

INSTALLATION INSTRUCTIONS FOR A 46-48 DODGE & 46-54 PLYMOUTH DISC BRAKE CONVERSION. THIS KIT WILL ALSO FIT 49-54 DODGE W/ 10" DRUMS. IT CAN ALSO BE USED WITH MINOR SPINDLE MODIFICATION ON 55-56 PLYMOUTH W/ 10" DRUMS.

SEE NOTE AT END OF THESE DIRECTIONS!

PLEASE READ INSTRUCTIONS COMPLETELY BEFORE INSTALLATION.

NOTE: THIS CONVERSION WILL MOVE THE FRONT WHEEL OUT 1/2" ON EACH SIDE RELATIVE TO THE STOCK DRUM BRAKE LOCATION.

NOTE: CHECK TO SEE THAT YOUR WHEELS AND/OR CENTERS WILL FIT OVER THE CENTER DIAMETER OF THESE HUBS BEFORE ATTEMPTING INSTALLATION. WE ADVISE USING MASKING TAPE TO PROTECT THE HUBS DURING TRIAL FITTING. SCRATCHED OR DAMAGED HUBS WILL NOT BE ACCEPTED FOR RETURN.

This conversion kit uses the following components:

Calipers: 78-81 Camaro/Firebird with 10 mm hose bolt connections

Rotors: 78-81 Firebird rear rotors re-drilled for 4 1/2" bolt circle.

Bearings and Seals: A2 Outer Bearings (same as stock)
A6 Inner Bearings (same as stock)
Seal #17187

- 1) Disconnect the stock brake hoses from the chassis attachment points and remove the stock brake drums, brakes and backing plates from the original spindles. Let the steering arms hang in place for now. Inspect the spindle for any damage, etc. Retain the wheel bearing washers and retaining nuts for re-use.
- 2) Attach the caliper mounting brackets to the spindles with the caliper mounting opening toward the rear of the car. The brackets attach on the outer side (wheel side) of the spindle with a 5/16" long spacer between the bracket and the spindle at all three locations. Use the 9/16-18 bolts and locknuts supplied in the kit. The 2 1/4" bolts are used in the top holes, the 3" and 3 1/2" bolts and locknuts in the bottom holes. Note that these bolts also retain the steering arms and the longer of the lower bolts are installed in the rear holes, (thicker steering arm boss). Tighten all the bolts.
- 3) Thoroughly grease the inner bearings and install them in the hubs supplied. Install the grease seals into the hubs and add additional grease in behind the bearings. **Don't scrimp on the grease, its cheap and aluminum hubs aren't. Be generous.**
- 4) Thoroughly grease the outer bearings and install them in the hubs. Pack additional grease in behind them, same as above.

- 5) Install the hubs with their bearings onto the spindles and install the stock wheel bearing washers and retaining nuts. Adjust the nuts by snugging them up with a pair of pliers then backing them off one notch on the nut. Check to be sure the hubs rotate freely without binding. Re-adjust if necessary. Install new cotter pins.
- 6) Carefully slide the rotors onto the hubs, (remember the masking tape) and over the studs. Make sure the rotor goes up against the face of the hub and install a couple of lug nuts to hold it in place. **DO NOT TRY TO PULL THE ROTOR ONTO THE HUB USING THE LUG NUTS.**
- 7) Make sure the pads are correctly installed in the calipers and slide the calipers over the rotors, (bleeder screw up) and into the opening in the mounting brackets. Install the caliper mounting bolts and tighten them up.
- 8) Put a small amount of grease on the O-rings supplied with the dust covers and install them in the dust cover grooves. Push the dust covers into the hubs using hand pressure only - no hammers! If the dust covers come back out, (due to air trapped in the hub) remove the O-rings, cut them and remove about a 1/4" from one end. Re-install them in the dust caps and put the caps back on. The air will come through the gap. Don't worry the O-ring will swell up and close the gap. When you need to remove them get a rubber jar lid remover from the kitchen and twist them off.
- 9) Attach a "banjo" style hose of the appropriate length to the caliper using the correct banjo bolt and sealing washers, one either side of the banjo. Anchor the other end of the hose to a suitable bracket on the chassis.
- 10) Push the caliper all the way inboard, (it slides on it's mounting bolts) until the outer pad touches the rotor. Remove your lug nuts from step 6 and install your wheel and tire assembly, (remember the masking tape). Make sure everything fits correctly and that the wheel turns freely without rubbing on the caliper. If all is well install the lug nuts and re-check. Turn the wheels full right and left to make sure nothing is rubbing. Remember the suspension also goes up and down. Check the brake hoses also.

55-56 PLYMOUTH NOTE: This kit will work, as is, on some 1955 cars w/ 10" drums. If the center of the cotter pin hole in your spindle is 4-7/16" from the inner bearing shoulder, no modifications are required, (it's a 54 spindle). If it is 4 1/4" you have a later spindle. If you have the later spindle the kit can be installed by using 46-54 spindles, or by re-drilling the cotter pin hole in the end of the 55-56 spindle, (the preferred method). This requires moving the cotter pin hole outboard, that is towards the end of the spindle, 3/16". We suggest having this done by removing the spindles and taking them to a competent machine shop. Rotate the new hole 90 degrees to the original hole when re-drilling. IF you feel that the hole will be too close to the end of the spindle you can also remove 1/16" from the rear of the wheel bearing nut and re-drilling at 1/8" farther outboard. By the time you locate an early pair of spindles, pay whatever they are worth and then re-bush them, it's easier to re-drill your 55-56 spindles.

06/12/2018