Mopar Disc Brake Kit Instructions

1.If you are performing the installation with a jack, be sure that the parking brake is set and that the rear wheels are chocked. Support the front of the vehicle with jack stands. Never work on sloping ground.

2. If you are using a lift, raise the vehicle to a comfortable working height.

3.Remove the front wheels.

4. At this point, be sure to place the proper support under the lower control arm. Failure to do so will allow the coil spring to blow out when the spindle is removed which could result in serious injury and damage to the vehicle.

5. Utilizing a mallet and screwdriver, remove the brake hose clip at the frame bracket by tapping it loose. Disconnect the brake hose from the hard line using the appropriate flare wrenches.

6. Locate the ball joint at the tie rod end and the steering arm. Remove the cotter pin and loosen the ball joint nut approximately 1/2 off. This allows for a controlled , separation of the tie rod end and the steering arm. Place the ball joint fork between the steering arm and the ball joint. Strike the fork with a mallet until the steering are and ball joint separate. Remove the ball joint nut.

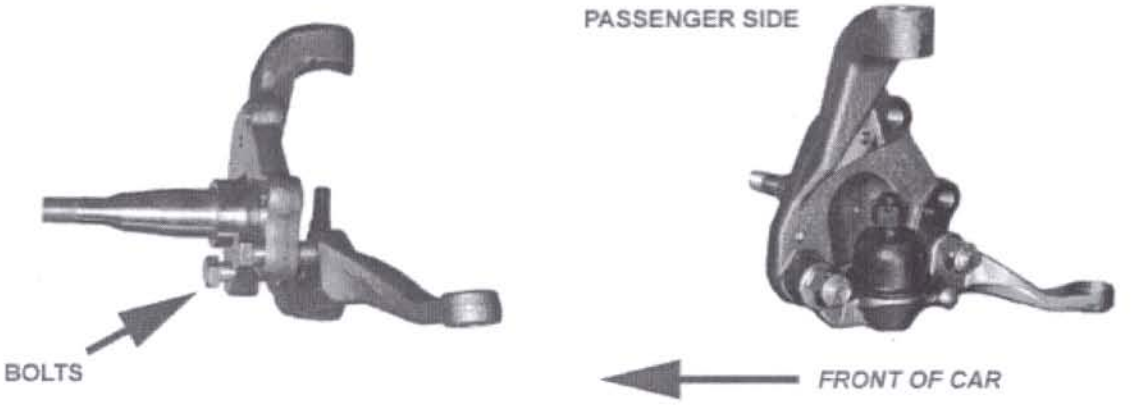
7. Repeat the process described in step 6 for the lower and upper ball joint at the spindle. Place the ball joint fork between the spindle and the ball joint.

8. Slowly lower the support and remove the drum brake assembly as a unit.

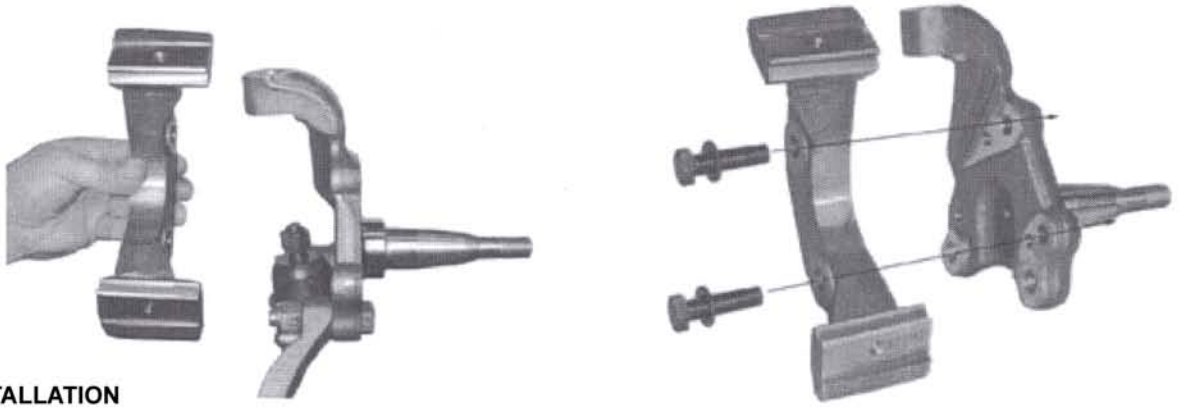
9. Inspect the ball joints for signs of excessive wear and check to see if the rubber boot is torn. If the ball joint wobbles excessively or is worn, now is the time for replacement. Clean the ball joints with a rag. YOU WILL RE-USE THE LOWER BALL JOINT AND STEERING ARM ASSEMBLY.

10.Take the drum brake assembly to a bench to disassemble it. Remove the dust cover by twisting a screwdriver between the dust cover and the hub. Remove the cotter pin and take off the spindle nut. Save the spindle nut and-the keyed washer to use on the disc spindle. Remove the bolts that hold the steering are to the spindle and retain the arm and the bolts to use on the disc spindle. (This requires removing the brake shoes which is easier with a drum brake tool.)

11.Bolt the old steering arm/ball joint assembly to the new disc brake spindle as shown below.



12. Now assemble the caliper bracket to the spindle with the 1 1/2" bolts supplied with the spindles.

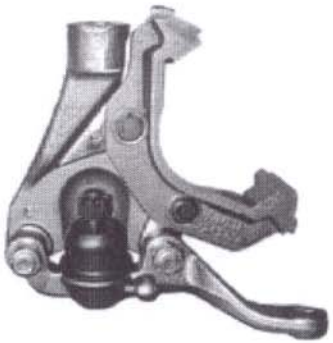


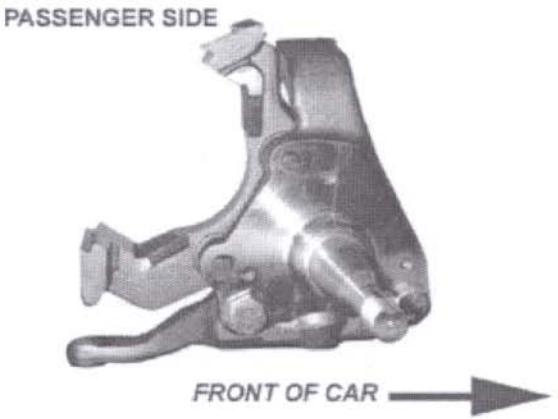
INSTALLATION

Installation of the disc brake kit will require the use of the following tools:

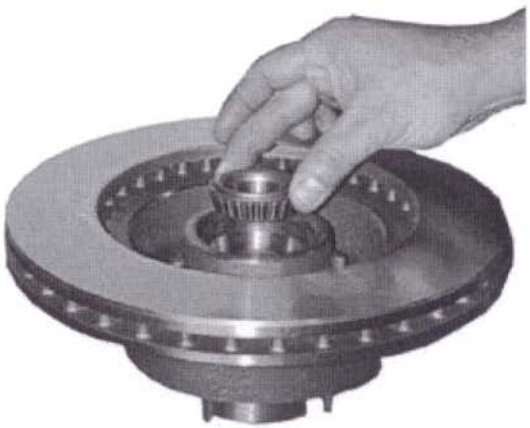
wheel bearing seal driver	brake spring pliers	jack stands	wheel chocks
3/8" ratchet drive set	3/8 Allen wrench or socket	Flare wrench set	brake bleeder wrench
Box end wrench set	Ball joint fork	Drum brake tool	brake bleeder kit
Pliers	Screwdriver	Snips	grease gun
Ball Pein Hammer	Line bending tool	Disc brake pad spreader tool	tire iron
			wheel bearing grease-packing tool

Chemicals needed- Brake Fluid, brake cleaner, wheel bearing grease, disc brake quiet, caliper slide grease and hand cleaner.



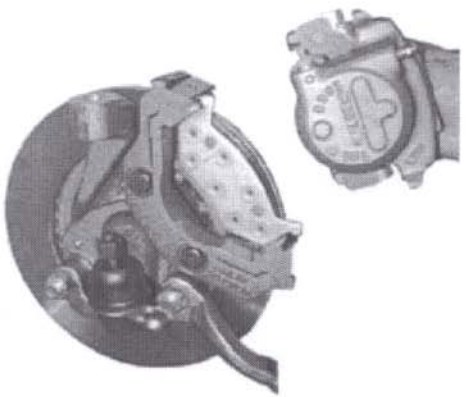


13. Now install the inner bearing (the larger bearing) and bearing seal into the rotor as shown below. Carefully tap the bearing seal into place securely with a small hammer or a large socket. Be sure to grease the bearings before installing.

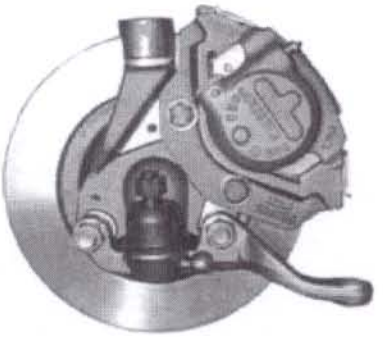


14. Install the rotor onto the spindle followed by the outer bearing. Re-use the old spindle nuts and washers. Tighten the spindle nut until the rotor does not spin freely and then back off the nut slightly until the rotor spins freely but does not wobble. Secure with cotter pin. Install the dust cap.

15. After the spindle is on the rotor place the inboard disc pad into the caliper cradle. Now drop the caliper into the cradle with the outboard pad on the other side of the rotor so the pads sandwich the rotor between them.

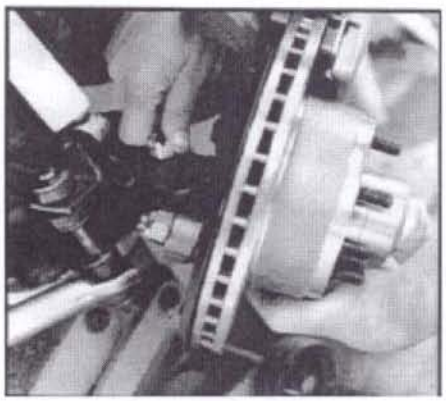


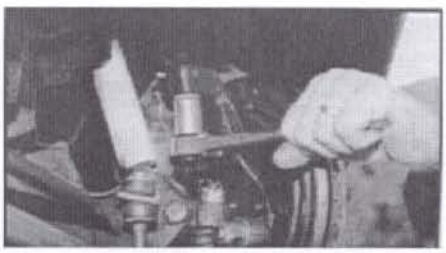
16. Secure the caliper to the bracket with the supplied clips as shown. The larger clip goes on first followed by the smaller clip.



17. The assembled spindles will be bolted to the vehicle in reverse of the removal of the drum spindles. Attach the pre assembled disc kit onto the lower control arm bolt. Snug the nut. (check the service manual for the specified torque value) Add the cotter pin.

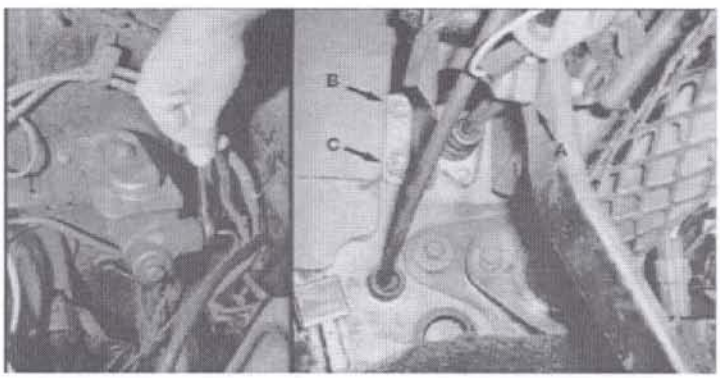
18. Pop on the new upper-ball-joint boot-or the old one if you didn't destroy it and raise the control arm until the tension is removed from the shock so you can get the upper and lower ball joints in without stress. Again, remember the torque specs and your cotter pins. Connect the tie rod and the new brake hoses that came with the kit. Run the hoses to the frame and connect to the hard line where the drum hoses were attached. Remember this: you will need to get a wheel alignment.





POWER BOOSTER INSTALLATION

1. To remove the master cylinder you will first need to disconnect all the brake lines. (Disconnect the battery to ensure that you don't drain all the power by leaving the brake and interior lights on.) Remove the pushrod from the brake pedal by removing the bolt located at the top of the pedal (arrow A). There are four bolts that you need to remove in order to pull the master cylinder off. Two of them (arrows B and C) are easy to see and get to; the other two located on the opposite side of the firewall are a complete pain to get to. Get to them and undo them,



2. Bench bleed the new master cylinder to remove all the air. If all air is removed the master cylinder piston will be hard to push.

3. Mount the power booster onto the firewall using the four studs or holes from the removal of the master.

4. Attach the pedal rod from the booster to the pedal locating it in the same position as the manual master.

5. Supply the vacuum from the back of the carburetor of the intake manifold. Use the supplied vacuum hose and intake manifold fitting.

6. Mount the master cylinder onto the booster.

7. Install the combination valve as per the supplied valve kit instructions.

8. On cars which have single line master cylinders you must make a new hard line from the proportioning valve to the rear line and connect them. Make sure you use a double flare tool to make these lines. You must tie the two lines from left and right front brakes with a T fitting and run a line to the correct side of the proportioning valve to the T fitting. Before making these hard lines invest a few dollars in a good tubing bender. Take your time and do a nice neat job with these lines staying away from exhaust, steering or other things that could harm them. The pro tective coil that covers the lines is available from a Chrysler dealer. The part # is 3879283

9. When the valve is plumbed up correctly bleed the entire system with vacuum not applied to the booster.

10. Start the engine and supply the booster with vacuum. Test the brakes. If the pedal goes to the floor or is very spongy re bleed the system.

11. Test drive the car in a safe location before driving.