

EC-845

INSTRUCTIONS

INSTALLATION INSTRUCTIONS FOR 80-85 SEVILLE REAR DISC BRAKES TO GM 10/12 BOLT REAR AXLE

THIS KIT WILL ONLY WORK WITH 'C' CLIP TYPE REAR AXLES. IT WILL NOT WORK WITH 'C' CLIP ELIMINATOR KITS.

Please read these instructions completely and trial fit the brackets, rotors and calipers to the axle housing before painting, polishing or plating any components. **PAINTED, POLISHED OR PLATED COMPONENTS WILL NOT BE ACCEPTED FOR RETURN OR CREDIT.**

NOTE: Use of this kit requires axle flange machining. Trial fit all parts before machining axle flanges.

- 1) Remove the stock GM drums, brakes and backing plates from the housing. Clean the housing and flanges thoroughly.
- 2) Mount the primary support bracket to the outside of the axle housing flange with the secondary support bracket holes positioned for rear caliper mounting. Use stock nut without lockwashers for now.
- 3) Attach the secondary bracket to the inside of the primary bracket with the hi-collar lockwashers provided between the brackets, they act as spacers.
- 4) Mount the caliper assembly to the secondary bracket with the bleeder screw and parking brake cable bracket pointing up.
- 5) Now check for adequate frame and/or suspension clearance. Check at full suspension travel **up and down**. If everything is ok remove the caliper from the bracket, leave the brackets on for now.
- 6) In order to use the GM rotor you'll have to turn the axle flange down to 6 1/8" outside diameter. Standard factory type axles are easily machined on a lathe. If you have aftermarket axles consult the manufacturer to see if they have heat treated flanges before attempting to machine them.
- 7) Install the axles back into the housing. Slide the rotors over the axle studs and make sure that they are all the way on the axle and over the axle center pilot completely. Clean the center pilot diameter if necessary. An easy way to check to see if the rotor is on all the way is to insert some paper strips between the back of the rotor and the axle flange while assembling. If you can pull the paper out easily then it is not on all the way. **Do not try to pull the rotor on with the lug nuts, you will bend it.** A common reason for not fitting up all the way is a larger diameter shoulder on the stud which will not fit into the countersink on the back side of the rotor. Enlarge countersink slightly if needed or replace the axle studs. Call us if you're not sure **before** you modify anything. **Modified rotors are non-returnable.**

- 8) Reinstall the caliper and mount the wheels to check for clearance one more time.
- 9) If all is well take it apart, paint, plate, polish or whatever. **POWDER-COATING THE CALIPERS IS A NO-NO!**
- 10) Reassemble everything and use lockwashers on the housing end studs. If the housing does not protrude through the stock nut replace with the locknuts provided. Use a stock nut and lockwasher on the fourth one. Use the locknuts provided to attach the secondary brackets.
- 11) Install two or three lug nuts and snug them up. Rotate rotor and check for any interference, (remember the calipers float back and forth for running clearance and pad wear adjustment) and make sure the axle flange isn't bent. Rotor should run true.
- 12) Attach a hose of your choice, (not a hard line, remember the calipers float). Bolt is stock GM 10mm. Fill the system and bleed it.

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