

INSTRUCTIONS

916-31981

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5 LUG DISC BRAKE KIT - FOR 1947-59 CHEVY TRUCKS

PARTS LIST

Rotors:		Outer Bearing	912-TLM11949
910-31063	1970-'77 Camaro Rotor	Inner Bearing Race	912-TL68110
Calipers:		Inner Bearing	912-TL68149
910-31035	1970-'77 Camaro Caliper	Inner Seal	912-S19753

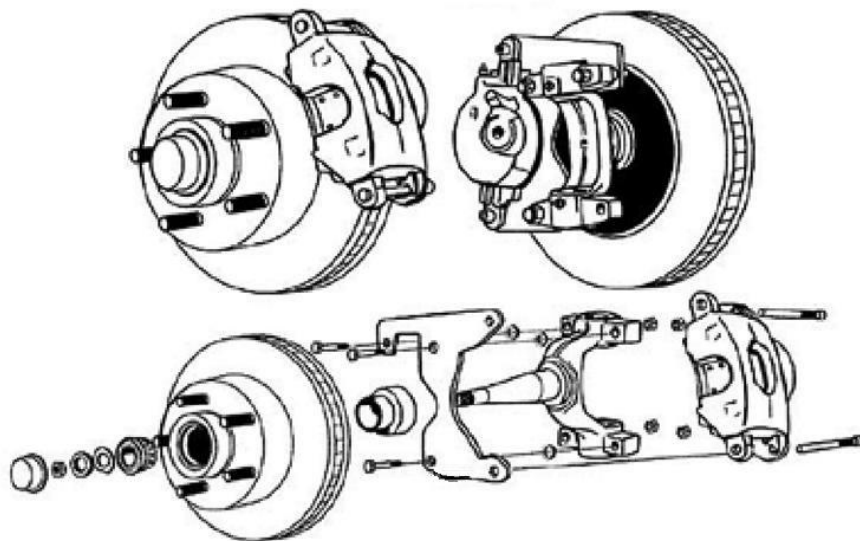
NOTES: Before beginning installation, make sure your wheels fit on the disc rotor. Also, this kit works only with 15" and larger wheel, due to the 11" rotors.

INSTRUCTIONS:

1. **Remove the drum and backing plate** assemblies so all that remains are the stock spindles. Inspect the bearing surfaces on the spindle. The bearing spacer used in this kit is a thermal fit and requires the spindle to be extremely clean and free of any burrs or scratches. Use a piece of 180-grit emery cloth to remove any corrosion or other imperfections on the spindle. Clean the spindle and the spacer with solvent to remove any grease or oils.
2. **To install the bearing adapter** onto the spindle, the adapter will need to be heated so it can expand for easier installation. This is best achieved by placing it in boiling water for about 5 minutes. Carefully slide the spacer onto the spindle. Do not force the spacer. Be sure the spacer is fully seated on the spindle and allow it to cool. **Hint:** If the spacer does not easily slide onto the spindle, remove the spindle and place it in a freezer for a few hours.
3. **Install the caliper** mounting bracket onto the spindle. The bracket should be facing the rear of the truck, and installed on the outboard side of the spindle mount ears (closest to the rotor). It may be necessary to install spacers (included) between the spindle mount ears and the caliper mounting bracket for proper alignment. **Note:** on some applications, it may be necessary to drill out the lower hole on the spindle.
4. **Check for Clearance.** Slide the caliper onto the bracket with the bleeder on the top. The caliper may not slide into place due to a bump in the casting next to the piston bore. In some cases, it will be necessary to grind this bump on the caliper flush using a bench grinder. Reinstall the caliper and turn the spindle full lock left and right to check for any interference. The caliper bracket should clear the kingpin lock nut. If not, reverse the bolt so the nut is on the front of the axle. Remove caliper from the bracket.
5. **Remove stock inner bearing race** from your new rotor and REPLACE it with the TL68110 bearing cup from the A13 bearing set. Pack the inner bearing with grease and install it along with the seal.
6. **Slide rotor onto spindle.** Pack and install outer bearing and secure with spindle washer, bearing spacer, and spindle nut.
7. **Set the bearing preload.** Start by tightening the nut while rotating the rotor. Once the nut is good and tight, stop rotating the rotor and back the nut off 1 full turn. Now, hand tighten the nut until it just starts to get tight. Back the nut off until the slots in the nut are aligned with the hole in the spindle. Install the cotter pin and dust cap.
8. **Install the caliper** with the bleeder on the top. Install brake hoses. Make sure everything is tight and proceed to bleed the system.

WARNING: Stock drum brake wheels may not work with disc brake conversions. Drum brake wheels were not made with disc brakes in mind so there may be wheel to caliper clearance problems. Before installing this kit, make sure your wheels fit the brake assembly.

For those wanting to keep stock wheels that interfere with the installation, there are companies such as Wheelsmite, Stockton Wheel Co. and Wheel Vintiques that can remove the original wheel centers and re-install them into a new disc brake rim.



IMPORTANT

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