Installation Guide for 630676

Rear Disc Brake Conversion Kit

1955-1968 GM Full-Size 10 & 12-Bolt Rear

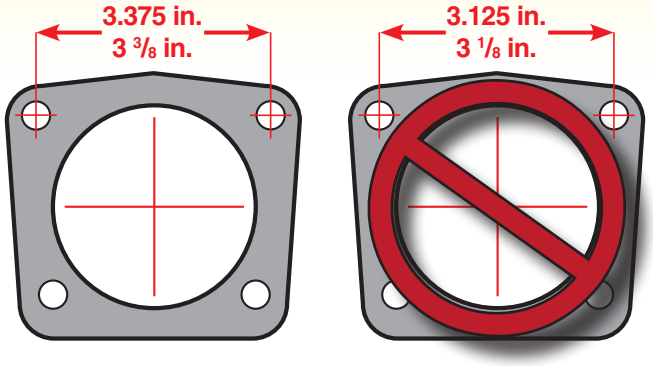
JEGS.com

1-800-345-4545

Parts List

1	(2) Rotors [11 in. GM Multi Pattern]	7	(2) Rubber Flex Hoses
2	(2) Calipers [Large GM with Self-Adjusting E-Brake]	8	(2) Flex Hose Clips [Weld-on]
3	(Set) D54 Brake Pads	9	(2) Emergency Brake Cables
4	(2) Caliper Brackets	10	(1) Emergency Brake Cable Connector
5	(6) Caliper Spacers	11	(3) Emergency Brake Cable Connector Hardware
6	(2) Axle Flange Spacers	12	Mounting Hardware

Read Before Installation



This kit is intended for axles with a 3.375 in. (3 3/8 in.) center-to-center spread of the top two bolt holes. If your axle flange measures 3.125 in. (3 1/8 in.) from center-to-center, consider one of our GM A, F, & X kits at www.jegs.com.

This kit will widen your rear track by 0.125 in. (1/8 in.) per side. Longer wheel studs may be required to ensure proper lug nut engagement.

It is strongly recommend that your run 15 in. or larger diameter wheels with this kit. Most 14 in. diameter wheels will not provide enough clearance between the rotor and caliper. Test fit your axles before installation of this kit.

The emergency brake cables provided in this kit are intended to fit 1955-1964 full-size Chevys. Other applications will require modification of these cables to work. The intermediate cable, center pull and cable couplers may not be necessary on 1958-1964 cars.

Return Information: Before modifying, painting, or powder coating any of the parts in this kit, please trial fit all components. ***Modified, or painted parts will not be accepted for return.***

Installation

1. **Prepare the Car**
   Securely support the rear of the car on jack stands. Make sure to work on a flat, and even surface. With the car elevated, remove the rear wheels, followed by the brake drums.

2. **Remove the Drum Brakes**
   - ***C-Clip Axles***
     C-Clip rear ends require you to open the rear axle housing and remove the C-clips before removing the axles. After removing the clips the axles will pull out of the tubes.

     Most C-clip eliminator kits can be used with this conversion. Due to the wide variety of eliminator kits, we can't guarantee their compatibility with our kit. Changes in track width may occur.

     Once the axles are removed, you can unbolt the drum brakes and remove the entire assembly. There is no need to remove the drum shoes and hardware before removing the backing plate. Dress 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 right out of the tubes.

     Once the axles are removed, you can unbolt the drum brakes and remove the entire assembly. There is no need to remove the drum shoes and hardware before removing the backing plate. Dress the axle flange with some steel wool or a wire brush to prepare it for the new caliper brackets.

Installation Contd.

3. **Reinstall the Axles**
   - *C-Clip Axles*
     Push the axle back into the tube and install the C-clips. Replace the housing gasket and re-install the differential cover. The flange spacer (#6 on the Parts List) is not required for C-clip installations.

   - *Drop-Out Axles*
     Drop out axles require a flange spacer (#6 on the Parts List) to take the place of the old drum backing plate. Place the spacer on the flange and slide the axle back into the tube. **Do not** bolt the spacer in place at this time.

4. **Install the New Caliper Bracket**
   The new caliper brackets mount to the back (inboard) side of the axle flange. The caliper opening should face the rear of the car. Mount the bracket without spacers initially. Bolt the assembly together with the supplied hardware. If you have problems with the pads hitting the rotors, see Step 6 for information on adjusting the caliper spacing.

5. **Install the Rotors**
   Before installing the rotors, dress the center hub with steel wool or a wire brush. Slide the rotor over the studs and tighten it down with 2 or 3 lug nuts.

   Occasionally the center opening in the rotor is too small to slide over the hub. You will need to enlarge it slightly with a die grinder, file or have it enlarged at a machine shop.

   Rotor Measurements:
   - Center Bore: 2 3/4 in.
   - Rotor Hat Inside Diameter: 6 3/16 in.

6. **Install & Adjust the Calipers**
   Position the calipers in the brackets and install the caliper mounting pins. Make sure the mounting ears are on the backside of the caliper brackets. The parking brake assembly should be on top with the bleeder pointing toward the front of the car. If the pads do not clear the rotor, you will need to adjust the caliper position with the included spacers (#5 on the Parts List)

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

7. **Attach the Flex Hoses**
   Remove the banjo bolt and copper washers from the calipers. Place the 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 your car's owners manual.

8. **Install the Emergency Brake Cables & Adjust the Calipers**
   This kit comes with new emergency brake cables. You will use the existing intermediate and front cables on your car (see exception at the end of this section). Run the cable through the center of the spring and insert the metal bung on the end of the cable securely into the notch on the emergency brake lever. No clip is required to hold the cable to the caliper. You will be using existing mounting tabs for your cables.

Installation Contd.

Attach the other end to your existing intermediate cable using existing hardware.

After the cables are installed, you need to adjust the system. Engage and release the emergency brake lever several times to active the self-adjustment mechanism built into the calipers. You will know when you have adjusted the system correctly when the wheels no longer turn by hand.

If your rear caliper pistons do not ratchet out by use of the emergency brake arm on the caliper use the following procedure to get the piston to extend the brake pads to the rotor surface. Remove the spring, and the emergency brake arm from the caliper. Turn the threaded bolt extending from the body of the caliper by hand or with the aid of a wrench. Continue to turn the bolt until the brake pads come in contact with the rotor. After the pad comes in contact with the rotor, back the bolt out to the first position that you can reinstall the emergency brake arm. After the desired adjustment is achieved reattach the emergency brake arm, and the spring onto the caliper. Continue on to bleeding the system.

Exception
1955-1957 Chevy owners will need to replace the existing intermediate cable. A new intermediate cable and connection hardware is included in this kit. Remove your original cable and install the supplied components. This bare metal cable connects the two ends of your rear cables in a horseshoe shape.

Note
It is important to regularly use the emergency brake to keep them properly adjusted.

9. Bleeding the System
Make sure the emergency brake have been properly adjusted as discussed in Step 8 before bleeding the brakes.

Work your way forward from the wheel farthest from the master cylinder. This will help to ensure a good bleed and firm pedal. See the bleeding order below.

1. Right Rear
2. Left Rear
3. Right Front
4. Left Front

Note: The bleeder screws must be positioned horizontally. If the bleeders are pointing down, the calipers will trap air and the system will not bleed properly. You can remove the caliper mounting pins and rotate the caliper rot reposition the bleeder. Remember to keep the pads over the rotor when rotation the caliper.