

EC-843

Instructions

This kit uses the rear calipers from a 76-78 Cadillac and the rear rotor from a 94-99 Dodge Ram ½ Ton Pick-Up Truck Rotors. Modifications to the rotor are required for use on a 5 ½" bolt circle installation.

Please read these instructions completely and trial fit the brackets, rotors and calipers to the axle housing before painting, polishing or plating and components. PAINTED, PLATED OR POLISHED COMPONENTS WILL NOT BE ACCEPTED FOR RETURN OR CREDIT.

NOTE: Use of this kit may require axle flange machining. Trial fit all parts before machining axle flanges.

- 1) Remove the stock Ford drums, brakes and backing plates from the housing. Clean the housing end flanges thoroughly.
- 2) Reinstall the axle using the spacer supplied to replace the backing plate. Mount the primary support bracket to the axle housing flange with the secondary support bracket holes positioned for rear caliper mounting. Use stock nut without lockwashers for now, (see assembly drawing).
- 3) Attach the secondary support bracket to the inside of the primary bracket using the bolts provided in the kit with work nuts for now. The spacers provided go between the primary and secondary brackets as shown in the assembly drawing. **IMPORTANT** - check to be sure that the axle retaining 'T' bolt heads clear the edge of the secondary bracket. Trim as shown if needed.
- 4) Mount the caliper assembly to the secondary bracket with the socket head bolts provided. Remember - the caliper straddles the bracket.
- 5) Now check for adequate frame and or suspension clearance. Check at full suspension travel up and down. If everything is okay remove the caliper from the bracket. Leave the brackets on for now.
- 6) In order to install the rotor you will have to turn the axle flange down to 6 ⅛" outside diameter. If they are already small diameter axles, (5 ⅝") you're all set. Standard factory type axles are easily machined on a lathe. If you have aftermarket axles consult the manufacturer to see if they have heat treated flanges before attempting to machine them. Make sure you chamber the outside diameter outer edge.
- 7) Install the rotor centering ring - small diameter outward on the brake drum locating diameter. Clean diameter if necessary. Slide the rotors over the axle studs and make sure that they are all the way on the axle and over the axle center pilot completely. An easy way to check to see if the rotor is on all the way is to insert some paper strips between the back of the rotor and the axle flange while assembling. If you can pull the paper out easily than it is not on all the way. **DO NOT TRY TO PULL THE ROTOR ON WITH THE LUG NUTS, YOU WILL BEND IT.**

A common reason for not fitting up all the way is a larger diameter shoulder on the stud which will not fit into the countersink on the back side of the rotor. Enlarge the countersink slightly if needed or

replace the axle studs. **CALL US IF YOU ARE NOT SURE BEFORE YOU MODIFY ANYTHING. MODIFIED ROTORS ARE NON-RETURNABLE.**

- 8) Reinstall the caliper with the lockwashers provided, (do not tighten yet) and mount the wheels to check for clearance one more time.
- 9) If all is well take it apart, paint, plate, polish or whatever, (***powder coating the calipers is a no-no***).
- 10) Reassemble the brackets to the housing. Make sure the 'T' bolts protrude through the stock nut. Use the locknuts provided on the primary to secondary bracket bolts.
- 11) Install two or three lug nuts and snug them up. Rotate rotor and check for any interference, (remember the calipers float back and forth for running clearance and pad wear adjustment) and make sure the axle flange isn't bent. Rotor should run true.
- 12) Attach a hose (banjo type) of your choice, **NOT A HARD LINE**, remember the caliper floats! The hose bolt is stock GM 10 mm. Do not forget the washers on both sides of the banjo fitting. Actuate the parking brake lever manually to insure that the pads are reaching the rotor. This will also pre-adjust the caliper if needed. Fill the system and bleed.
- 13) **IMPORTANT - YOU MUST HOOK UP THE PARKING BRAKE MECHANISM AND USE IT ON A REGULAR BASIS. FAILURE TO DO SO WILL RESULT IN THE EVENTUAL LOSS OF THE REAR BRAKES. MAKE SURE THAT THE PARKING BRAKE WILL HOLD AGAINST LIGHT THROTTLE PRESSURE.**

08/09/2018