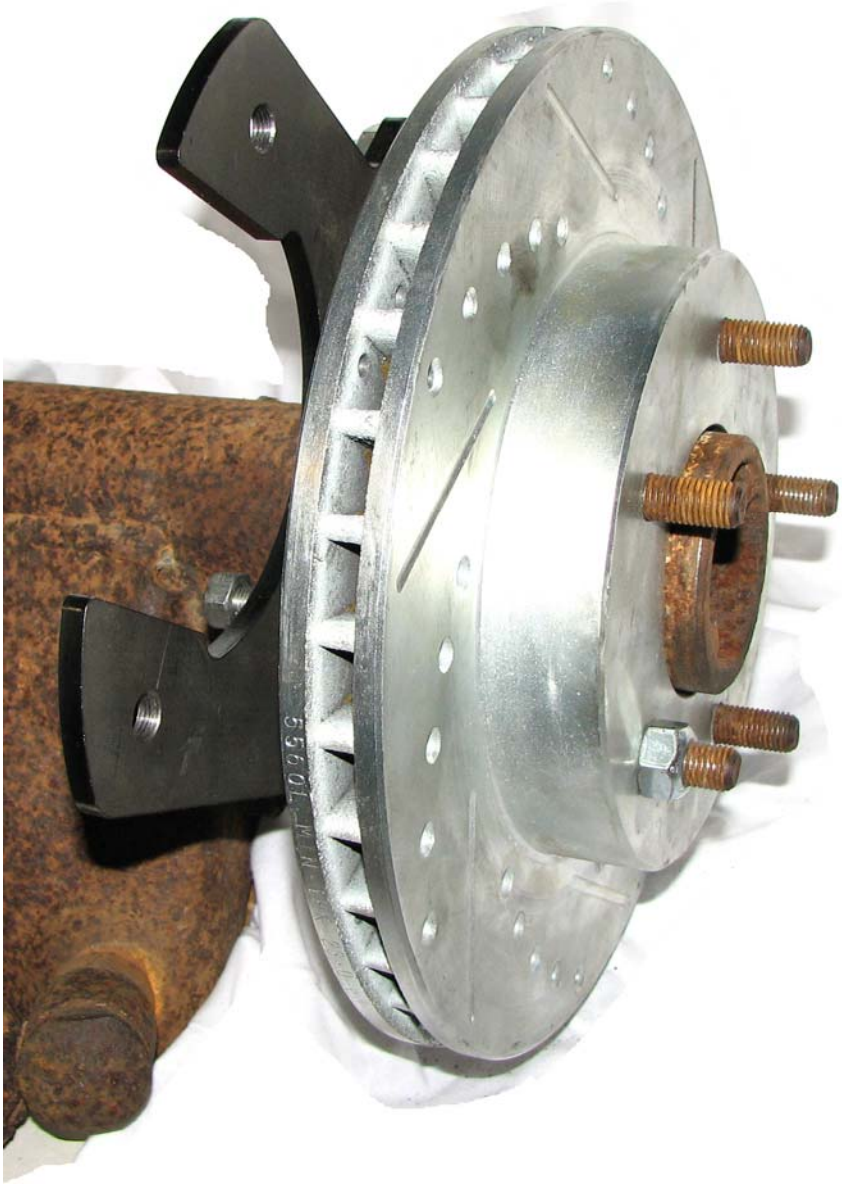
***Attention Staggered Shock Owners:**

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. If you have staggered shocks install the drivers side caliper bracket so that the bracket opens towards the front of the car and install the passengers side caliper bracket so that the bracket opens towards the rear of the car. Make sure you have the correct kit for staggered shocks (AFXRD80)



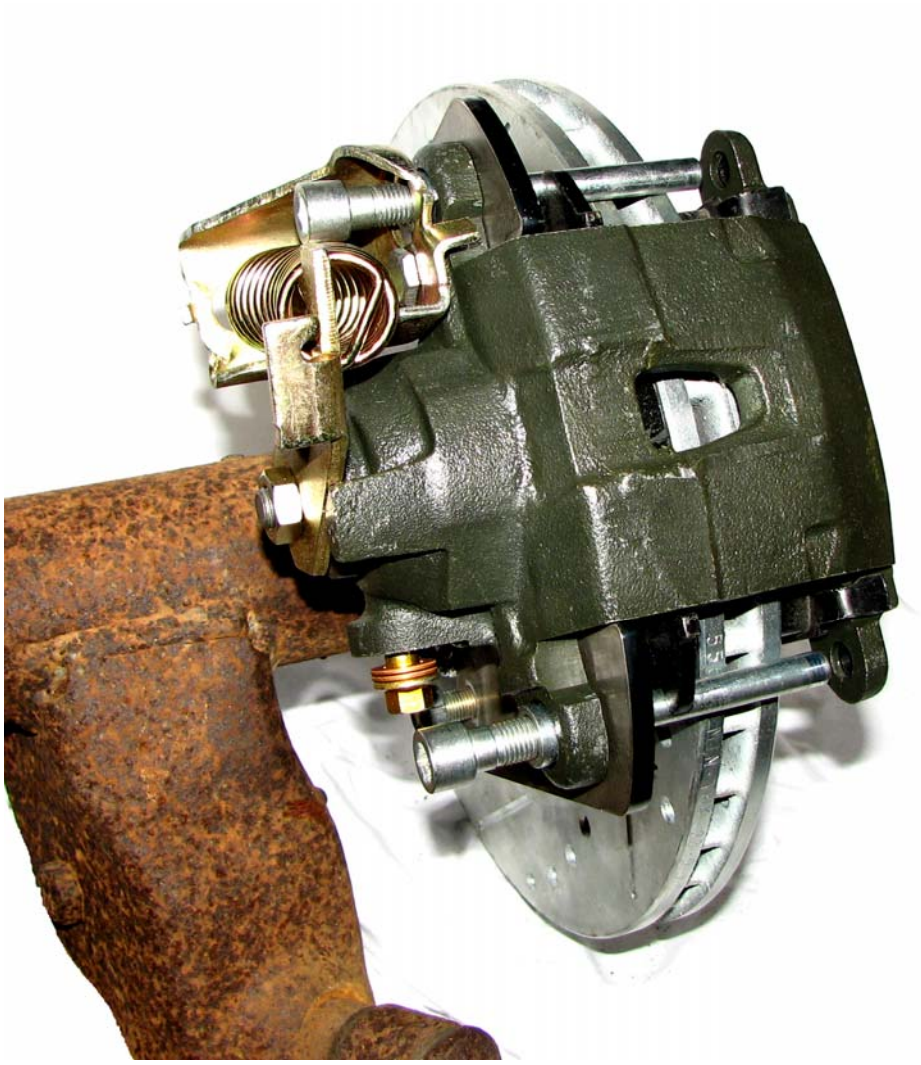
6. Install the rotor onto the axle hub

Slide the rotor onto axle hub. Use a lug nut to hold it in place so it does not fall off (shown below). If the rotor does not fit onto you hub you may need to modify you rotor or hub. If the center section of the rotor is too small to fit onto the hub, machine the rotor so that it will fit completely onto the hub. If the inside hat section of the rotor is too small to fit over the axle hub, machine the axle hub so that it will fit into the rotor.



7. Install the caliper

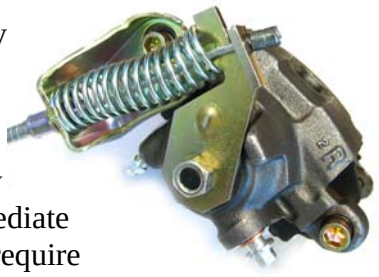
Slide the caliper onto the caliper mounting brackets. Slide the two caliper mounting pins threw the two holes in the caliper and torque the pins to 30 ft/lbs.



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. Torque the banjo bolt to 30 ft/lbs.

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. Attach the other end to your existing intermediate cable using the included hardware. Some rare instances require shortening of the intermediate cable.

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 this 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 desired adjustment is achieved reattach the e-brake arm and the spring onto the caliper. Continue with the bleeding procedure. A support video is available on our web site under tech support to guide you through the process.

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 (AFXRD80).

10. Install the flex house mounting tabs

Install the flex hose mounting tabs pictured below that are included in your kit. 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 under tech stuff.

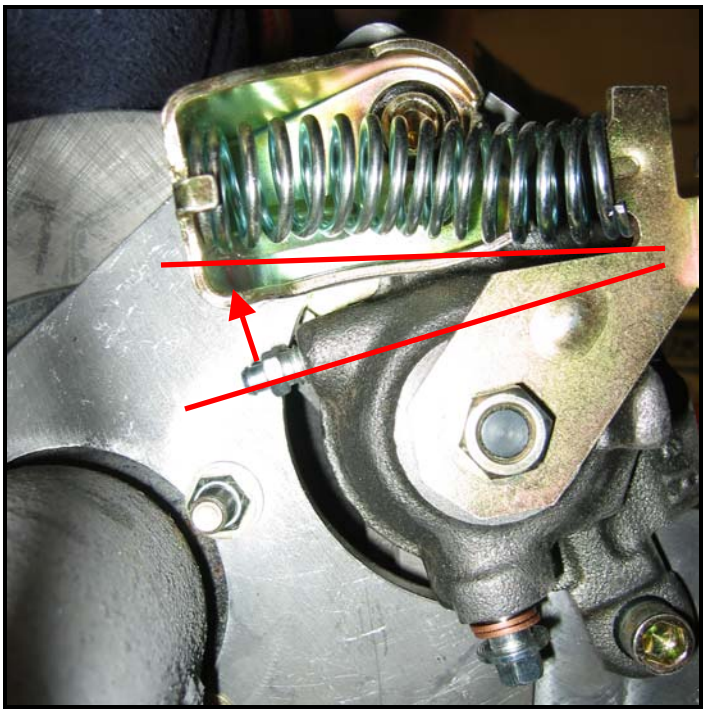
If you are concerned with the damaging effects of DOT 3 brake fluid, The Right Stuff suggests synthetic DOT 5. The Right Stuff is not liable for damage caused by system fluids.

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. This is to ensure the pads do not close too much to be able to get them back over the rotors once the bleeding process is finished. 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 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!

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