



**Note: If you are interested in Power Coated Calipers, Drilled and Slotted Rotors or Emergency Brake Cables for the front of your car please give us a call. We have these upgrades available for exchange of non-installed components. We cannot exchange components that have been previously installed. Shipping charges will apply. Upgrades pictured.**



**Attention: Before modifying, painting, or powder coating any part of this kit, please trial fit all components and check rim clearance. We recommend you run 15” or larger wheels with this kit. We do not support the use of 14” wheels on this kit. Some Rear Axle Hubs may need to be modified / turned down to fit into the rotor. We only carry this one style of brake rotor for rear disc. Test fit your axles before installation of the kit.**

**Modified, Painted, and Powder Coated parts are not returnable!**

**\*Note:** The emergency brake cables provided in the kit will fit 64-72 A Body / 67-69 F Body / 62-74 X Body. Any other application will require the customer to purchase or modify the included cables to work with their application.

# 1. Prepare the car

Begin by securely supporting the car on jack stands. Chock the front wheels to be sure vehicle does not roll. Always work on a flat, even surface. Remove the wheels to gain access to the factory drum brakes.

## 2. Remove the old drum brakes

### ”C” Clip Axles

“C” Clip rear ends require you to open the rear housing cover and remove the “C” clips before removing the axles. After removing the clips, your axles should pull out of the axle tubes.

**Note:** Most “C” clip eliminator kits can be used with our conversion. Due to the wide variety of eliminator kit manufacturers, we can’t guarantee their compatibility with our kit. Changes in track width can occur.

After the axles are out, you can unbolt the drum brakes and remove them as a complete assembly. There is no need to remove the drum shoes and hardware before removing the backing plate. Dress the front and back of the axle flange with some steel wool or a wire brush to prepare it for the new caliper brackets.

### Drop Out Axles

Unbolt the axle flange from the rear housing to free the axle. After unbolting the flange, your axles should pull out of the axle tubes.

After the axles are out, you can unbolt the drum brakes and remove them as a complete assembly. There is no need to remove the drum shoes and hardware before removing the backing plate. Dress the front and back of the axle flange with some steel wool or a wire brush to prepare it for the new caliper brackets.

## 3. Install Dust Shields (Optional)

Before you re-install your rear axles you need to install the included dust shields if you have decided that you want to use them. Place the dust shield on the front of the axle flange with the opening for the caliper at the 2 o’clock position on the driver’s side and the 10 o’clock position on the passenger’s side. After this is completed you can reinstall your axles. You will actually bolt the shields in place when you bolt the caliper bracket onto the rear end in step 5.

## 4. Re-install the axles

### ”C” Clip Axles

Push the axles back in the tube and install the “C” clips. Replace the housing gasket and re-install the cover. The flange spacer pictured to the bottom right is not required on “C” clip installations. Do not bolt the axle flange in place at this time.

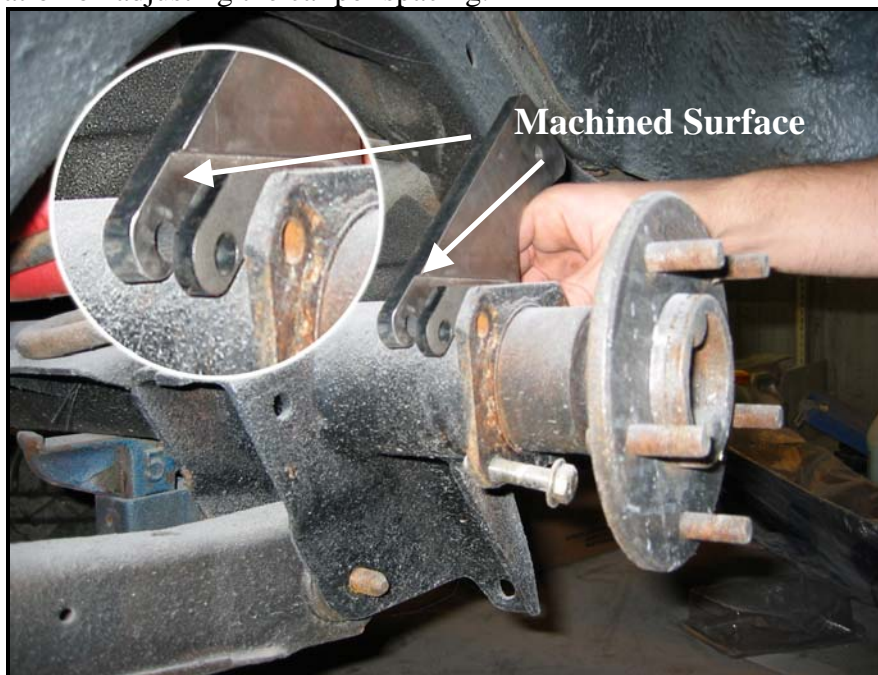
### Drop Out Axles

Drop out axles require a flange spacer (pictured right) to take the place of the old drum backing plate. Place the spacer on the flange and slide the axle back in the tube. Do not bolt the axle flange in place at this time.



## 5. Install the new caliper brackets

The new caliper brackets mount to the back (inboard) side of the axle flange. The recessed machined surface should face the axle flange. The Caliper opening should face the rear of the car.\* Place the large 1/4” spacer between the bracket and flange as shown below. The other spacers are not required at this time. Bolt the assembly together with the supplied hardware. If you have a problem with the pads hitting the rotors, see step 6 for information on adjusting the caliper spacing.



### **\*Attention Staggered Shock Owners:**

Staggered shock rear ends require you to mount the driver's side caliper towards the front of the car. The passenger's side caliper still mounts towards the rear of the car. Make sure you have the correct kit for staggered shocks (AFXRD05).

## **6. Install the rotors**

Before installing the rotor, dress the center hub with steel wool or a wire brush. Slide the rotor over the studs and tighten it down with two or three lug nuts. Occasionally, the center opening in the rotor is too small to slide over the hub. You'll need to enlarge it slightly with a die grinder or file.

**Note:** Drilled and/or slotted rotors are directional. Be sure you have the appropriate rotor for the side of the car you are working on. Left is driver's side, right is passenger's side.

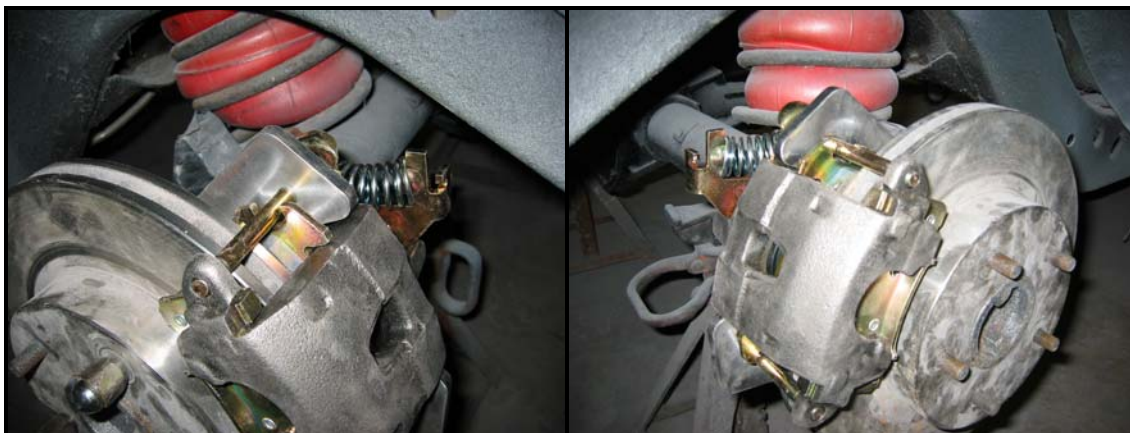
**Note:** If the center hole of your rotor is too small for your axle hub we can have a set of rotors machined for you for an additional \$30.00 fee.

## **7. Install and adjust the calipers**

Position the caliper in the bracket and install the caliper mounting pins. Be sure the mounting ears are on the backside of the caliper brackets. The parking brake assembly should be on top with the bleeder pointing towards the front of the car. If the pads do not clear the rotor, you'll need to adjust the caliper position with the included spacers.



If the inside pad hits the rotor, you'll need to add spacers between the flange and caliper bracket. If the outside pad hits the rotor, you'll need to use one of the smaller spacers or remove the spacers completely. Spacers can be stacked to achieve the required thickness.



## 8. Attach the flex hoses

Remove the banjo bolt and copper washers from the caliper. Place a copper washer on top of the flex hose and insert the banjo bolt. Place the second copper washer over the banjo bolt on the bottom of the flex hose and bolt the hose onto the caliper with the specifications provided in the assembly manual.

**Note:** Make sure the flex hose seats square against the caliper. You may need to flip the hose over.

## 9. Install the emergency brake cables

You rear disc conversion comes with new rear emergency brake cables. You'll use the existing intermediate and front cables on your car. Run the cable up thru the center of the spring and insert the metal bung on the end of the cable securely into the notch on the emergency brake lever. Attach the other end to your existing intermediate cable using the included hardware. Some rare instances require shortening of the intermediate cable.



After the cables are installed, you need to adjust the system. Engage and release the emergency brake lever several times to activate the self-adjustment mechanism built into the calipers. You'll know you've got it when emergency brake is fully engaged and the rear wheels will no longer turn by hand. If your rear caliper pistons do not ratchet out by use of the e-brake arm on the caliper follow this procedure to get the piston to extend the brake pads to the rotor surface. Remove the spring and the e-brake arm from the caliper. Turn the threaded bolt extending from the body of the caliper by hand or with the aid of a wrench. Continue to turn the bolt until the brake pads come in contact with the rotor. After the desired adjustment is achieved reattach the e-brake arm and the spring onto the caliper. Continue with the bleeding procedure.

**Note:** It is important that you regularly use the emergency brake to keep them properly adjusted.

### **\*Attention Staggered Shock Owners:**

Staggered shock rear ends require two different length brake cables. The short cable is used on the passenger's side. The longer cable comes out of the driver's side caliper towards the back of the car and loops back around to the front. Make sure you have the correct kit for staggered shocks (AFXRD05).

# 10. Bleed the system

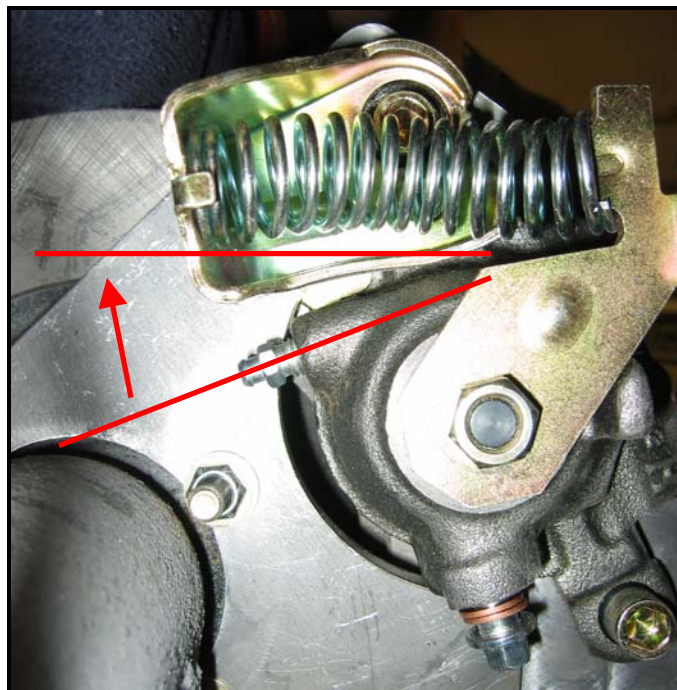
If you are concerned with the damaging effects of DOT 3 brake fluid, The Right Stuff suggests synthetic, DOT4 or DOT 5. The Right Stuff is not liable for damage caused by system fluids.

**Make sure the emergency brakes have been adjusted properly as discussed in step eight before bleeding the brakes.** Working your way forward from the wheel farthest from the master cylinder will help insure a good bleed and a firm pedal. It is important to bleed the system in the following order:

1. Right Rear
2. Left Rear
3. Right Front
4. Left Front

## Attention:

The bleeder screws must be positioned horizontally. If the bleeders are pointed down, the calipers will trap air and the system will not bleed properly. You can remove the caliper mounting pins and rotate the caliper to re-position the bleeder. Remember to keep the pads over the rotor when rotating the caliper. The picture below shows how you need to re-position the bleeder to get all the air out of the system.



## Technical Support

We want your conversion project to go smoothly. Double check that you have followed these instructions correctly and those included with any upgrade components you may have purchased. If you need additional help getting your new disc brakes to function properly, we're here for you. Give us a call at (800) 405-2000 or you can email your questions including photos to [tech@rightstuffdetailing.com](mailto:tech@rightstuffdetailing.com)

## Thank You for Your Business!



## Brake & Fuel Line Systems

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## Disc Brake Conversions

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