

# STOP! READ THIS FIRST!!

Thank you for purchasing a Disc Brake Kit from So-Cal Imports Inc. All of our kits are designed with components that are easy to install and with regular maintenance, should last the rest of your car's life. But if you lack the knowledge and/or the proper tools to do this installation – DO NOT attempt to install this kit yourself, have it installed by a qualified mechanic!

These step-by-step instructions should be read completely before you start to do any work and you should be able to understand it completely before you start! Failure to install this kit correctly and completely can result in damage to your car, to yourself and others and even death.

**STEP 1** - To start, place the car on a level, hard surface. Block the rear wheels and set the emergency brake.

**STEP 2** - Raise the complete front suspension off of the ground and use suitable jack stands to support the weight of the car. (Do not use the jack only to support the car. Jacks can lose pressure and allow the car to drop.)

**STEP 3** - Remove both front tires.

**STEP 4a** - (1966 and older automobiles using single reservoir master cylinder.) Remove existing master cylinder (M/C) and bolts; install the newly supplied M/C with the new longer bolts and nuts supplied with kits. Reinstall the M/C, stop light switch and metal brake lines. Install billet aluminum reservoir adapter and reattach the rubber hose from the brake fluid reservoir.

**STEP 4b** - (1967 and newer automobiles using dual reservoir master cylinder.) Remove and replace master cylinder (M/C) by removing all of the metal lines and both brake switches. Install the new M/C from kit with existing bolts, reattach the metal brake lines and brake switches.

**STEP 4c** - (356 automobiles.) Remove existing master cylinder (M/C) and bolts; install the newly supplied M/C with the new longer bolts and nuts supplied with kits. Reinstall the M/C, stop light switch and metal brake lines.

**STEP 5** - Remove the front brake drum on the driver's (left) side. Making sure you remove the inner wheel bearing and old grease seal.

**STEP 6** - Loosen and remove the rubber brake hoses from the metal brake line at the pan.

**STEP 7** - Remove the 3 bolts that hold the drum brake backing plate to the spindle. Remove the complete backing plate with hose.

**STEP 8** - Clean and inspect your drum spindles, making sure that the spindle stub is in good condition (free of deep grooves or bluing from excessive bearing heat). If any of these signs exist, you MUST replace the spindle before you continue – failure to do so can damage this kit!! (Voiding the warranty.)

**STEP 9** - Clean the surface of the spindle that will accept the new disc caliper bracket. This surface must be free from anything that will cause the bracket to bind and not set flat with spindle. Failure to do this may cause the bracket to crack or break. (Voiding the warranty.)

**STEP 10a** - (1965 and older automobiles with link pin style front suspension) You will use the original backing plate bolts to install the caliper brackets. If you do not have these bolts, you must use a bolt with a hardness rating of (10.9 grade). Install the bracket so that the caliper is to the rear of the spindle; the bracket should go on easily. DO NOT hammer or force the bracket in place, DO NOT use the bolts to "pull" the bracket in place. Doing this will cause the bracket to crack or break. (Voiding the warranty.) Torque the bolts to manufacture's specification.

**STEP 10b** - (1966 and newer automobiles with ball joint front suspension). Install brackets with the 10 mm bolts (10.9 grade) supplied with the kit. Install the bracket so that the caliper is to the rear of the spindle. The bracket should go on easily, DO NOT use the bolts to "pull" the bracket in place. Doing this will cause the bracket to crack or break. (Voiding the warranty.) Torque the bolts to manufacture's specification.

**STEP 10c** - (356 automobiles). Install brackets with the 10 mm bolts (10.9 grade) supplied with the kit. Install the bracket so that the caliper is to the rear of the spindle; the bracket should go on easily. DO NOT hammer or force the bracket in place, DO NOT use the bolts to "pull" the bracket in place. Doing this will cause the bracket to crack or break. (Voiding the warranty.) Torque the bolts to manufacture's specification.

**STEP 11** - Install the supplied wheel bearing races in the new rotors. (Be careful not to damage the rotor or the races by binding them.)

**STEP 12** - Pack the new bearings with suitable H.D. wheel bearing grease.

**STEP 13** - Install greased wheel bearings and the inner seal in the new rotors.

**STEP 14** - Install the new rotors on the existing drum brake spindle – using existing thrust washer and adjuster nut(s). Adjust to factor specifications. (Be careful not to over tighten adjuster nut. This will cause overheating of the bearings, resulting in damage to the spindle, bearings and rotor. (Voiding the warranty.) Install the grease cap and speedometer clip.

**STEP 15** - Install the anti-rattle clips with the tabs towards each other. (The clips will set on the bracket and will rest in the notch on the end of the disc pad. Two small tabs on the clip go towards the rotor) Install the inner and outer disc pad (smaller pad goes to the outside).

**STEP 16** - Install the caliper over the pads and anti-rattle clip tabs. (making sure that you remove and discard the spacers in the caliper pinhole.) Install the mounting pins in the caliper, thread into the bracket and tighten. (NOTE: The caliper bleeder valve must be towards the top to allow proper bleeding of the system.)

**STEP 17** - Install the new hose at the caliper first. Tighten, now attach to the metal brake line. Tighten, now install the clip into the hose, securing it to the bracket.

**STEP 18** - Repeat steps 5 through 17 on the passenger (right) side.

**STEP 19** - Now it is time to bleed the complete hydraulic system. Fill the brake fluid reservoir with fresh disc brake fluid. (Never use fluid from a container that has been left open, brake fluid will naturally condense moisture from the air, contaminating the fluid.)

**STEP 20** - Start at the master cylinder (M/C), loosening each metal brake line to bleed air there first – recheck the fluid level.

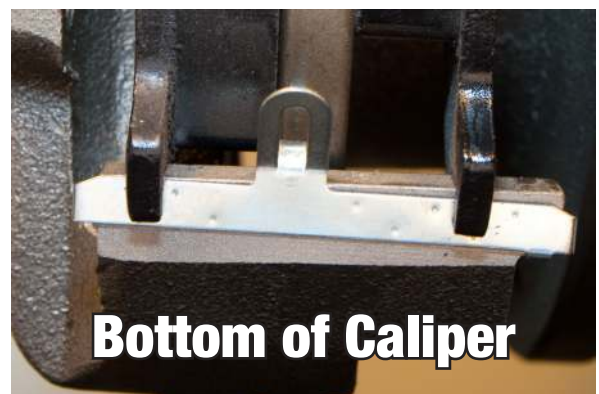
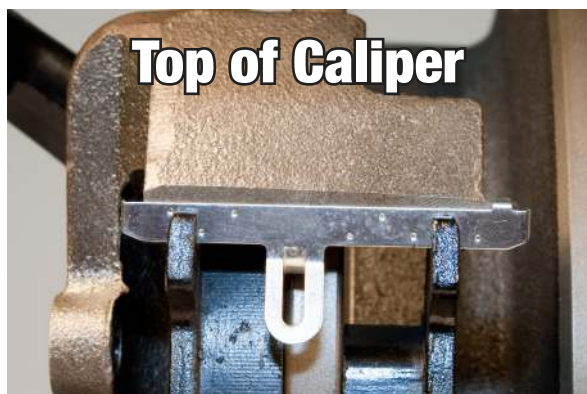
**STEP 21** - Bleed the passenger side caliper first and then the driver's side – remembering to not allow the reservoir to run dry!

**STEP 22** - Do the final bleed. Start with the passenger's rear, then the driver's rear, then the passenger's front, and finally the driver's front. Do the final fill of the brake fluid.

**STEP 23** - Wash the brake fluid off with water (brake fluid is water soluble), make sure to get all of the brake fluid off of all painted surfaces. (Brake fluid will strip paint.)

**STEP 24** - Re-install the front tires and wheels, remove from the jack stands and test drive! (We recommend several test stops to get used to your newfound stopping power!)

**STEP 25** - Enjoy !!!



## Anti-rattle clip Install