



Mopar 8 " & 9 "

(Dana)

Installation Instructions Rear Disc Conversion



This kit is for either Mopar 8 3/4" or Mopar 9 3/4" (Dana). This kit is designed to work with axles with either GM 5 x 4.75 Bolt Pattern and 7/16" wheel studs or Mopar / Ford 5 x 4.5 Bolt Pattern and 1/2" wheel studs. Rotor center measures 2.78".

Attention: This kit requires Green Bearings to be installed on your rear axle. This kit does not support the original adjustable style bearing. Green Bearings can be purchased through most high performance shops. You may also purchase the Green Bearings from the Right Stuff Detailing. The part number is WBK04 and the price is \$75.00.

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.

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

1. Prepare the car

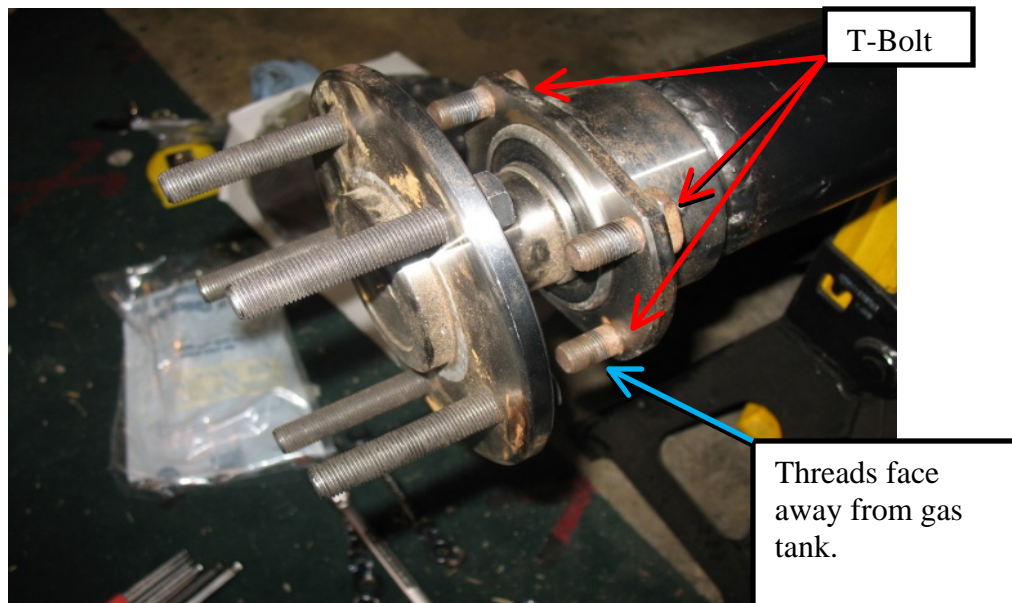
Begin by securely supporting the car on jack stands. Chock the front wheels to be sure vehicle does not roll. Always work on a flat, even surface. Remove the wheels to gain access to the factory drum brakes.

2. Remove the old drum brakes

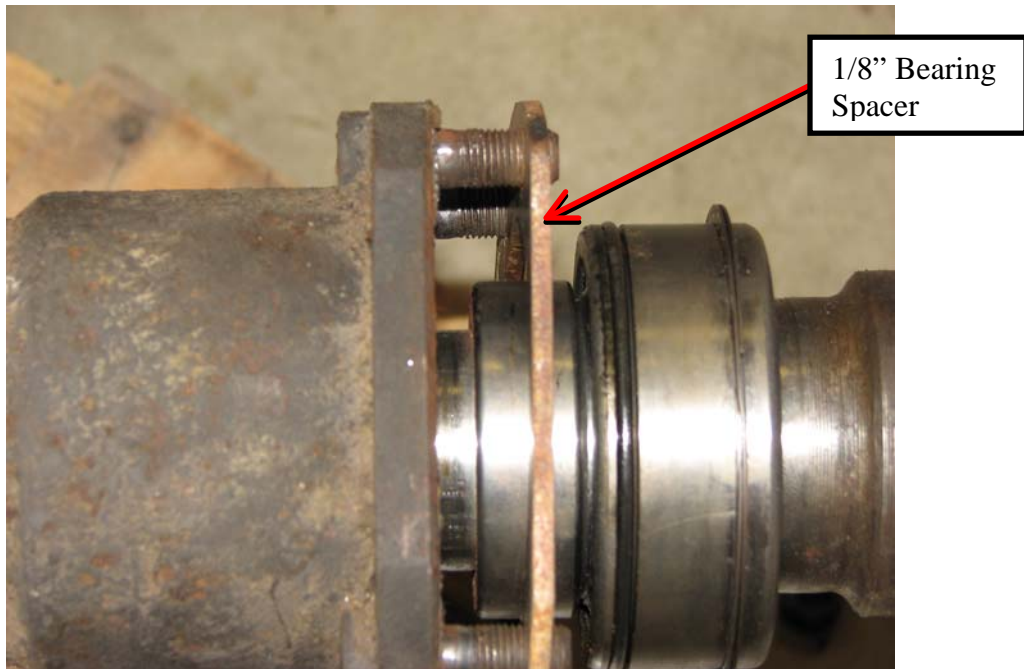
Remove the original axles from the vehicle. After the axles are out, you can unbolt the drum brakes and remove them as a complete assembly. There is no need to remove the drum shoes and hardware before removing the backing plate. Dress the front and back of the axle flange with some steel wool or a wire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

3. Install the new axle flange bolts

Take four of the 1/2in T-bolts and place them in the holes of the axle tube flange (shown below). The threads of the T-bolts should be facing towards the outside of the car away from the gas tank (shown below).



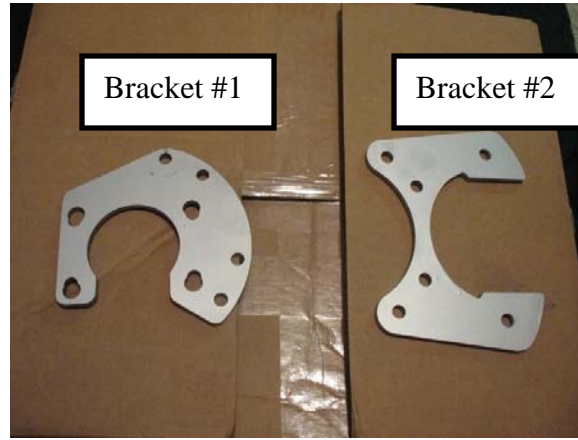
4. Re-Install the axles with spacers



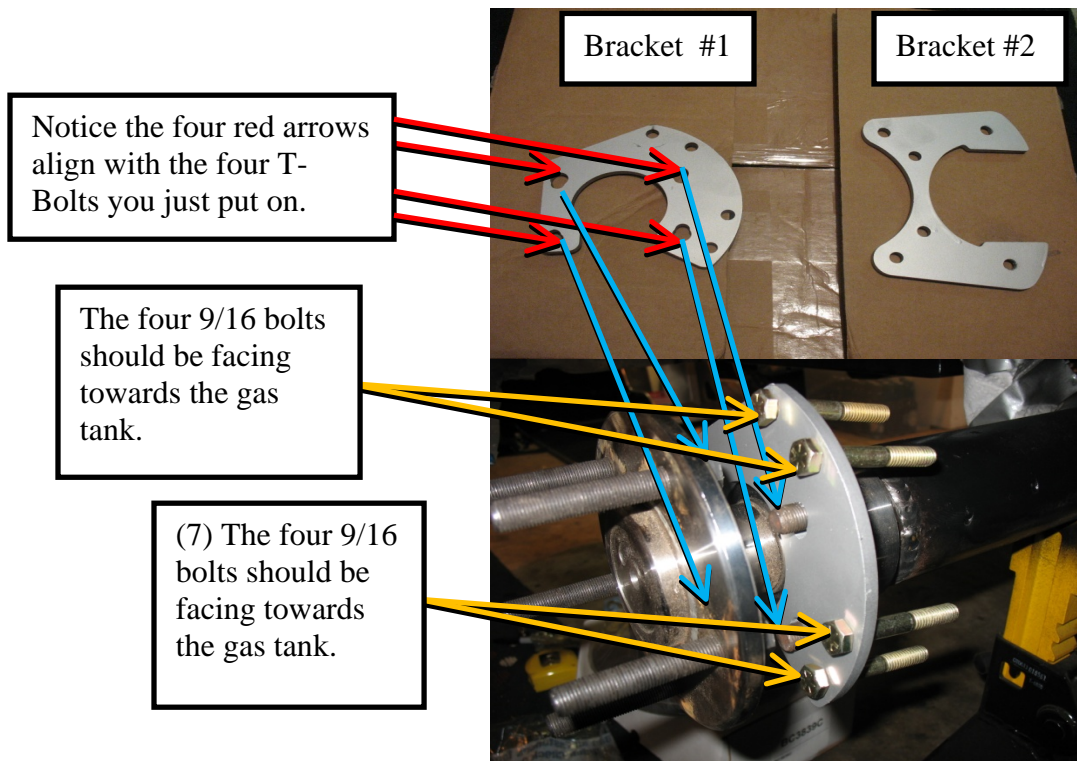
Reinstall the axles into the rear end housing. Before re-installing axle, slide the provided 1/8" spacer on the axle to fill the space your drum brake backing plate was filling. See photo above. Re-install the axles after you have installed the 1/8" spacer. Next install the supplied gasket, this will rest up against the 1/8" spacer. After you have installed the axles and the gasket, place the green bearing retainer plate (supplied with your green bearings) on the outside of the snap ring, on some green bearings this plate is already installed on the bearing. After you have completed putting on the 1/8" spacer, re-installing your axles, installing the gasket and if necessary installing the green bearing retainer plate you are ready to move onto the next step and install the new caliper mounting brackets.

5. Install the new axle flange brackets

Separate the 4 brackets that are in the kit (shown below).

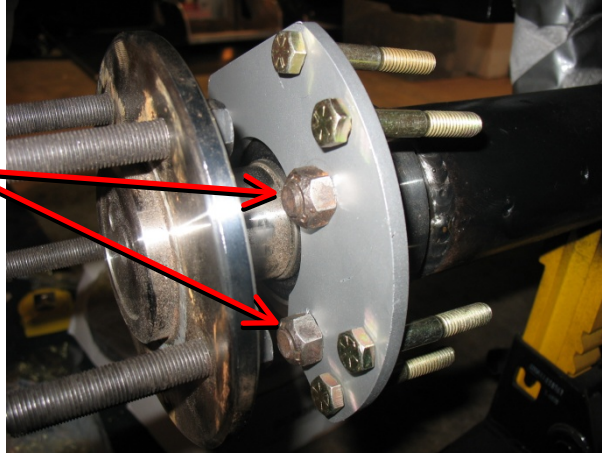


Take bracket #1 (shown below) and align it with the T-bolts you just installed. The curved part of the bracket #1 can point towards the front or rear of the car. This will determine if your caliper is going to be front mounted or rear mounted. As a general rule of thumb, you mount the caliper on the opposite side of the axle than the shock is on. In reference to a staggered shock set up (ex. 1969 Camaro with driver's side shock behind axle and passenger's side shock in front of axle) you would mount each caliper on the opposite side of the axle from each other. Take the four bolts supplied and put them through the other four holes in bracket #1 and have them facing towards the gas tank.



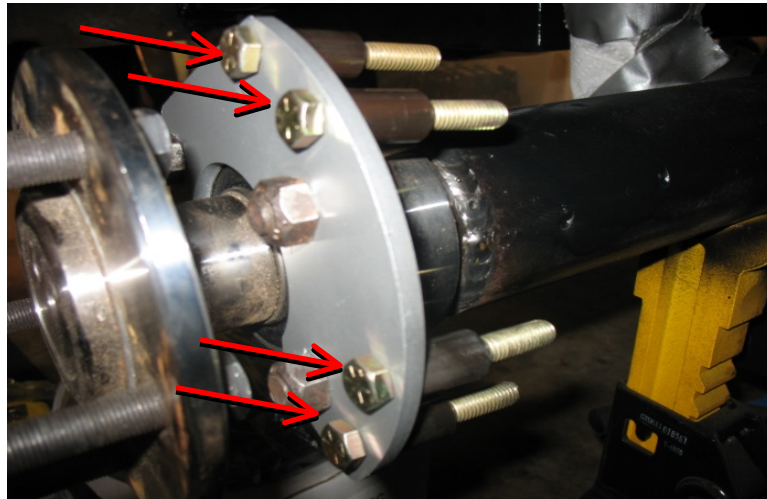
Attach the four new T-bolt nuts to the new T-bolts and tighten them in a star pattern using a $\frac{3}{4}$ " wrench or socket. Torque the axle flange brackets to 55 ft/lb. This torque rating will allow the bearing to rotate freely and will not cause the bracket to be bent or damaged.

Tighten down the 4 T-bolts with the four nuts and lock washers (not pictured).



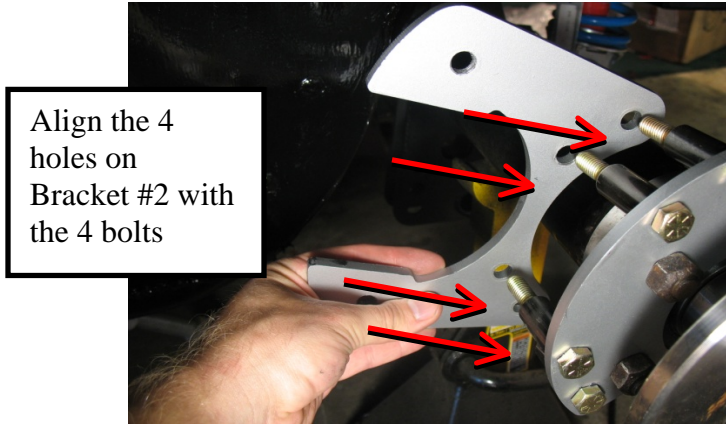
6. Install the caliper bracket spacers

We have supplied spacers for each side of the rear end to be used on your application. Place the spacers on the four bolts you just put on. (Shown below).

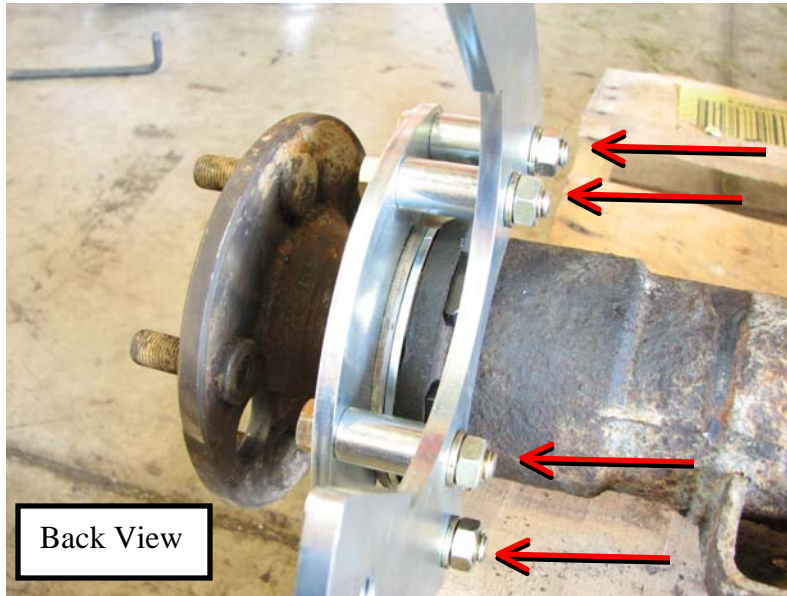


7. Install the caliper mounting brackets

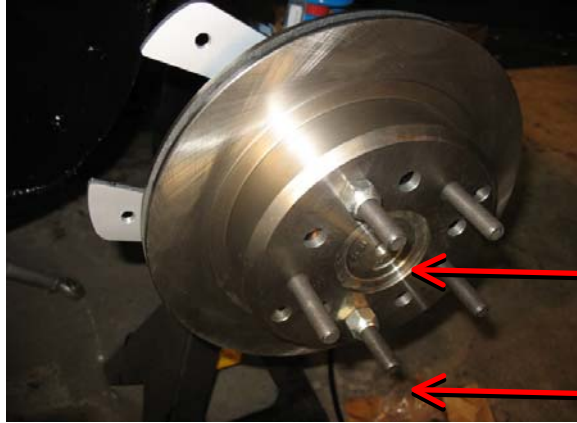
Take bracket #2 and align it so the four holes on bracket #2 match the bolts that are in bracket #1. (Shown Below)



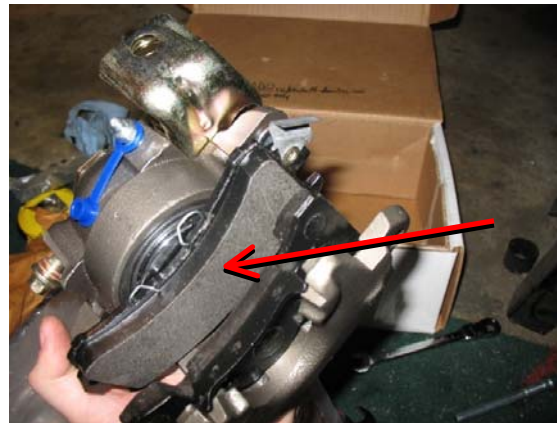
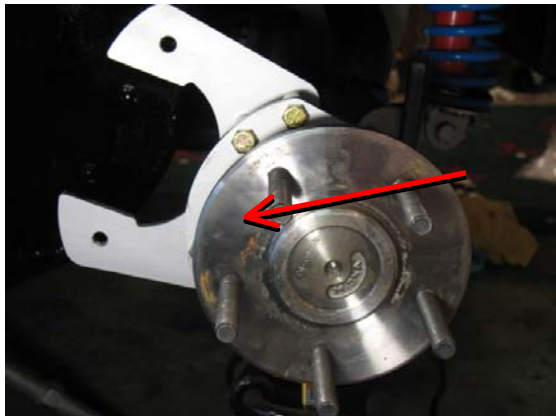
Take four of the eight nuts and lock washers and tighten down bracket #2 to bracket #1.



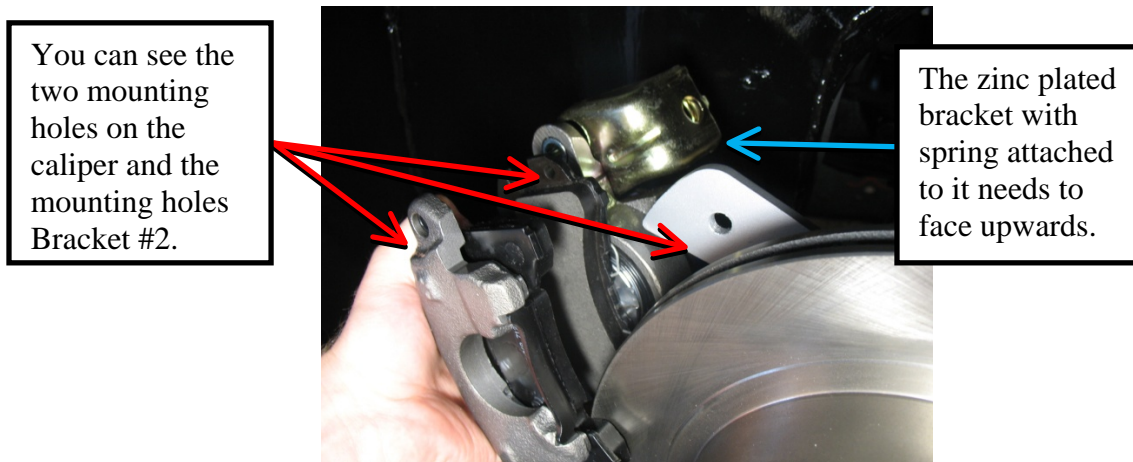
Slide the rotor onto the studs. The rotors are drilled for both Mopar / Ford and Chevy bolt pattern. Hand thread two lug nuts to seat the rotor in place for test fitting. If the center hole in the rotor that measures 2.78" is too small you will need to machine the rotor to fit. If the recess area of the rotor is too small to go over your axle hub you will need to machine the axle to fit. These are the only rotors available for this kit.



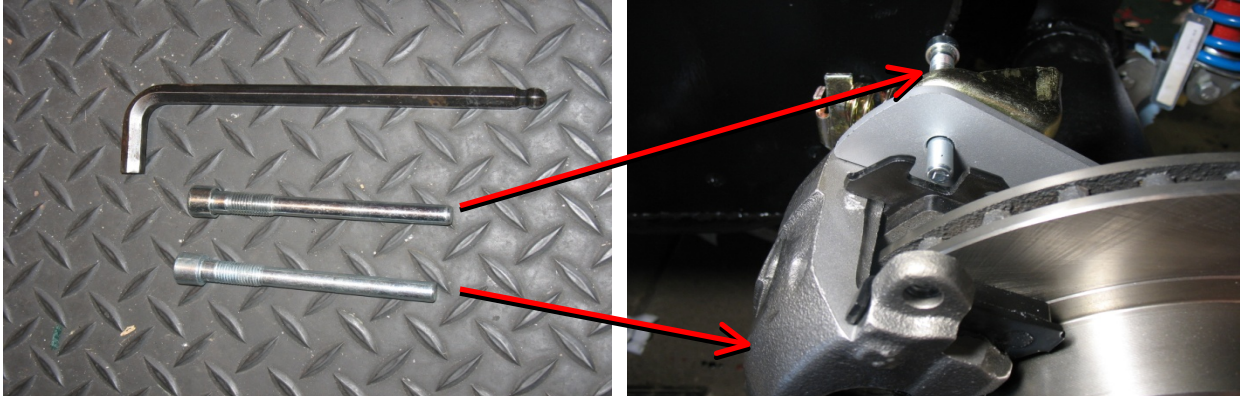
Take out the caliper and notice how Bracket #2 and the contour of this caliper shown below fit.



Slide the caliper into position, have the brake pads go on each side of the rotor and the two mounting holes on the caliper will match up with the two holes in Bracket #2.



With the caliper on the rotor and in Bracket #2 you can use the two caliper bolts to secure the caliper in place using a 3/8" allen wrench and torque to factory specs.



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: The cables that are included in this kit are supplied to give you something to work with. On many Mopar vehicles the factory cables work with the new rear calipers. If this is the case with your car you can exchange the cables included with your kit for a set of new rear factory cables if we have them available.

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

9. Bleed the system

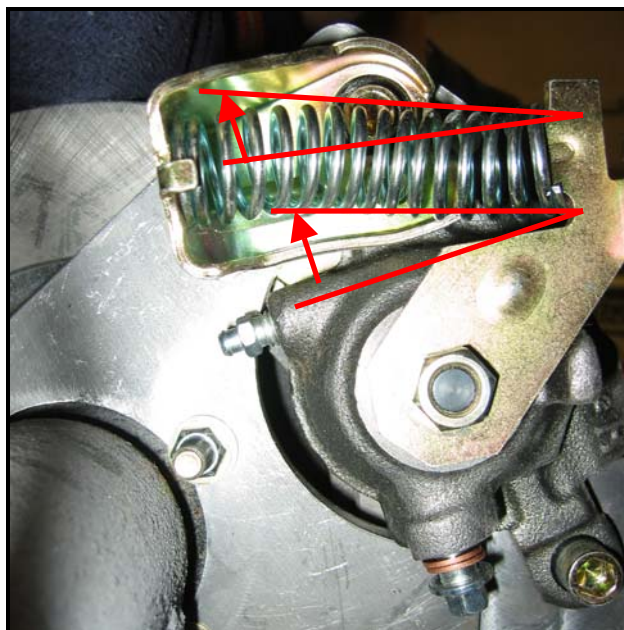
If you are concerned with the damaging effects of DOT 3 brake fluid, The Right Stuff suggests synthetic, DOT4 or DOT 5. The Right Stuff is not liable for damage caused by system fluids.

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. This is to ensure the pads do not close too much to be able to get them back over the rotors once the bleeding process is finished. 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

Thank You for Your Business!



Brake & Fuel Line Systems

Disc Brake Conversions

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