

INSTRUCTIONS

11" DISC BRAKE KIT FOR '37-'48 FORD SPINDLE

910-31945 4¹/₂" B/C
COMPLETE KIT FORD

910-31946 4³/₄" B/C
COMPLETE KIT CHEVY

702-4475
BRACKET KIT ONLY*

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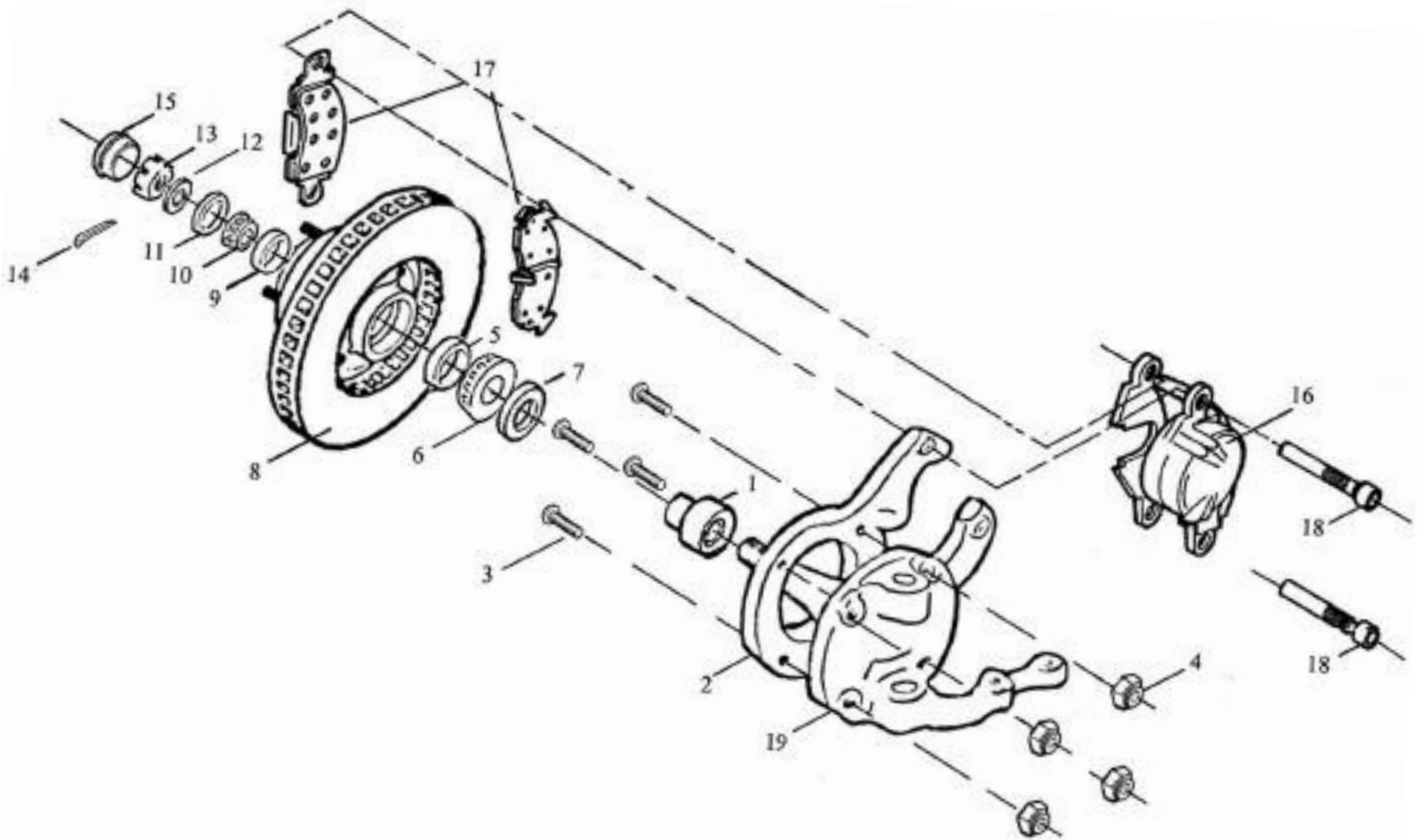
PLEASE READ INSTRUCTIONS COMPLETELY BEFORE STARTING YOUR INSTALLATION!

The Chevy kit uses '73-'77 GM intermediate rotors and the Ford kit uses Speedway's Ford bolt pattern rotors. Both kits use '78-'88 GM metric calipers on your '37-'48 Ford spindles.

Parts List			
Index No.	Description	Part Number	Quantity
1*	Bearing adaptor	910-09301	2
2*	Caliper bracket (left)	702-4475-1-L	1
2*	Caliper bracket (right)	702-4475-1-R	1
*	Hardware kit	702-4475-2	1
3	1/2"-20 x 11/4" button head bolts	in hardware kit	8
4	1/2"-20 nylock jamb nuts	in hardware kit	8
5*	Inner bearing cup	912-TL68110	2
6*	Inner bearing cone	912-TL68149	2
7	Grease seal	912-S18562	2
8	73-77 GM intermediate rotor	910-31063	2
8	Ford bolt pattern rotor	910-31067	2
9	Outer bearing cup	installed in rotor	2
10	Outer bearing cone	912-TLM11949	2
11	Outer spacer	916-15901	2
12 **	Spindle washer	in spindle nut kit	2
13 **	Spindle nut	in spindle nut kit	2
14 **	Cotter pin	in spindle nut kit	2
15 **	Dust cap (pr)	550-2486	1
16	GM metric caliper (left)	910-31045-L	1
16	GM metric caliper (right)	910-31045-R	1
17	Brake pad set	919-3381	1
18	Caliper bolts	835-2300542	4
19**	37-48 Ford spindles (pr)	916-32104	1
Other parts needed:			
	Spindle nut kit	910-616004	1
	16" Stainless steel brake line kit (7/16-20 thread for Speedway calipers)	617-8562	1
	16" Stainless steel brake line kit (10mm-1.5 thread for OEM calipers)	617-8561	1
* Bracket kit only			
** Not included			

BRAKE INSTALLATION ALERT: 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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1. 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.
2. Carefully press the bearing adapter (#1) onto the spindle, making sure the flange side goes toward the spindle. Make sure the adapter is fully seated against the spindle. You can use a press to install the adapter on the spindle or the adapter can be heated at 400 deg. for 20 minutes then slid onto spindle. Allow to cool slowly at room temperature.
3. Remove the inner bearing race from your rotor and replace it with the bearing race (#5) supplied in the kit.
NOTE: The stock inner bearing race will not work with this kit. It must be replaced with race supplied.
4. Bolt the caliper bracket (#2) to the spindle, (they are marked left and right). The offset in the bracket goes toward the axle side. Install the 1/2-20x1 1/4" button head bolts (#3) from the rotor side and attach with the 1/2-20 nylocks (#4). Torque the bolts to 38-57 ft. lbs.
5. Pack and install the inner bearings (#6) with fresh disc brake bearing grease, and install the Grease seals (#7). Seals must be installed straight. A seal installation tool works well for this.
6. Install the rotor (#8) on to the spindle, pack and install the outer bearing (#10). Install the outer spacer (#11) on the spindle followed by the washer (#12) and spindle nut (#13). Adjust the bearing preload as normal. Install the cotter pin (#14) and dust cap (#15).
7. Install the calipers (#16) on the mounting brackets (#2) with the bleeders pointing up. Only use the correct GM mounting bolts (#18). **NOTE:** Some GM metric calipers have a small tab cast into the body that will interfere with the caliper brackets. This can be easily ground off for clearance.
8. Install new brake lines, making sure the lines have clearance through the entire suspension travel and turning radius. Bleed the system as normal.
9. Before operating the vehicle, test the brakes under controlled conditions. Make several stops in a safe area from low speeds and gradually work up to operating speeds.

NOTE: Some wheels will not clear the snout on the rotors. If necessary the rotor can be machined for clearance. Some brands of wheels may interfere with the top of the caliper. If necessary you can grind a small amount of material off the top of the caliper, at the point of contact.

IMPORTANT

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****Some items are not legal for sale or use in California on pollution controlled motor vehicles. These items are legal in California for racing vehicles only which may never be used upon a highway.**

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