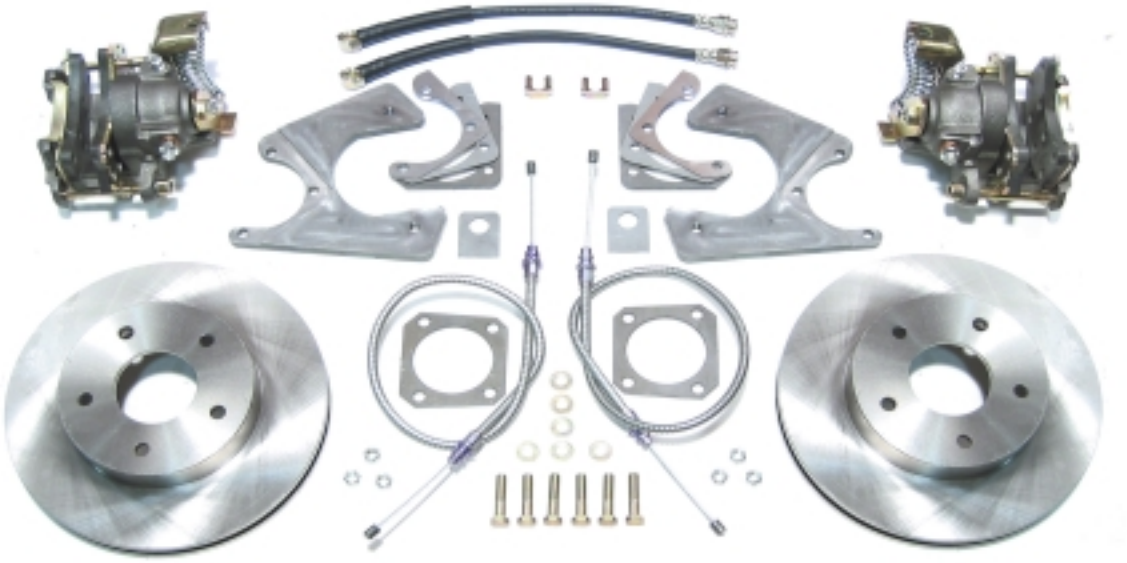
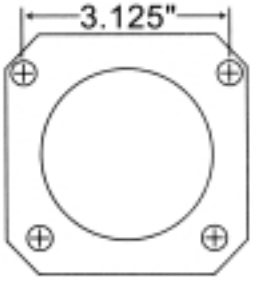
# A/F/X Body GM

## Installation Instructions

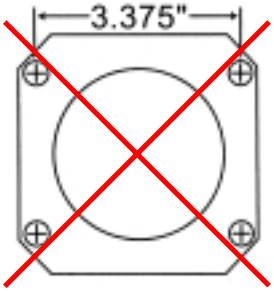
## Rear Disc Conversion

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






**This kit is for axle with a 3 1/8" spread center to center on the top two bolt holes (pictured left). If your axle flange measures 3 3/8" from center to center, you need our kit FSCRD01.**




**Attention: We recommend you run 15" or larger wheels with this kit. We do not support the use of 14" wheels on this kit.**

# 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. Re-install the axles

## ”C” Clip Axles

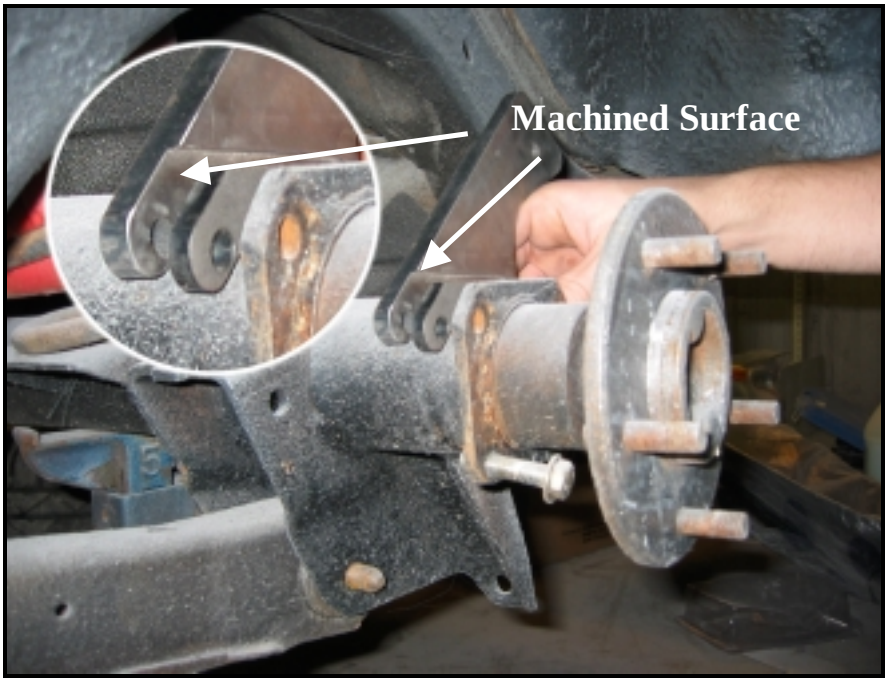
Push the axles back in the tube and install the “C” clips. Replace the housing gasket and re-install the cover. The flange spacer pictured to the left is not required on “C” clip installations. Do not bolt the axle flange in place at this time.

## Drop Out Axles

Drop out axles require a flange spacer (pictured right) to take the place of the old drum hardware. 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.

# 4. Install the new caliper brackets

The new caliper brackets mount to the backside of the axle flange. The 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.



***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).

# 5. Install the rotors

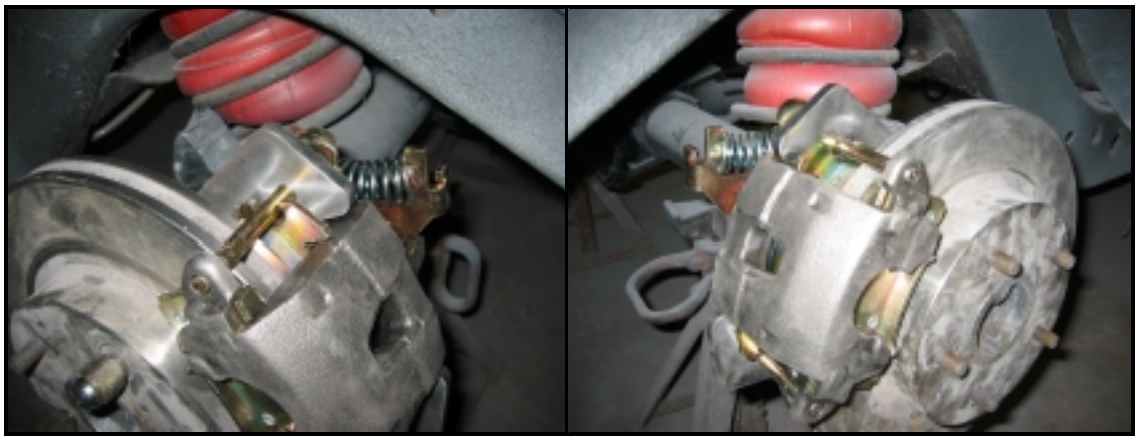
Before installing the rotor, dress the center hub with steel wool or a wire brush. Slide the rotor over the studs and tighten it down with two or three lug nuts. Occasionally, the center opening in the rotor is too small to slide over the hub. You'll need to enlarge it slightly with a die grinder or file.

**Note**: Drilled and/or slotted rotors are directional. Be sure you have the appropriate rotor for the side of the car you are working on. Left is driver's side, right is passenger's side.

# 6. Install and adjust 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.



# 7. 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.

**Note**: Make sure the flex hose seats square against the caliper. You may need to flip the hose over.

# 8. Install the emergency brake cables

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 true 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 you 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.

**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 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 (AFXRD05).

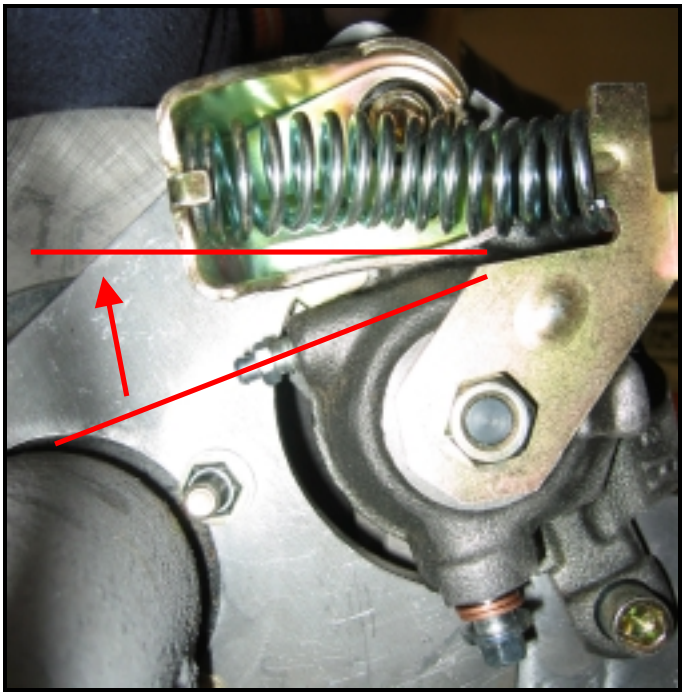
# 9. Bleed the system

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 as illustrated below. If the bleeders are pointed down, the calipers can trap air and you may not get the system to 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. A power bleeder makes the job much easier.



## 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. Give us a call at 866-358-2277 or you can email your questions including photos to info@ss396.com

# Thank You for Your Business!