

Installation Instructions for 630650 to 630654

Rear Brake Caliper Brackets

Notes:

- These caliper brackets are for use in racing applications where a rear parking brake is not needed.
 - These brackets are for use with 11.75" diameter rotors and a 3.00" axle tube.
 - Part number 555-630654 is a clamp-on style bracket. All of the other part numbers must be welded to the axle tube.
 - This bracket is often used to convert from drum to disc brakes.
 - Calipers, rotors, rotor hats, bearing retainers, and other components are available separately or in a kit that includes this bracket.
1. Raise rear of vehicle and support it with jack stands. Remove rear wheels and brake drums. Disconnect and remove the emergency brake cables. Loosen the brake lines and remove the backing plates. It may be necessary to remove the axles in some cases to remove the backing plates.
 2. Test fit your rotor w/ brake hat to make sure that it fits over the axle & wheel studs. In some cases you may need a different hat that fits over the flange on the axle or machine it down to fit inside the hat.
 3. Reinstall the axle and tighten the bearing retainer. Install the rotor w/ brake hat and use the wheel lug nuts to hold it on.
 4. Assemble the caliper w/ new brake pads, brake pad spacers (if needed), and the caliper bracket together using the caliper mounting bolts.
 5. Set the assembly over the rotor and into position that is best suited for your application. The caliper can be mounted in front or behind the axle, but must not interfere with the suspension, springs, shocks, or other components of the vehicle. The bleeder screw on the caliper must be at the top so that you can bleed the brakes.
 6. Make sure the pads are making proper contact with the rotor and that the caliper and the mounting bolts don't rub on the rotor. Make sure the caliper has room to move as the brake pads wear (on slider style calipers GM Metric and Big GM calipers). Make sure there is room to fit the brake lines and that they won't rub on the wheels, rotor, or calipers.
 7. You may want to use air pressure (about 40-50 lbs) plumbed to the brake line fitting on the caliper to temporarily hold it in place and keep it square while you tack weld the bracket to the axle. You will have to fabricate a special air fitting or air hose to do this.
 8. When you get everything even side to side and the caliper mounted in the ideal location, tack weld the bracket to the axle (all except 555-630654 since it clamps on). Be careful not to get the caliper or other components too hot since this could damage the seals inside the caliper.
 9. Remove the wheel lug nuts and install the wheels that you will be running on this vehicle. Check for any clearance issues on the wheel to the caliper, rotor, hat, suspension, brake lines, and other components. Make sure the bleeder screws are at the top so that all air can be bled from the brakes. Make sure the caliper bracket is perfectly parallel with the rotor. Make any adjustments now while the caliper bracket is tacked on (not fully welded).
 10. When everything clears and you are satisfied with the installation, remove the caliper and finish welding the caliper bracket to the axle.
 11. Reassemble the brake system, install the brake lines and bleed the brake system.

WARNING! Proper operation of your brakes is essential for your safety and the safety of others. Any brake service should be performed **ONLY** by persons experienced in the installation and proper operation of brake systems. It is the responsibility of the person installing any brake component or kit to determine the suitability of the component or kit for the particular application. After installation and before operating your vehicle, be sure to test the function of the brakes under controlled conditions. **DO NOT DRIVE WITH UNTESTED BRAKES!**



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