

INSTALLATION INSTRUCTIONS FOR 80-85 SEVILLE REAR DISC BRAKES TO 55-64 CHEVROLET REAR AXLES

PLEASE READ THESE INSTRUCTIONS COMPLETELY AND TRIAL FIT ALL THE COMPONENTS TO THE AXLE HOUSING BEFORE PAINTING OR PLATING AND COMPONENTS. PAINTED OR PLATED PARTS WILL NOT BE ACCEPTED FOR A RETURN OR CREDIT. USE OF THIS KIT MAY REQUIRE AXLE FLANGE MACHINING. TRIAL FIT EVERYTHING BEFORE MACHINING.

- 1) Remove the axles, brake drums, brakes and backing plates from the housing. Clean the housing end flanges thoroughly and inspect for cracks or damage. Take the rotors provided in the kit and see if they will fit over the axle flange. If they do continue onto the next step. If they don't you will need to have the flanges turned down to 6 1/8" in diameter so the rotor will fit over the flange. Remember to chamfer the outer diameter to clear the radius on the inside of the rotor, it must fit flush against the axle flange.
- 2) Install the backing plate replacement spacer over the end of the axle and install the axle into the housing.
- 3) Mount the primary bracket to the outside of the axle retainer using the top two and bottom rear holes with the four holes for the secondary bracket positioned towards the rear of the vehicle. Install the stock axle retaining bolts for now.
- 4) Attach the secondary bracket to the inside of the primary bracket with four of the hi-collar lock washers provided between the brackets, they are used as spacers.
- 5) Mount the caliper assembly to the secondary bracket with the bleeder screw up, (you don't need the rotor yet). Check for adequate chassis and suspension clearance. Check at the full up and down travel.
- 6) If everything is ok remove the caliper and install the rotor onto the axle. Make sure that it goes all the way onto the flange without interference and that it fits over the shoulders on the studs. Re-install the caliper assembly and a wheel and tire that you are using and check for adequate clearance when you rotate the wheel.
- 7) If all is well take everything apart and paint or plate as desired.
- 8) Reassemble everything using the locknuts provided. Attach a brake hose of your choice, (10mm banjo style) fill and bleed the system. Don't forget to hook up the parking brake, make it work and use it occasionally - that's what adjusts for pad wear.