

INSTRUCTIONS

715-3250

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Pinion Mounted 9" Ford Emergency Brake kit

This kit fits 9" Ford rear ends that use the 2.953" x 1.418 yoke. (Speedway #802-92417)

PARTS LIST

INDEX NO.	DESCRIPTION	PART NUMBER	QTY.
1	Rotor adapter	715-BP15121	1
2	E-brake rotor	715-BP15112	1
3	U-joint girdle	715-8580	1
4	Mechanical spot caliper	835-1201360	1
5	Caliper bracket	715-3251	1
6	Bushing .386 ID x .525 OD x 1.400 long	715-3253	2
7	Bushing /438 ID x .750 OD x .840 long	715-3254	4
8	Bushing .375 ID x .750 OD x .375 long	715-3256	1
	Hardware kit	715-3250-2	1
9	5/16"-18 x 3/4" Flat head screw	HB8FHCSC-.31-.75	4
10	5/16"-18 serrated nut	HZ5SHN-USS-.31	4
11	3/8"-16 x 2" Gr 8 hex bolt	HZ8HCSC-.38-2.00	4
12	3/8" AN washer	HSSANFW-.38	6
13	3/8"-24 x 3-1/2" hex bolt	HZ5HCSF-.38-3.50	2
14	3/8-24 thin nylock nut	HZ5TNLN-SAE-.38	2
15	3/8" x 5/8" x .010 shim	715-3250-3	10
16	3/8" x 5/8" x .005 shim	715-3250-1	10

Please Read Instructions Completely Before Starting Your Installation

1. Remove the driveshaft.
2. If your pinion carrier is the type that has the built in pinion support, it will need to be modified. Approximately 3/16" to 1/4" of material will need to be removed from the front edge of the pinion support to clear the rotor.
3. The caliper bracket bolts to four of the five pinion carrier bolts. Remove four of the pinion carrier bolts; do not remove the fifth one, the furthest one on the left side when facing the front of the carrier (see Fig. 1). Position the caliper bracket (#5) so the caliper mounts to right side of the pinion and the two bosses that are welded to the caliper bracket point forward. Bolt the caliper bracket to the front of the pinion carrier using the four 3/8"-24 x 2" Gr, 8 bolts (#11), 3/8" AN washer (#12) and the .840 long spacers (#7) (see Fig 2 & 3). Torque the bolts to 30-45 ft.

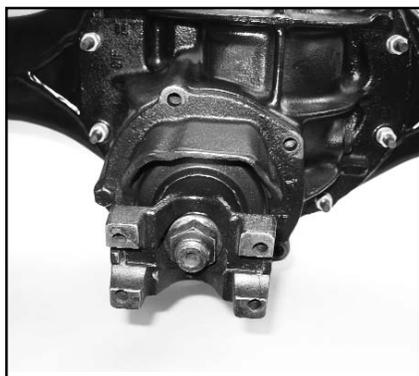


Figure 1

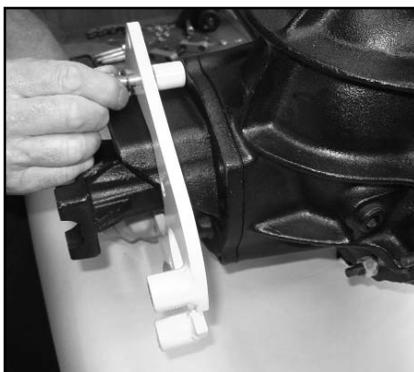


Figure 2



Figure 3

4. Take the two .386 x .525 x 1.400 long bushings (#6) and make sure they can slide freely through the two bosses welded onto the caliper bracket (#1), (see fig 4). If the bushings will not slide freely, file the inside diameter of the caliper bracket until they will. If they do not slide freely, the caliper will stick and will not function properly. Disassemble the caliper (#4) and temporarily install the back half of the caliper and the pad into the caliper bracket with the two 3/8" -24 x 3-1/2" bolts (#13) and washers (#12) (see fig 5). This will hold the back half of the caliper in place until the rotor is installed.



Figure 4



Figure 5

5. Slide the rotor (#2) over the yoke (see fig 6). Slide the rotor adapters (#1) between the rotor and back side of the yoke making sure the counter sunk holes face to the front. Temporarily install the u-joint girdles (#3) through the yoke and the adapter plate and install the 5/16"-20 nuts and lock washers-do not tighten (see fig. 7).



Figure 6

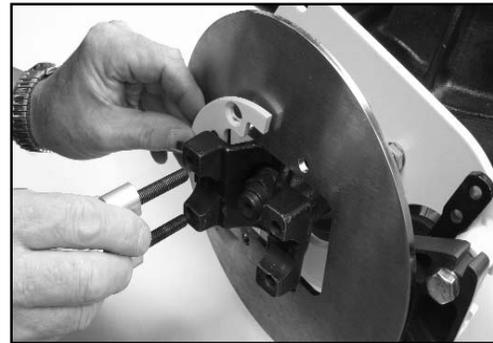


Figure 7

6. Bolt the rotors (#2) to the adapters using the 5/16"-18 x 3/4" flat head bolts (#9) and serrated nuts (#10), torque them to 17 ft. lbs.
7. Remove the bolts that were temporarily holding the caliper in place. Assemble the outside and inside halves of the caliper together and re-install the 3/8"-24 x 3-1/2" bolts (#14) and washers (#13) through the caliper. Take the two bushings (#6) and slide them up over the back of the bolts up through the caliper bracket (See fig 8). Install the 3/8"-24 nylock jam nuts (#15) and torque them to 35 ft. lbs. The caliper should slide freely.

8. Remove one of the stud girdles (#3) and loosen the other. Install the drive shaft u-joint into the pinion yoke and re-install the stud girdle, lock washers and nuts (see fig 9). Torque these to 29 ft. lbs.



Figure 8



Figure 9

9. Attach the E-brake cable mounting stud through the 3/8" diameter hole at the top of the caliper bracket using the supplied bushing (#8) and the nylock nut (see fig 10). Torque to 30 ft lbs. Attach the end of the e- brake cable to the caliper brake arm and install the cotter pin. Attach the opposite end to the e-brake handle. Adjust the caliper as necessary.



Figure 10

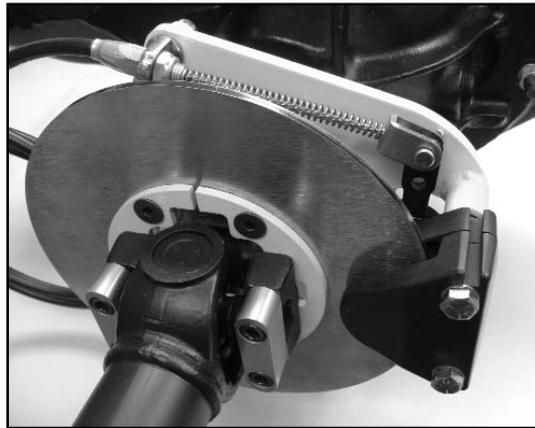


Figure 11

NOTE: Due to some of the inconsistencies in the OEM and after market yokes it may be necessary to shim the rotor to get it to run true. We have supplied two different thickness shims .005 and .010 to aid in truing your rotor. The shims should mount between the adapter and the rotor. It may take a few attempts to get it to run true.

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