

# INSTRUCTIONS

910-31942  
Complete Kit

916-31903  
Bracket Kit Only

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'37-'48 Ford Spindle  
'69-'72 GM 11" Rotors &  
'69-'77 GM Intermediate Calipers

**PLEASE READ INSTRUCTIONS COMPLETELY  
BEFORE STARTING YOUR INSTALLATION**

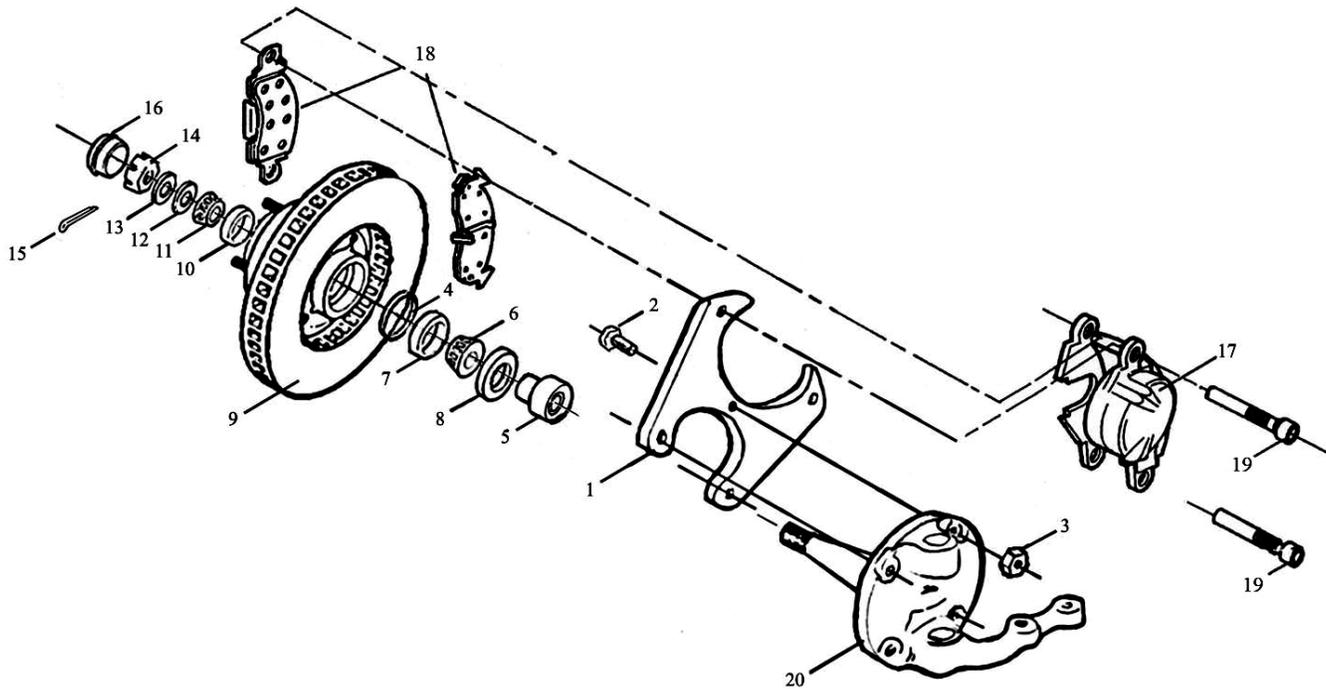
This disc brake kit installs 11" '69-'72 GM rotors and '69-'77 GM midsize calipers on '37-'48 Ford spindles.

Parts List			
Index No.	Description	Part Number	Quantity
1*	Caliper mounting bracket	916-31903-1	2
*	Hardware kit	916-31903-4	1
2	1/2" -20x1 1/4" GR 8 bolts	In hardware kit	6
3	1/2" -20 Locking nut	In hardware kit	6
4	Aluminum spacer-plain	In hardware kit	2
5*	Bearing adapter	910-09301	2
6*	Inner bearing cone	912-TL68149	2
7*	Inner bearing cup	912-TL68110	2
8*	Grease seal	912-S18543	2
9	'69-'72 GM intermediate rotor	910-65390	2
10	Outer bearing cup	Supplied in rotor	2
11	Outer bearing cone	912-TLM11949	2
12	Outer bearing spacer	In hardware kit	2
17	'69-'77 GM intermediate caliper-L	910-31035-L	1
17	'69-'71 GM intermediate caliper-R	910-31035-R	1
18	Brake pads (set)	919-3382	1
19	Caliper bolts	835-2300542	2
<b>Other Parts needed:</b>			
**	Spindle nut kit	910-616004	1
13	Spindle washer	In spindle nut kit	2
14	Spindle nut	In spindle nut kit	2
15	Cotter pin	In spindle nut kit	2
16**	Dust cap (pr)	910-31071	1
20**	Spindles (pr)	916-32104	1
**	16" Stainless steel brake line kit (7/16-20 thread for speedway calipers)	617-8562	1

\* bracket kit parts 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 listed, 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 install the bearing adapter (#5) onto the spindle, making sure the flanged side goes toward the spindle and is fully seated. You can use a press to install the adapter on the spindle or the adapter can be heated at 400 degrees for 20 minutes and then slid onto the spindle. Allow to cool slowly at room temperature.
3. Remove the stock GM inner bearing race from the rotor. Install the new bearing spacer (#4) and the new inner bearing race (#7) supplied. **NOTE:** The stock inner bearing race **WILL NOT WORK WITH THIS KIT.** It must be replaced with the spacer and race supplied in the kit.
4. Temporarily install the caliper bracket (#1) onto the spindle (#20), using the 1/2" bolts (#2) to align the bracket to the spindle. The caliper bracket mounts to the spindle from the rotor side and caliper mounts to the rear of the spindle. Scribe a line on the spindle where the spindle protrudes past the inside edge of the caliper bracket. This is at the very outside edge of the spindle. This area will have to be ground off for caliper clearance.
5. Bolt the caliper bracket (#1) to the spindle (#20), install the three 1/2"-20x1/4" button head bolts (#2) from the rotor side of the spindle and attach with the 1/2"-20 locking nuts (#3). Use the 1/2"-20x1 1/2" bolts if you are using bolt on steering arms. Check for caliper clearance at the spindle. Torque the bolts to 38-57 ft. lbs.
6. Pack and install the inner bearings (#6) with fresh disc brake bearing grease and install the grease seal (#8). Seals must be installed straight; a seal installation tool works well for this.

7. Install the rotor (#9) on to the spindle, pack and install the outer bearing (#11). Install the spacer washer (#12), spindle washer (#13) and spindle nut (#14). Adjust the bearing preload as normal. Install the cotter pin (#15) and dust cap (#16).
8. Install the brake pads (#18) into the calipers (#17) and install the calipers on to the mounting brackets (#1) with the bleeders pointing up. Only use the correct GM mounting bolts (#19).
9. 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.
10. 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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