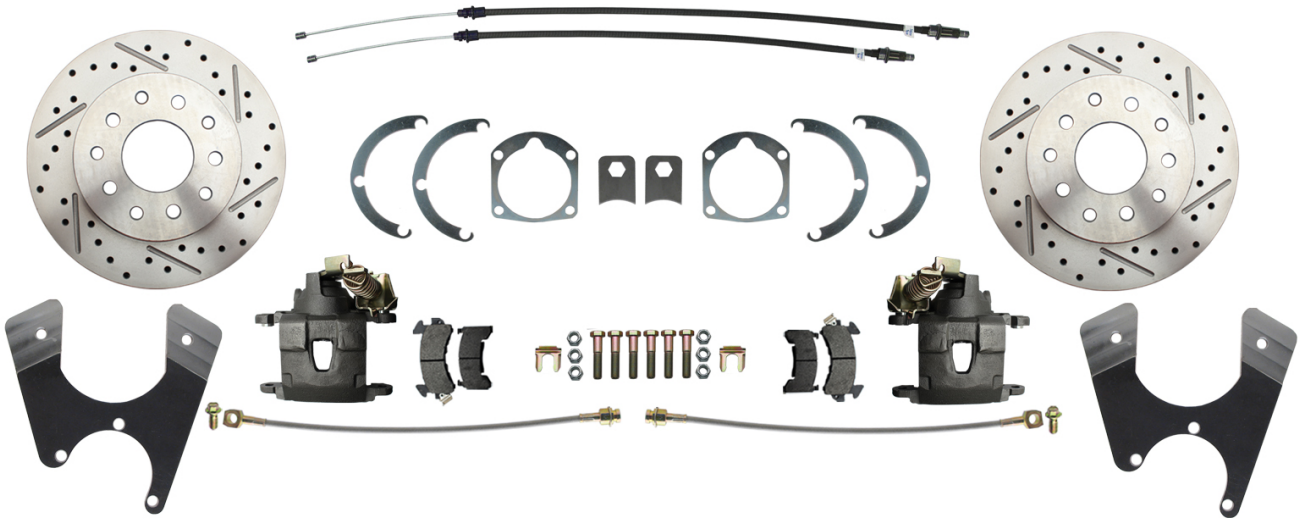
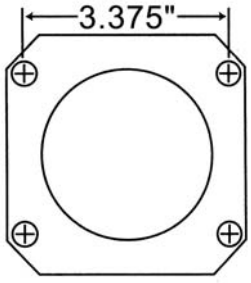
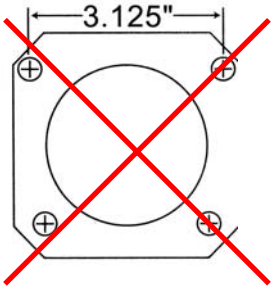
GM FULL SIZE REAR DISC BRAKE KIT





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



NOTE: This kit will push your wheels out an additional .125" per side, longer wheel studs may be required after installation of this kit

Rotor Measurements:

Rotor Center = 2 3/4" - Rotor Hat Section Inside Diameter = 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.

Kit Contents:

____ Pair of Rotors Plain or drilled/ slotted

____ Pair of calipers

____ Set of caliper brackets

____ Pair of Flex Hoses

____ Pair / Set of Emergency brake cables 36.22" long

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. Test fit your axles before installation of the kit.

Modified parts or painted parts are not accepted for return!

*Note: The emergency brake cables provided in the kit will fit 55 - 64 Full Size Chevrolet. Any other application will require the customer to modify the included cables to work with their application. The intermediate cable, center pull and cable couplers may not be necessary on 58 – 64 cars. If you ordered a non-ebrake kit your kit will not contain emergency brake cables.

Installation Instructions:

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)

Before you re-install your rear axles you need to install the optional 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.

4. Re-install the axles

"C" Clip Axles

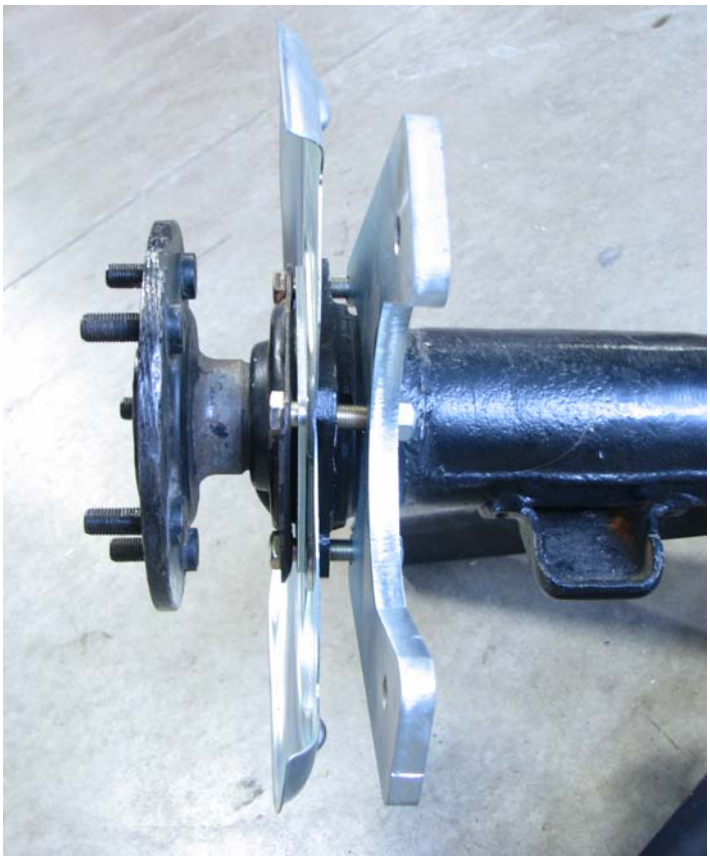
Push the axles back in the tube and install the "C" clips. Replace the housing gasket and re-install the cover. The flange spacer pictured to the bottom right is not required on "C" clip installations.

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 spacer in place at this time.

5. Install the new caliper brackets

The new caliper brackets mount to the back (inboard) side of the axle flange. The Caliper opening should face the rear of the car. Mount the bracket without spacers initially. 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 7 for information on adjusting the caliper spacing.



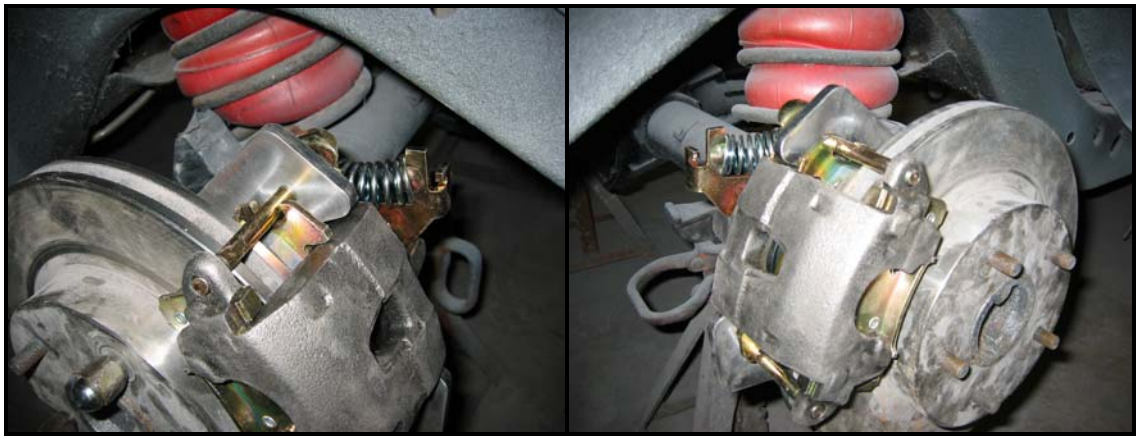
6. Install the rotors

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.

7. 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.



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. You will be using existing mounting tabs for your cables. Attach the other end to your existing intermediate cable using existing 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.

*1955 – 1957 Chevy owners:

1955 – 1957 Chevy owners will need to replace their existing intermediate cable. The new intermediate cable and connection hardware is included in your kit. Remove your original intermediate cable and install the cable along with the new hardware. The intermediate cable is the bare cable that connects the two ends of your rear cables in a horseshoe shape.

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

10. Bleed the system

If you are concerned with the damaging effects of DOT 3 brake fluid, The Right Stuff suggests synthetic DOT 5. We are 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.