

INSTRUCTIONS

910-31938

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LOW COST REAR DISC BRAKE KIT

This kit consists of the following components:

Parts List		
Qty.	Description	Part Number/Replacement Source
2	Rear Rotors	Note A/Ford-Linc.-Merc Dir.
1	RH Rear Caliper	Note A/Ford-Linc.-Merc. Dir.
1	LH Rear Caliper	Note A/Ford-Linc.-Merc. Dir.
1	RH Adapter/Park Brake Assy.	Note A/Ford-Linc.-Merc. Dir.
1	LH Adapter/Park Brake Assy.	Note A/Ford-Linc.-Merc. Dir.
4	Caliper to Adapter Bolts	Note A/Ford-Linc.-Merc. Dir.
8	Adapter to Axle Hsg. Hex-Head Bolts, 8.8" Axle	Note A/Ford-Linc.-Merc. Dir.
8	Adapter to Axle Hsg. Nut, 8.8"/9.0" Axle	Note A/Ford-Linc.-Merc. Dir.
8	Adapter to Axle Hsg. T-Head Bolts, 9.0" Axle	387997-S/Ford-Linc.-Merc. Dir.
2	Preload Spacers (9" Axle Installations)	A1013D/Strange Engineering*

NOTE A: 1996 Explorer Components

- These components will fit 8.8" truck and late 9.0" axle assemblies with 2.00" x 3.56" brake mounting pattern, 3.15" OD axle bearings, 2.50" brake gap (housing flange to axle shaft flange - see figure A) and popular 5-hole, 4.5" diameter wheel mounting pattern. The rotors can be re-drilled to various 5-hole patterns up to 5.5" diameter if desired. Kit contents were kept to a minimum to reduce cost and decrease excess parts not needed for custom installations.
- If brake gap is not 2.50" it will be necessary to modify/replace axle shafts or axle housing ends to obtain this dimension. Recommend that user/installer contact specialty axle manufacturer if necessary.

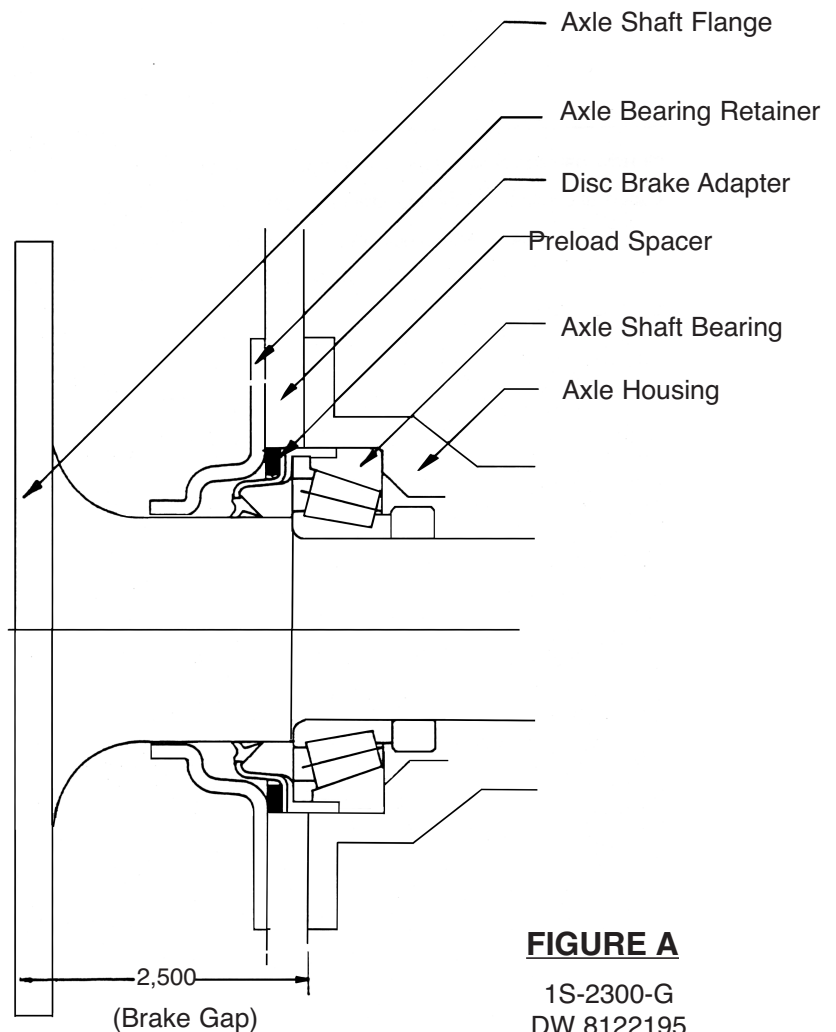


FIGURE A

1S-2300-G
DW 8122195

IMPORTANT

- Installations on 8.8" truck axles are relatively straight-forward since the axles are retained by c-clips at the differential. Use the hex-headed bolts to secure the adapters to the axle housing.
- Installations on 9.0" axles are more difficult since the axle shafts are retained at the axle shaft bearings. The axle shaft shown in Figure A utilizes the Timken tapered roller "unit bearing" as used in the Motorsport M-1225-A bearing/wheel stud kit. This bearing has much greater load and thrust rating than similar ball bearings and is highly recommended for HD applications.
- Since the disc brake adapter is approximately .230" thicker than the average drum brake backing plate, use the Preload Spacers furnished between the axle shaft bearing and the bearing retainer plate on 9" axle installations (see Figure A). The T-head bolts usually work best to secure the adapter and bearing retainer to the axle housing.
- Check for clearance between the heads of the axle shaft studs and parking brake components. OEM style press-in studs should provide clearance. Aftermarket screw in studs may interfere with parking brake components. If the application is for offroad use and the parking brake is not required, they can be removed from the adapter. If parking brake feature is required, custom cables will have to be fabricated for your installation.
- Hydraulic connections can be made at the calipers with custom brake hoses and a banjo bolt (Ford Service P/N 385116-S2 and (2) copper washers (Ford Service P/N EOAZ-2149-B).

M-2300-G INSTALLATION NOTE: The RH and LH adapter/park brake assys. are now furnished with (4) bolts used in production explorer installations. You may use them if they will work in your installation. If they won't, remove and discard them and use the fasteners furnished in the kit.

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Lincoln, NE 68501 (402) 323-3200
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