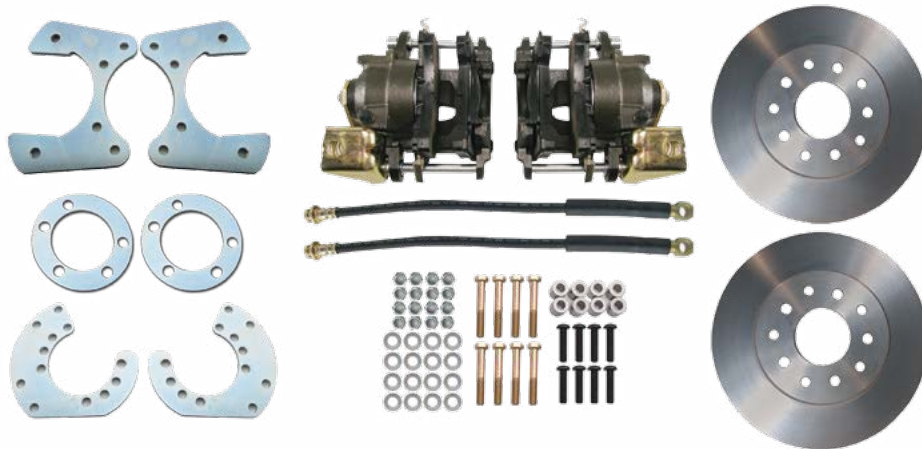




555-630640, 555-631805, 555-631806

MOPAR 8 3/4" / Dana 60 Rear End Disc Brake Conversion Kit

FOR BIG BOLT PATTERN ONLY.



NOTE: ALWAYS REFER TO THE VEHICLE OWNER'S MANUAL FOR CORRECT TORQUE SPECIFICATIONS WHEN INSTALLING KIT.

INSTALLATION INSTRUCTIONS



1-800-345-4545 jeps.com

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!**

IMPORTANT Take time to read all the literature that came with this kit. Before beginning installation check the provided list of parts against what you received to ensure that all parts are present. While this kit was designed to make the process of changing brake parts as simple as possible, **NOTE: WITH SOME KITS IT MAY BE NECESSARY TO MAKE MINOR CHANGES TO YOUR CAR! READ ALL WARRANTY DISCLAIMERS AND RETURN POLICIES INCLUDED IN THIS KIT PRIOR TO INSTALLATION!**

NOTE Always utilize safety restraints when operating the vehicle. The installation of disc brakes will require the use of 15" wheels. Any attempt to install disc brake with a 14" wheel will be the customer's responsibility.

NOTE This kit is an aftermarket solution. It is not intended to be a direct installation or OEM replacement. Due to changes in production in certain years, your car may require modifications beyond these instructions for this kit to install properly.

IMPORTANT WITH EVERY NEW SET OF ROTORS AND PADS, YOU SHOULD GIVE YOUR VEHICLE 200 - 250 MILES OF EASY DRIVING TO PROPERLY SEAT THE PADS TO THE ROTORS. DO NOT TAKE THE VEHICLE UP TO 60 MPH AND JAM ON THE BRAKES BEFORE THE FIRST 200 - 250 MILE BREAK IN PERIOD IS OVER, OR YOU WILL GLAZE THE PADS AND ROTORS.

E-BRAKE CABLES CAN BE PURCHASED SEPERATELY WITH THIS KIT

Due to the wide variety of applications that this kit may be used for, no E-brake cable is included with this kit. However, E-Brake cables in a variety of lengths are available for seperate purchase. If you have purchased the E-Brake cable please check the E-Brake cable fitment chart to ensure you have the correct cable for your installation

Parts included with this kit: 555-630640 w/Natural Finish Calipers		
JEGS PART #	DESCRIPTION	QUANTITY
555-630426	Caliper, Natural Cast Finish (Left/Driver Side) Including Brake Pads	1
555-630427	Caliper, Natural Cast Finish (Right/Passenger Side) Including Brake Pads	1
555-630526	Rotor - 10 Hole with 5 x 4 1/2 & 5 x 4 3/4 Dual Bolt Patterns	2
555-630465	Rubber Brake Hoses (1 Pair) Including Banjo Bolts and Copper Washers	1
	Axle Spacer Plate	2
	Primary Bracket	2
	Secondary (Caliper) Bracket	2
	Bracket Spacers & Attaching Bolts	8
Parts included with this kit: 555-631805 w/Black Calipers		
555-630008	Caliper, Black Powder Coat Finish (Left/Driver Side) Including Brake Pads	1
555-630007	Caliper, Black Powder Coated Finish (Right/Passenger Side) Including Brake Pads	1
	Plus all the above items that are included in the 555-630640 Kit	
Parts included with this kit: 555-631806 w/Red Calipers		
555-630006	Caliper Red Powder Coat Finish (Left/Driver Side) Including Brake Pads	1
555-630005	Caliper, Red Powder Coated Finish (Right/Passenger Side) Including Brake Pads	1
	Plus all the above items that are included in the 555-630640 Kit	

EMERGENCY BRAKE CABLE FITMENT CHART		
JEGS PART #	LENGTH	APPLICATION
555-630621	34 & 3/4" / 73&3/4	1967-1976 Chrysler/ Dodge A-Body
555-630625	35" / 72 & 3/4"	1970-1974 Chrysler/ Dodge E -Body
555-630623	35 & 5/8" / 75 & 3/4"	1966-1970 Chrysler/ Dodge B-Body

PREPARING YOUR VEHICLE TO INSTALL YOUR BRAKE SYSTEM UPGRADE

1. Rack the vehicle.
2. If you don't have a rack, then you must take extra safety precautions.
3. Choose a firmly packed and level ground to jack up the vehicle.
4. Chock the front wheels.
5. Jack the vehicle up and support it with jack stands and secure the pins.
6. Put the transmission in park if automatic, reverse if manual transmission.
7. The wheels should be allowed to free hang to relieve tension on the springs.

IMPORTANT NEVER rely on jacks to support a vehicle! Always test the steadiness of your stands that are supporting the vehicle before attempting to work on a raised vehicle!

COMPONENTS TO INSPECT, REPLACE OR UPGRADE DURING INSTALLATION OF DISC CONVERSION KITS

Shocks and hardware	Proportioning Valve	Stainless steel hardware
Brake lines	Stainless steel brake lines	

SUGGESTIONS:

- » Take the time to identify any suspect parts that are not included in this kit.
- » Make upgrades such as converting to polyurethane bushings, performance shocks, Coil Over Springs, etc.
- » Plan any Installation (s) of replacement parts during the various stages of the drum to disc conversion process.
- » Check for interference with the exhaust system before installation.
- » Check for proper master cylinder bore size

Slide Hammer Tool	Drum brake tool	Flare wrench set	Wheel chocks
3/8" ratchet drive set	3/8" Allen wrench or socket	Jack stands	Brake spring pliers
Box end wrench set	Differential Fluid	Tire iron	Brake bleeder wrench
Pliers	Screwdriver	Snips	
Brake Fluid	Line bending tool 555-80086	Disc brake quiet	Wheel bearing grease
Caliper slide grease	Brake cleaner	Hand cleaner	

INSTRUCTIONS

NOTE: THE REAR AXLES MUST BE REMOVED TO INSTALL THIS KIT!

1. Prior to disassembly spray the nuts and bolts that will be removed with a penetrant.
2. Remove the rear tires.
3. Disconnect the drum brake hoses from the hard line using the appropriate flare wrenches.
4. Now you can remove the drum backing plate and disconnect the emergency brake.
5. Clean the rotors using brake cleaner first, then with soap and water. Dry with a clean towel.



Slide Hammer w/ Axle Flange Adaptor

6. Check to make sure that the axle flange is 6 1/8" in diameter. (Trial fit the rotor to the axle flange.) This will ensure that the rotor will mount flush to the axle flange. (If the axle flange is larger than 6 1/8", you will need to machine it down to the proper size.)
7. Be sure to check the axle flange size. It should be 6 1/8" in diameter.
8. Using a 3/8" extension, remove the bearing retainer nuts to pull out the axle. You can access the nuts through the service hole in the axle flange.
9. Install the axle spacer plate followed by the axle. (spacer plate takes the place of the backing plate.) (Fig 1A)
10. Install the primary bracket so that the calipers will be mounted up and toward the rear of the car.
11. Now reinstall and tighten the bearing retainer nuts. Take the supplied bolts, and install those on the primary bracket. Then use the spacers, that are also provided, and install those onto the bolts. (Fig 1B)
12. Bolt the secondary bracket to the primary bracket and tighten the nylock nuts. (Fig 1C)

Remove Bearing Retainer Nuts from these studs To Remove the Axle before installing this spacer plate

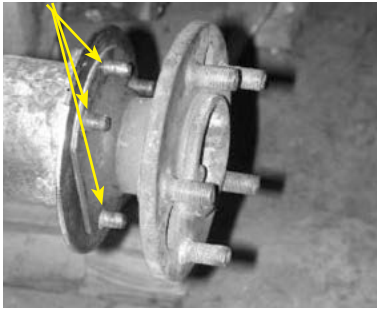


FIG 1A



FIG 1B



FIG 1C

13. Install the new rotor onto the axle flange. (Note: Use two or three wheel nuts to hold the rotor in place so you can complete the installation. Only hand tighten the wheel nuts so that you will not damage or warp the rotor.) Now rotate the rotor and check that the rotor runs true. You also want to be sure that nothing is interfering with the rotation. To be sure that the rotor is flush to the axle flange and is all the way over the axle center pilot, insert some strips of paper between the back of the rotor and the axle flange. If you cannot pull the paper out easily, then the rotor is all the way on.

REAR CALIPER INSTALLATION

The installation of the rear caliper has three steps:

- A. Physically installing the caliper.
- B. Physically setting up the emergency brake.
- C. Emergency brake adjustment.

1. With the rotor and caliper bracket installed, locate the two metal slider sleeves that the mounting bolts go through (Fig. 2).



Fig. 2



Fig. 3

2. With your thumbs, press the slider sleeves flush against their tabs to allow the caliper to be installed into the caliper bracket smoothly (Fig. 3). Prior to inserting the caliper into the bracket, you need to make sure that the pads are installed correctly.
3. The inboard pad has a special clip (Fig. 4) that snaps over the caliper piston and rests in a groove on the



Fig. 4



Fig. 5

piston. The pad has notches into which the tabs of the clips fit (Fig. 5).

4. Now insert the caliper, with the pads installed, into the caliper bracket. The bleeder screws and springs should be at the top with the caliper on the rear of the axle.
5. It may be necessary to retract the caliper piston to allow the brake pads to clear the rotor.
6. To retract the piston, remove the spring on the emergency brake. Be sure to note the position of the spring. Next remove the nut and its' lever. Be sure to note the position of the lever.
7. Move the piston in or out as needed by turning the shaft with the wrench positioned on the integrated hex nut. You may also use the lever to adjust piston depth.
8. Reinstall the bracket, spring, and pads. Install the caliper into the caliper bracket, and press the slider sleeves up against the caliper bracket and tighten down the 2 mounting bolts using an Allen wrench. If needed, install the bracket shims between the axle and the caliper bracket in order to center the caliper over the rotor.
9. Test spin the rotor, and once it is centered, tighten down the bracket.
10. Proceed to setting the emergency brake.
11. If you have not already done so, remove the original drum brake cables from the vehicle.
12. You will be using the front and middle sections of the original drum cable setup.
13. Next feed the end of the new cable though the spring and locate, but do not install the cable into the notch on the lever yet.
14. Now take the clip provided with the kit and stake it over the emergency brake cable to steady the cable against the caliper. Save the old emergency brake clip so you can check the new brake clips for the proper size.
15. With the system physically assembled, proceed to the adjustment of the e brake setup.
16. Check to make sure you have correct E-Brake cable Kit as described in the chart on P.3
17. Attaching the flexible brake hose to the caliper and then to the hard line. Now attach the E-brake cable to the caliper. If you did not purchase the E-Brake cable the system will still operate as normal. To purchase the optional E-Brake cable please call customer service and have the part number ready to order.
18. Bleed the brakes and test for a full pedal. If the back wheels skid before the front you should install a proportional valve to reduce the pressure to the rear brakes.

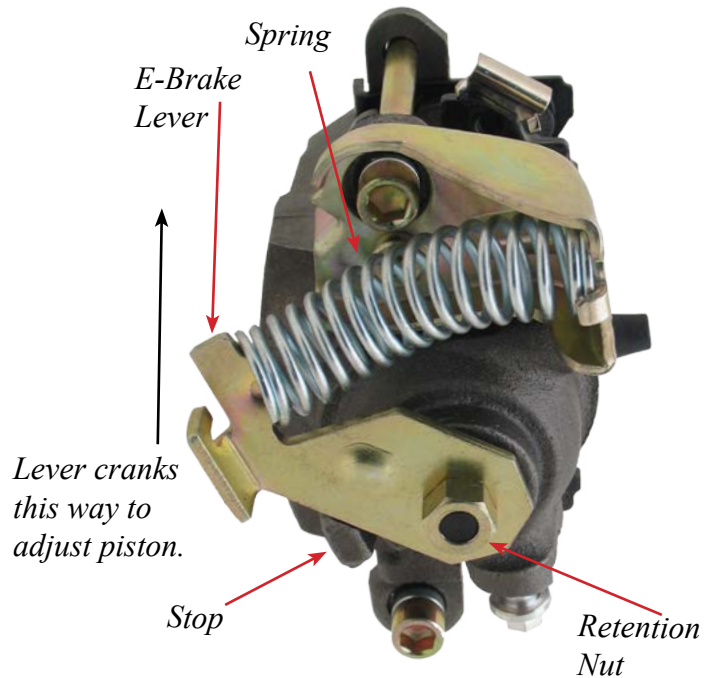
REAR CALIPER ADJUSTMENT

When installing rear disc brakes with calipers that have an internal parking brake you must adjust or set the calipers when installing. Failure to do so will prevent you from getting a firm pedal and you will have no rear brake function. Only do this adjustment with the caliper and rotor installed on the vehicle. You must set the parking brake every time you park to keep the calipers adjusted.

INITIAL ADJUSTMENT

1. Remove the spring.
2. Crank the lever or turn the retention nut to actuate the lever forward.
3. After cranking the lever forward as far as it will go, rotate it back the other way until you hit the stop. You may need to use a long screwdriver to lever the lever back into place.
4. The rear caliper should now be correctly adjusted.
5. Re-install spring

Important: You must use the parking brake mechanism on a regular basis to set the self adjusting calipers. Failure to use the rear parking brake will result in rear brake loss!



REAR DISC BRAKE CHECKLIST

	All bolts on base bracket properly tightened.
	All caliper mounting bolts properly tightened.
	Rotor slides onto axle with ease.
	No interference with rotor and any other parts (splash shield, brackets, etc.).
	Caliper is centered over the rotor (because of difference in axle lengths, you may have to shim caliper in or out).
	No interference with caliper and rotor.
	All brake lines are tight with no leaks.
	Parking brake is properly adjusted and not dragging, with vehicle on ground.
	Adjustable proportioning valve installed (if applicable).
	Distribution block modification made (if applicable).
	Brake system properly bled.