

# INSTRUCTIONS

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**910-31924**  
**GM 10 & 12 Bolt Bolt-On**  
**Rear Disc Brake Kit**  
**w/ E-Brake**

## Parts:

- 2 - Rotors
- 2 - Caliper brackets
- 6 - 3/8"-24 x 1-3/4" grade 8 bolts
- 6 - Flat washers

## Notes:

Read these instructions completely before attempting this conversion.

Make sure this kit fits your application before painting or plating. Parts that have been painted, plated or modified may not be returned.

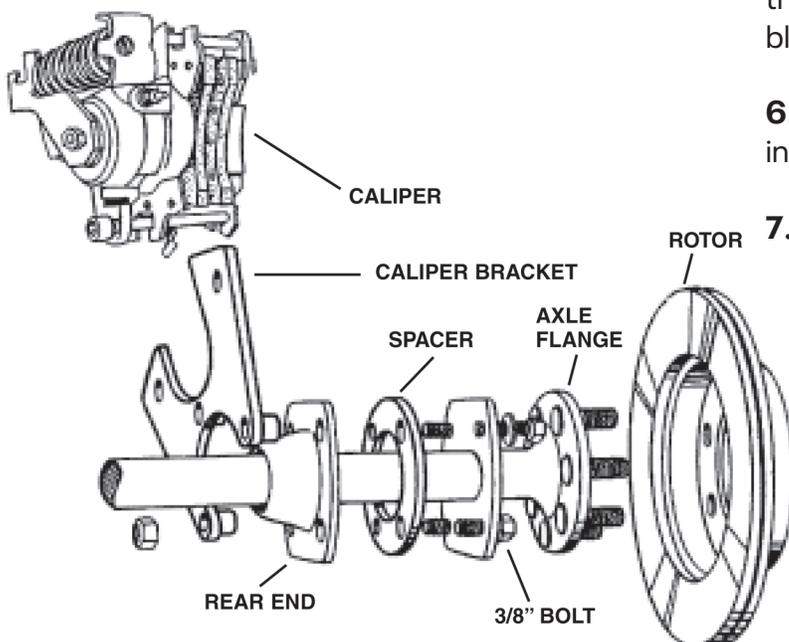
The following calipers can be used with these conversion kits:

1980-85 Cadillac Seville Rear Caliper  
w/Emergency Brakes

1978-83 Chevelle, Monte Carlo, Malibu, etc.  
Front Calipers

## Instructions:

1. Remove the axles to take the backing plates off.
2. Install the caliper brackets with the caliper opening pointing up and towards the rear. On some models the shoulder on the brackets will point toward the outside of the car. Torque mounting bolts to 50 ft lbs dry or 35 ft lbs lubed.
3. Install the axle grease seals, followed by the axles. It is recommended that new seals be installed.
4. Install rotors. In some cases the axle flange may need to be turned for the rotor to fit over it. This can be done with a conventional hand grinder or by taking it to a machine shop and having it put on a lathe. Once this is done, make sure that both mounting surfaces are clean with no debris that would make the rotor wobble. Hold in place with wheel nuts.
5. Check the brackets to make sure they are parallel with the rotors. Shim or grind the sleeves in the brackets as needed. Install calipers with bleeders pointing up.
6. Install brake hose. Double check all parts for interference and bolts for tightness.
7. Proceed to bleed brake system.



## Adjusting and Bleeding Emergency Brake Calipers

**1.** When you install the calipers, put them in the position you like. One where the cable will work well (if you have the park brake calipers) and the hose connection is in a good location. If you go off road you can mount the calipers high to avoid brush and rocks. Don't worry about being in the right position to bleed the brakes. The calipers have to be taken off of the brackets to bleed anyway and once they are bled it does not matter what position they are in.

**2.** Once everything is installed and before you put the wheels on, bleed the calipers. Air rises so the bleed screw must be at the top. You can start with the normal bleeding methods, but the brakes will not work properly and you will have a soft pedal if you do not take the calipers off of the brackets and gravity bleed them to get the last of the air out.

**3.** To gravity bleed, take the cover off of the master cylinder, take the calipers off of the brackets and hold behind the axle. Hold the caliper so that the bleed screw points forward, horizontal with the ground on the (small) 5-1/2" pin to pin calipers and straight up on the (large) 7" pin to pin calipers. The mounting holes in the ears are around 45° on a non-parking brake caliper and straight up one hole above the other on a parking brake caliper and straight up one hole above the other on a parking brake caliper.

Open the bleed screw and the fluid will start to dribble out. Slowly move the calipers just in case you are not in the correct position and also tap on the calipers with a rubber hammer to knock bubbles loose.

Once the fluid is clear with no air bubbles, close the bleeder and hang that caliper on a wire and do the other side. Do both calipers again and then reinstall. (Do not step on the hydraulic pedal yet.) Go to step 5 for non-parking brake calipers.



## Adjusting and Bleeding Emergency Brake Calipers

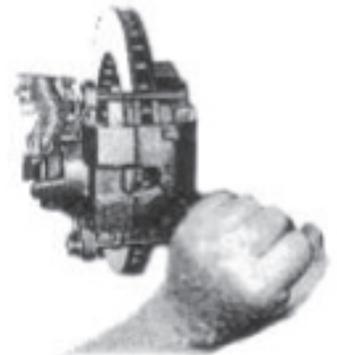
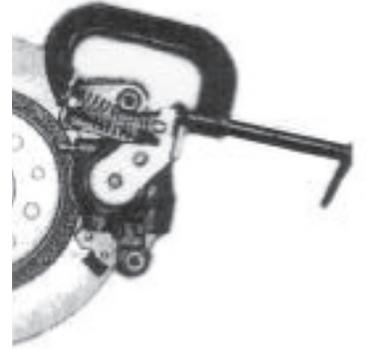
4. Adjust the parking brake levers by pushing them forward. Each time you push them they should move off of the stop  $3/8"$  to  $1/2"$ . When released, they should always return to the stop. If they will not adjust, try putting a lever between the rotor and the pad and putting pressure on the piston. Now push the lever releasing pressure on the pad as the caliper adjusts. These are the only two ways we know of to adjust the parking brake. If the calipers won't adjust, you will have a low pedal because the piston will retract too far and will use up all your hydraulic pedal travel to put the brakes on.

Once the parking brake calipers are adjusted, put on a c-clamp between the lever and the bracket to hold the parking brakes locked up.

5. Step on the hydraulic pedal. It should be high and hard. If it is low and spongy or it will pump up, you still have air bubbles. Take the caliper off the brackets and bleed some more.

If you have parking brake calipers and they are locked up against the rotors and there is no air in the rear system, then there will be no fluid movement in the rear brake system and the pedal should be as high as before you changed the brakes and had the parking brake on. It does not matter what size master cylinder you have. If there is no fluid movement you will have a high and hard hydraulic pedal. There might be a problem with your front system since you have a dual braking system. But if you have not changed the front, your pedal should be high and hard.

It is not as easy to check if you are using non-parking brake calipers. The calipers run close to the rotors so check to see that the pads won't rattle. If your pedal is low and spongy, you have air. Take the calipers off and bleed them some more.



# IMPORTANT

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