

INSTRUCTIONS

916-31986

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Please Read Instructions Completely Before Starting Your Installation

This kit installs '79-'93 Ford F-100/F-150 or equivalent rotors and '71-'87 Impala or equivalent calipers on 1948-1956 Ford F-100 spindles.

PARTS LIST

INDEX NO.	DESCRIPTION	PART NUMBER	QTY.
1*	Bearing Adapter		2
	Hardware kit		1
2*	1/4"-28 set screw		2
3*	Caliper bracket		2
4*	1/2"-20 x 2" GR 8 hex bolt		6
5*	1/2"-20 lock nut		6
6*	Spacer .875 OD x .500 ID x .812		6
7	Seal	912-S9406S	2
8	Inner bearing cone	912-TL68149	2
9	Inner bearing cup	Supplied in rotor	2
10	73-93 Ford F-100 rotor	910-31068	2
11	Outer bearing cup	912-TLM11910	2
12	Outer bearing cone	912-TLM11949	2
13*	Spacer 1-1/8" OD x 3/4" ID x .280		2
14*	Spindle washer		2
15*	Spindle nut		2
16*	Cotter pin		2
17	Dust cap pr	550-2492	1
18	Brake pad set	919-3382	1
19	71-76 Impala caliper left	910-31044-L	1
19	71-76 Impala caliper right	910-31044-R	1
20	Slide bolt	835-2300542	4

* Basic kit only

Warning: The selection and installation of brake components should only be done by personnel experienced in the proper installation and operation of braking systems. The installer must use his/her own discretion to determine the suitability of the brake components and brake kits for every particular application.

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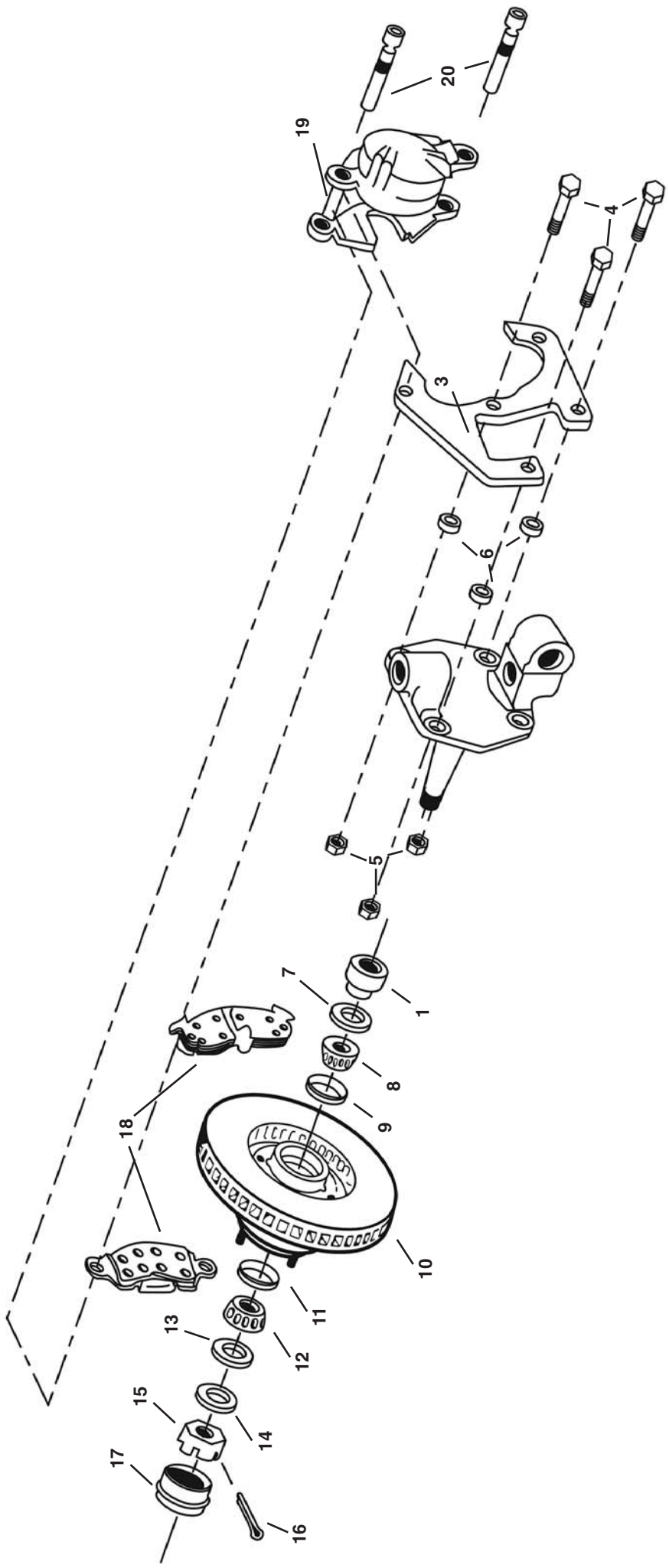


Using the parts list supplied double check that you received all the parts in this kit. If there are any missing parts, please contact the customer service department.

We recommend the use of all new or remanufactured components for this installation. If you are using any used components, it is the installers responsibly to determine the acceptably of the parts.

NOTE: Before beginning your installation make sure your wheels will clear the disc brake rotors. The rotors in this kit are 11-3/4" in diameter and will only work with 15" wheels or larger

1. Remove your drums, backing plates and spindles from your axle and inspect the bearing surfaces on the spindles for wear or damage. Repair or replace as necessary.
2. Carefully press the bearing adaptor (#1) onto the spindle, making sure the flanged side goes toward the spindle. Make sure the adaptor is fully seated against the spindle. We recommend using a hydraulic press for pressing on the bearing adaptor. Or the adapter can be heated at 400 deg. for 20 minutes and then slide onto the spindle, allow to cool slowly at room temperature.
3. The grease fittings need to be moved on the upper boss to clear the new caliper bracket as shown in illustration. Remove the grease fitting and bolt on the caliper bracket. Mark a location on the spindle where the grease fitting will clear the caliper bracket. Typically it's rotated about 45 degrees further back than the original location. Mark and drill a hole using a #3 drill (.213) and tap with a 1/4"-28 NF tap. Install the grease fitting in the new location and install the 1/4"-28 set screws (#2) using loctite in the original locations.
4. Re-install your spindles onto the axle and grease the king pins. Install the caliper brackets (#3) onto your spindles. **NOTE:** On some applications it may be necessary to drill out the lower spindle mounting holes from 7/16" to 1/2". The brackets mount to the back side of the spindle (the axle side) and the calipers mount to the rear. Use the 1/2"-20 x 2" GR 8 bolts (#4), lock nuts (#5) and spacers (#6) supplied. The bolts are installed from axle side of the spindle and the spacers mount between the spindle and caliper bracket. Torque to 119 ft. lbs.
5. Install the calipers (#19) onto the caliper brackets with the bleeders pointing up only use the correct GM mounting bolts (#20). On some GM calipers there is bump on the casting located next to the piston bore that may interfere with caliper mounting. In these cases the bump should be ground flush with the casting on the caliper. After the caliper is installed turn the spindles lock to lock and check for any interference. The caliper bracket should clear the king pin locknut. If it doesn't clear reverse the king pin nut so it is on the front side of the axle. Remove the caliper from the caliper bracket.
6. Remove the stock outer bearing cup in your rotor and replace it with the outer bearing cup (#11) supplied. **NOTE:** The stock outer bearing cup will not work with this kit it must be replaced with the outer bearing cup supplied.
7. Pack and install the inner bearing (#8) with fresh disc brake bearing grease, and install the grease seal (#7). Seals must be installed straight; we recommend a seal installation tool for this installation.
8. Install the rotor (#10) on to the spindle, pack and install the outer bearing (#12). Install the spindle spacer (#13), spindle washer (#14) and spindle nut (#15). Adjust the bearing preload as normal and install the cotter pin (#16) and dust cap (#17).
9. Install the brake pads (#18) into the calipers (#19) and install the calipers onto the caliper brackets with the bleeders pointing up. Only use the correct GM mounting bolts (#20).
10. Install new brake lines making sure you check that the lines have clearance through the entire suspension travel and turning radius. Bleed the system as normal.
11. Install the wheels and remove the jack stands. Turn the steering wheel lock to lock and again check for any contact with the brake lines. Before operating the vehicle test the brakes under controlled conditions. Make several stops in a safe area from low speeds gradually working up to operating speeds.



IMPORTANT

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