Steering, Brake & Suspension Specialists

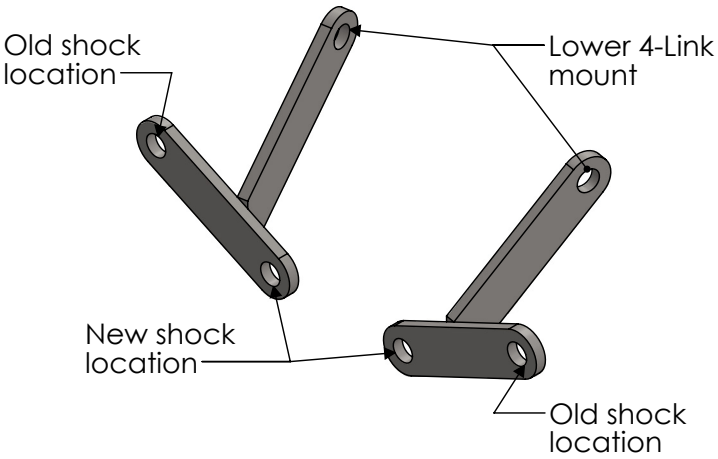
#7887RBP - Installation Instructions

for 1978-87 G-Body Rear Disc Conversion Kit

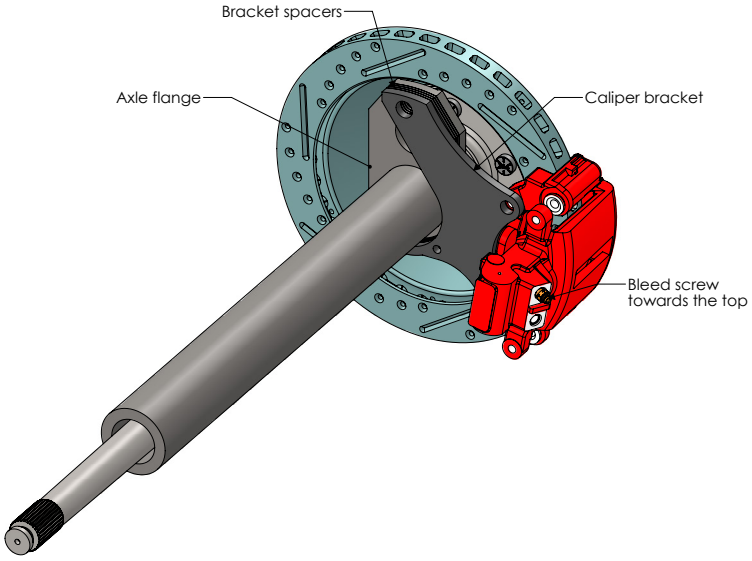
Notes:
The 12" rear brake will not fit the stock wheel.

Instructions:

1. You will need to safely jack or lift the rear of the car off the ground.
2. Remove the rear wheels.
3. Remove the differential cover. *Note: Gear oil will begin to spill out as soon as the seal is broken between the cover and the housing.*
4. Remove the C-clip from the rear axles.
5. Remove the rear axles from the axle housing.
6. Disconnect the rear brake lines at the T- fitting on the rear axle.
7. Remove the brake drums.
8. Remove the rear portion of the parking brake cables.
9. Remove the backing plates from the axle.
10. Make sure the rear axle is safely supported. Disconnect the lower shock from the lower shock mount on the axle.
11. Remove the rear bolts from the lower 4 link mounts.
12. Attach the new lower shock re-location bracket to the axle. This bracket will reposition the bottom portion of the shock inboard and down to allow space for the caliper. The forward portion of the bracket will bolt to the rear pivot on the 4 link. The outboard portion will bolt to shock mounting tab on the rear axle. Tighten both the lower 4 link bolt and the bolt in the original shock mount.



13. Attach the lower shock mount to the new re-location bracket.
14. Using the bracket spacers, bolt the caliper brackets to the rear axle. The caliper will be the rear of the axle. The bracket will be on the inboard side of the axle flange, the opposite side the backing plate was on. Use the lock washers and M6 bolts on the bottom portion of the bracket. The thin head of the 5/8 bolt will be against the recess on the axle flange. If the 5/8 bolt is installed incorrectly it will hit the rotor. The 5/8 bolt will go thru the upper hole on the axle flange, then thru the spacers, thru the caliper bracket, thru the flat washer, thru the lock washer, and finally into the nut. Tighten all of the hardware on the caliper bracket.



15. Re-install the axles into the axle housing. Re-install the C-clips into the axles.
16. Slip the rotors over the axle. Use a couple of lug nuts to temporarily secure the rotor to the axle.

Continued on next page

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Rev. 2/4/2015

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(Continued)

17. Attach the calipers to the caliper brackets. Make sure the bleed screws are towards the top. Check that the caliper is centered over the rotor. If needed, use the thin caliper mounting shims to adjust the caliper position. Tighten the caliper assembly to the caliper mounting bracket.

18. Connect the rear axle brake line to the T-fitting.

19. Connect the brake hose to the caliper. Use a crush washer on each side of the hose. The brake hose will need to be horizontal where it connects to the caliper.

20. Connect the brake hose to the hard line. Use the axle clamp and brake hose tab. The end of the hose will go thru the tab. The axle clamp will secure the tab to the axle. The clip will secure the hose to the tab. Position the tab so that the hose can connect to the hard line. The slack in the hose should form an "S"-curve. Tighten the tube nut on the hard line into the brake hose. Install the retainer clip onto the brake hose. Tighten the axle clamp.

21. Connect the parking brake cables. Adjust the cables so all of the slack is taken up. Do not over tighten the cables causing the levers on the calipers to come off the stops at the fully released position.

22. Change the proportioning valve to the 4 wheel disc type proportioning valve.

23. Bleed the brakes. Check for leaks.

24. Check that the rotors can turn freely. Make any adjustments that are needed.

25. Remove the lug nuts that were temporarily holding the rotor to the axle.

26. Re-install the rear wheels. Make sure the lug studs have enough thread engagement to safely secure the wheels to the car.

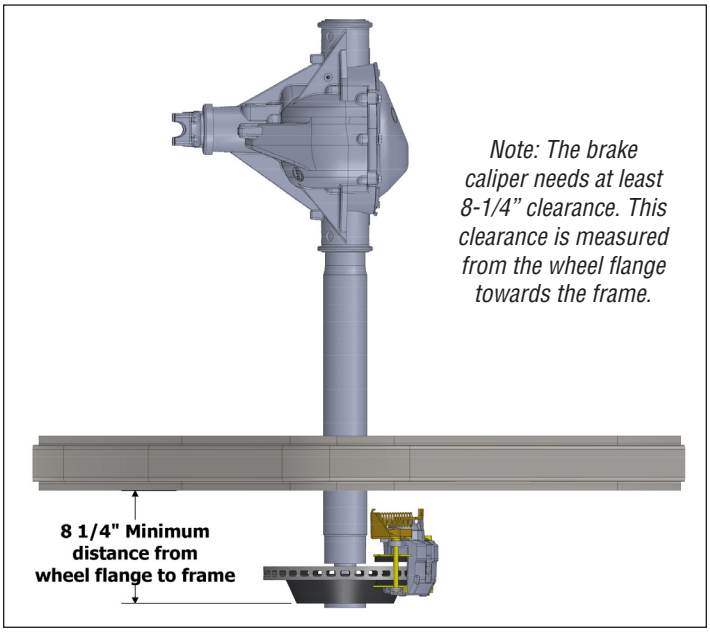
27. Adjust the parking brake. You may need to cycle the parking brake mechanism several times while applying and releasing the brakes. Usually the parking brake will self adjust by the time you finish bleeding the brakes. If the parking brakes are not adjusted the rear brakes will work poorly, or may not work at all.

28. Use the new differential gasket and install the rear differential cover. You may need to use sealant to create a good seal.

29. Fill the rear axle with gear oil.

30. Place the car on the ground. Make sure the brakes feel correct before you attempt to drive the car.

PLEASE NOTE: The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.



Note: The brake caliper needs at least 8-1/4" clearance. This clearance is measured from the wheel flange towards the frame.

GENERAL TORQUE SPECIFICATIONS:					
1/4″	grade 5	10lb/ft	1/4″	grade 8	14lb/ft
5/16″	grade 5	19lb/ft	5/16″	grade 8	29lb/ft
3/8″	grade 5	33lb/ft	3/8″	grade 8	47lb/ft
7/16″	grade 5	54lb/ft	7/16″	grade 8	78lb/ft
1/2″	grade 5	78lb/ft	1/2″	grade 8	119lb/ft
9/16″	grade 5	114lb/ft	9/16″	grade 8	169lb/ft
5/8″	grade 5	154lb/ft	5/8″	grade 8	230lb/ft

NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.

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