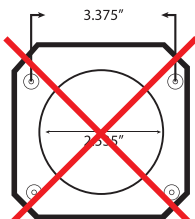
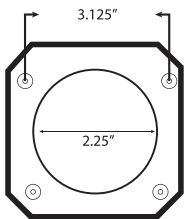




# GM A/F/X BODY

## Installation Instructions Performance Series Rear Disc Conversion

64-72 A-Body, 67-81 F-Body, 62-74 X-Body



This kit is for axles with a 3-1/8" spread center to center on the top two bolt holes. If your axle flange measures 3-3/8" from center to center, you need our kit FSCRDM21S or FSCRDM21Z. Call 1-800-405-2000 for further assistance.

**NOTE:** This kit will push your wheels out an additional .125" per side, longer wheel studs may be required after installation of this kit.

**Rotor Measurements:** Rotor Center = 2-3/4" - Rotor Hat Section Inside Diameter = 6-3/16"

You will need to modify your axles if they will not fit inside the rotor hat and you will need to modify the rotor if the center hole is too small for your axles.

- KIT CONTENTS:**
- \_\_\_ Pair of Rotors (BR25ZDC Drilled & Slotted Rotors)
  - \_\_\_ Pair of Wilwood calipers (D154S or D154Z), if powder coated calipers were selected there will be a letter pertaining to the color of the caliper within the part number as well
  - \_\_\_ Set of Caliper Brackets (CMB81 Non-Staggered, CMB85 Staggered)
  - \_\_\_ Pair of Flex Hoses (FHK09S Braided Stainless)
  - \_\_\_ Pair of Dust Shields DBBP81 Non-Staggered, DBBP81L (x2) Staggered)
  - \_\_\_ Instruction Packet

\* See the back page of these instructions to review the "Pick Ticket" used to pull your order.

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**Attention: BEFORE modifying, painting, or powder coating any part of this kit, please trial fit all components & 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. Test fit your axles before installation of the kit.**

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

**DISCLAIMER:** The Right Stuff values your safety above all things. For this reason, we recommend all brake systems and components be installed by professionals. The installer of the brake parts is responsible for ensuring fitment and suitability of the parts for the vehicle it is being installed on. Brakes should be tested in a controlled open area with success before driving on the road. If you are unsure or uncomfortable with any part of your kit, please call for further instructions from our tech staff before driving.

## Installation Instructions

**Before installing this kit, please watch the instructional video at [www.getdiscbrakes.com](http://www.getdiscbrakes.com) under Tech Stuff.**

### 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

**"C" Clip Axles** - "C" Clip rear ends require you to open the rear housing cover and remove the "C" clips before removing the axles. After removing the clips, your axles should pull out of the axle tubes.

**Note:** Most "C" clip eliminator kits can be used with our conversion. Due to the wide variety of eliminator kit manufacturers, we can't guarantee their compatibility with our kit. Changes in track width can occur.

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.

**Drop Out Axles** - Unbolt the axle flange from the rear housing to free the axle. After unbolting the flange, your axles should pull out of the axle tubes.

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 Dust Shields (Optional)

*Disregard "L" & "R" marking on the backing plates. The opening for the caliper faces the rear on both sides for non-staggered shocks. For staggered shocks, the caliper opening should face the rear on the passenger side & the front on the drivers side.* Before you re-install your rear axles you need to install the included dust shields if you have decided that you want to use them. Place the dust shield on the front of the axle flange with the opening for the caliper at the 2 o'clock position on the driver's side and the 10 o'clock position on the passenger's side\*. After this is completed, you can reinstall your axles. You will actually bolt the shields in place when you bolt the caliper bracket onto the rear end in step 5.

**\*ATTENTION STAGGERED SHOCK OWNERS:** Staggered shock rear ends require you to mount the drivers side dust shield towards the front of the car. The passenger side dust shield still mounts towards the rear of the car. Make sure you have the correct kit for staggered shocks (AFXRDM25, AFXRDM26, AFXRDM27).

### 4. Re-Install the Axles

**"C" Clip Axles** - Push the axles back in the tube and install the "C" clips. Replace the housing gasket and re-install the cover. The flange spacer (pictured top of next page) is not required on "C" clip installations. DO NOT bolt the axle flange in place at this time.

#### 4. Re-Install the Axles - continued

**Drop Out Axles** - Drop out axles require a flange spacer (pictured) to take the place of the old drum backing plate. Place the spacer on the flange and slide the axle back in the tube. DO NOT bolt the spacer in place at this time. Do not use this spacer if using optional dust shields, the weld to the backing plates.



#### 5. Install the New Caliper Brackets

The new caliper brackets mount to the back (inboard) side of the axle flange. The recessed machined surface should face the axle flange. The Caliper opening should face the rear of the car\*. Mount the bracket without spacers initially. The other spacers are not required at this time. Bolt the assembly together with the supplied hardware. If you have a problem with the pads hitting the rotors, see step 7 for information on adjusting the caliper spacing.



#### 6. Install the Rotors

Before installing the rotor, dress the center hub with steel wool or a wire brush. Slide the rotor over the studs and tighten it down with two or three lug nuts. Occasionally, the center opening in the rotor is too small to slide over the hub. You'll need to enlarge it slightly with a die grinder, file or have it machined. If the center hole of your rotor is too small for your axle hub we can have a set of rotors machined for you for an additional \$30.00 fee, shipping charges will apply. Rotors with a new 2.915" center hole are available from us for an additional \$30.00 (with exchange of non-machined rotors) as well, shipping charges will apply.

#### 7. Install and Center the Calipers

Position the caliper in the bracket and install the caliper mounting pins. Be sure the mounting ears are on the backside of the caliper brackets. If the pads do not clear the rotor, you'll need to adjust the caliper position with the included spacers.



If the inside pad hits the rotor, you'll need to add spacers between the flange and caliper bracket. If the outside pad hits the rotor, you'll need to use one of the smaller spacers or remove the spacers completely. Spacers can be stacked to achieve the required thickness.

#### 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.

#### 9. Install the Flex Hose Mounting Tabs

Install the flex hose mounting tabs that are included in your kit. Before installing these tabs you either need to shorten your existing rear axle lines or purchase a pre-shortened rear axle line set. The shortening of the rear axle line is necessary to compensate for the flex hose coming off of the caliper. As a general rule of thumb your lines will be about 6"-8" shorter than the factory lines. Mount these tabs where your hard lines end. They will need to be tack welded to your rear axle housing. It is ok to tack weld the tabs after your rear end has been assembled. After they have been welded to your axle housing, insert your flex hose into the bracket & secure with the flex hose clip provided. After you have secured your hose into the bracket, screw your axle line into the end of the flex hose and tighten it with a wrench.



#### 10. Bleed the System

**Before installing this kit, please watch the instructional video at [www.getdiscbrakes.com](http://www.getdiscbrakes.com) under Tech Stuff.**

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

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**

# 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. You can visit our website at [www.GetDiscBrakes.com](http://www.GetDiscBrakes.com) for Tech Tips, Tricks & Videos. If you are having trouble getting a good pedal please take a moment to watch the rear disc installation support video. If you cannot find the assistance you need from that source feel free to send us an email from the Tech support section of the website for priority service. If you are still unable to get the help you need, please call us at (800) 405-2000.

**Thank You for Your Business!**

## PICK TICKET

### **WARNING**

Improper installation of automotive braking systems or components can compromise the ability for a vehicle to stop as intended which could result in serious injury or death.

These instructions are intended to provide the basic guidance needed to install this product on your vehicle, but are not a substitute for the technical expertise needed to ensure proper fitment and function.

Professional installation of this product is recommended for any person that lacks the experience necessary to confidently assure proper installation and function.