



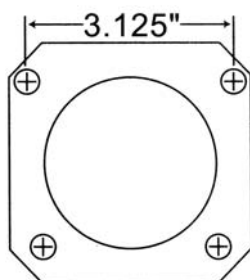
## ***Signature Series***

**A/F/X Body GM**

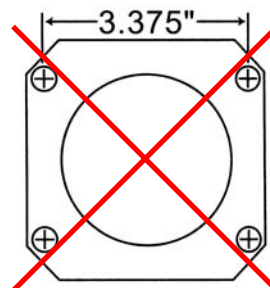
**Installation Instructions**

**Rear Disc Conversion**

64 - 72 A Body / 67 - 81 F Body /  
62 - 74 X Body



This kit is for axles with a 3 1/8" spread center to center on the top two bolt holes (pictured left). If your axle flange does not measure this, please Call 800.405.2000 for further assistance.



***NOTE: This kit will push your wheels out an additional .125" per side, longer wheel studs may be required after installation of this kit***

### **Rotor Measurements:**

**Rotor Center = 2.790" - Rotor Hat Section Inside Diameter = 6 5/16"**  
You will need to modify your axles if they will not fit inside the rotor hat and you will need to modify the rotor if the center hole is too small for your axles.

**Note: If you are interested in Emergency Brake Cables for the front of your car please give us a call. Shipping charges will apply.**

**Attention: Before modifying, painting, or powder coating any part of this kit, please trial fit all components and check rim clearance. This kit requires the use of 17” or larger wheels with this kit. We do not support the use of 16” or smaller wheels on this kit.**

**Modified, Painted, and Powder Coated parts are not returnable!**

**\*Note:** The emergency brake cables provided in the kit will fit 64 –72 A Body / 67-81 F Body / 62-74 X Body. Any other application will require the customer to purchase or modify the included cables to work with their application.

# **Kit Contents:**

\_\_\_\_ Pair of Rotors (BR35ZDC)

\_\_\_\_ Pair of calipers (BC56NB / BC57NB for a non-staggered kit  
AFXRD31S, BC57NB / BC57NB calipers for a staggered kit  
AFXRD35S)

\_\_\_\_ Set of caliper brackets (CMB56)

\_\_\_\_ Pair of Braided Stainless Flex Hoses (FHK09S)

\_\_\_\_ Pair of Emergency brake cables (EBCRD1/EBCRD1 Part #  
AFXRD31S, EBCRD1/EBCRD2 Part # AFXRD35S)

\_\_\_\_ Instruction Packet

\* See the back page of the instruction booklet to review the “Pick Ticket”  
used to pull your order.

# **Disclaimer:**

The Right Stuff values your safety above all things. For this reason, we recommend all brake systems and components be installed by professionals. The installer of the brake parts is responsible for ensuring fitment and suitability of the parts for the vehicle it is being installed on. Brakes should be tested in a controlled open area with success before driving on the road. If you are unsure or uncomfortable with any part of your kit, please call for further instructions from our tech staff before driving.

# Installation Instructions:

Before installing this kit on your car please watch the instructional video at <http://www.getdiscbrakes.com/tech-center/support-videos.aspx>.

## 1. Prepare the car

Begin by securely supporting the car on jack stands. Chock the front wheels to be sure vehicle does not roll. Always work on a flat, even surface. Remove the wheels to gain access to the factory drum brakes.

### 2a. Remove the old drum brakes "C-Clip Axles"

"C" Clip rear ends require you to open the rear housing cover and remove the "C" clips before removing the axles. After removing the clips, your axles should pull out of the axle tubes. After the axles are out, you can unbolt the drum brakes and remove them as a complete assembly. There is no need to remove the drum shoes and hardware before removing the backing plate. Dress the front and back of the axle flange with some steel wool or a wire brush to prepare it for the new caliper brackets.

**Note:** Most "C" clip eliminator kits can be used with our conversion. Due to the wide variety of eliminator kit manufacturers, we can't guarantee their compatibility with our kit. Changes in track width can occur.

### 2b. Remove the old drum brakes "Drop Out Axles"

Unbolt the axle bearing retainer plate from the rear axle flange to free the axle. After unbolting the axle bearing retainer plate your axles should pull out of the axle tubes. After the axles are out, you can unbolt the drum brakes and remove them as a complete assembly. There is no need to remove the drum shoes and hardware before removing the backing plate. Dress the front and back of the axle flange with some steel wool or a wire brush to prepare it for the new caliper brackets.

*Make sure you keep the original bearing retainer plate. You will use it in the final installation of your caliper mounting brackets. Do not cut it off of your axles, if you are having new bearings pressed onto your axles, make sure the retaining plate is put onto the axles before the bearings are pressed on. The bearing retaining plate should be between the bearing and the axle hub.*

### **3a. Install the new caliper brackets “C-Clip Axles”**

The new caliper brackets mount to the front side (outboard) of the axle flange. The recessed machined surface should face the axle flange. The Caliper opening should face the top rear of the axle.\* After you have placed the main caliper bracket on the face of the axle flange place the round plate on the outside of the caliper mounting bracket. After you have placed both components on the axle flange bolt the plate and bracket in place with the included T-bolts. When the assembly is complete the caliper bracket will be sandwiched between the axle flange and the round plate.

#### **\*Attention Staggered Shock Owners:**

Staggered shock rear ends require you to mount the driver’s side caliper towards the front of the car. The passenger’s side caliper still mounts towards the rear of the car. Make sure you have the correct kit for staggered shocks (AFXRD35)

### **3b. Install the new caliper brackets “Drop Out Axles”**

The new caliper brackets mount to the front (outboard) side of the axle flange. The recessed machined surface should face the axle flange. The caliper opening should face the top rear of the axle.\* After you have placed the main caliper bracket on the face of the axle flange you are ready to re-install your axles. ***You will not use the round plate included with the kit if you have factory drop out axles. In the case of non-factory rear ends you may need to use this plate as your bearing retainer. Please call us if you need further explanation of this before installing your kit.***

#### **\*Attention Staggered Shock Owners:**

Staggered shock rear ends require you to mount the driver’s side caliper towards the front of the car. The passenger’s side caliper still mounts towards the rear of the car. Make sure you have the correct kit for staggered shocks (AFXRD35)

## **4a. Re-install the axles "C-Clip Axles"**

Push the axles back in the tube and install the "C" clips. Replace the housing gasket and re-install the cover.

## **4b. Re-install the axles "Drop Out Axles"**

Push the axles back in the tube and bolt the assembly together. With drop out axles you need to use your original axle bearing retainer. Bolt the assembly together using with the included T-bolts. When the assembly is complete the caliper bracket will be sandwiched between the axle flange and the factory bearing retainer.

## **5. Install the rotors**

Before installing the rotor, dress the center hub with steel wool or a wire brush. Slide the rotor over the studs and tighten it down with two lug nuts so that it does not accidentally fall off of the hub and injure your foot or hand. Occasionally, the center opening in the rotor is too small to slide over the hub. You'll need to enlarge it slightly with a die grinder, file or have it machined by a machine shop. If the center hole of your rotor is too small for your axle hub we can have a set of rotors machined for you for an additional \$30.00 fee, shipping charges will apply. If the axle hub is too big for the inside of your rotor hat the axle end will need to be turned down to fit inside the rotor, we do not have a rotor available with a larger hat.

## 6. Install the calipers

**6a.** The first step is to determine your left and right calipers. The bleeder should be closest to the top with the parking brake assembly behind the bleeder and the banjo bolt.\* After you have determined the left and right caliper mark them as such and set them aside.

### **\*Attention Staggered Shock Owners:**

Staggered shock rear ends will have the emergency brake assembly pointing two different directions. On the passenger's side the bleeder should be closest to the top with the parking brake assembly behind the bleeder and the banjo bolt. On the driver's side the bleeder should be closest to the top with the parking brake assembly in front of the bleeder and the banjo bolt (AFXRD35S).

**6b.** After you have determined the left and right calipers you will need to unbolt the brake pad retaining bracket from the caliper to install the brake pads. Unbolt the bracket from the caliper with a 12mm or 15/32" wrench.

**6c.** After you have unbolted the brake pad retaining bracket from the caliper, bolt the retaining bracket to the caliper mounting bracket that you installed in step 4. Position the brake pad bracket against the caliper mounting bracket and bolt it in place with the supplied bolts, spacers and washers. There are three thickness of spacers that go in between the pad retainer and the caliper bracket. Experiment with the washers to get the setup that would best center the opening in the retaining bracket over the rotor. Going from the outside towards the inside the assembly would be as follows: Pad bracket, spacers (varying number depending on which combo best suits your application), caliper bracket, washer (thinnest washer in package), lock washer then bolt.

**6d.** After the caliper bracket and pad bracket are bolted together it is now time to install the brake pads. The pads are identical so you do not have to worry about mixing them up. Slide the pads down into the pad bracket making sure the spring is on top and that the braking material (not the steel backing plate) faces the rotor surface.

**6e.** Now that you have the pads in the bracket it is time to bolt the caliper back into place. Do this by simply sliding the caliper over the pads and bolting it into place with the same bolts that you removed earlier. You are now ready to move onto the next step.



## 7. Attach the flex hoses

Remove the banjo bolt and copper washers from the caliper. Place a 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 the assembly manual.

## 8. Install the emergency brake cables

You rear disc conversion comes with new rear emergency brake cables. You'll use the existing intermediate and front cables on your car. Run the cable up thru the center of the hole below the e-brake lever 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. Attach the other end to your existing intermediate cable using the original hardware that connected the two cables.

After the cables are installed, you need to adjust the system. Engage and release the emergency brake lever several times to activate the self-adjustment mechanism built into the calipers. You'll know you've got it when emergency brake is fully engaged and the rear wheels will no longer turn by hand.

### **\*Attention Staggered Shock Owners:**

Staggered shock rear ends require two different length brake cables. The short cable is used on the passenger's side. The longer cable comes out of the driver's side caliper towards the back of the car and loops back around to the front. Make sure you have the correct kit for staggered shocks (AFXRD35S)

## 9. Install the flex house mounting tabs

There are two options of flex hose mounting tabs with the Signature rear disc conversion. Both options are detailed below:

**Option A:** Before installing these tabs you either need to shorten your existing rear axle lines or purchase a pre-shortened rear axle line set. The shortening of the rear axle line is necessary to compensate for the flex hose coming off of the caliper. As a general rule of thumb your lines will be about 4" shorter than the factory lines. Mount these tabs where your hard lines end. They will need to be tack welded to your rear axle housing. It is ok to tack weld the tabs after your rear end has been assembled. After they have been welded to your axle housing, insert your flex hose into the bracket and secure with the flex hose clip provided. After you have secured your hose into the bracket, screw your axle line into the end of the flex hose and tighten it with a wrench.



**Option B:** Within your kit are two small black tabs bent at 90 deg with a large hole for the hose on one side and two small holes to bolt to the caliper on the other side. Bolt the bracket to the inside of the caliper mounting bracket opposite the side where the caliper is mounted. You should find two small threaded holes that would match the bolt pattern of the bracket. After you have bolted the bracket in place put the hose in the hole and secure it with the flex hose clip provided. After doing this you will need to either bend new rear axle brake lines to go to the new hose location, or modify your existing lines to go to the new hose location.

## 10. Bleed the system

**Before bleeding your brakes please watch the instructional video at <http://www.getdiscbrakes.com/tech-center/support-videos.aspx>**

If you are concerned with the damaging effects of DOT 3 brake fluid, The Right Stuff suggests synthetic DOT 5. The Right Stuff is not liable for damage caused by system fluids.

**Make sure the emergency brakes have been adjusted properly as discussed in step nine before bleeding the brakes.** Working your way forward from the wheel farthest from the master cylinder will help insure a good bleed and a firm pedal. It is important to bleed the system in the following order:

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

### **Attention:**

The bleeder screws must be positioned vertically (straight up). If the bleeders are pointed down, the calipers will trap air and the system will not bleed properly. You can remove the caliper mounting bolts and rotate the caliper to re-position the bleeder. Remember to keep the pads over the rotor when rotating the caliper. Position the caliper so that the bleeder is pointed upwards, bleed the system, then, after the calipers are bled re-bolt the caliper back into the caliper mounting bracket.

## Technical Support

We want your conversion project to go smoothly. Double check that you have followed these instructions correctly and those included with any upgrade components you may have purchased. If you need additional help getting your new disc brakes to function properly, we're here for you. You can visit our website at [www.GetDiscBrakes.com](http://www.GetDiscBrakes.com) for Tech Tips, Tricks & Videos. If you are having trouble getting a good pedal please take a moment to watch the rear disc installation support video. If you cannot find the assistance you need from that source feel free to send us an email from the Tech support section of the website for priority service. If you are still unable to get the help you need, please feel free to give us a call at (800) 405-2000.

## Thank You for Your Business!



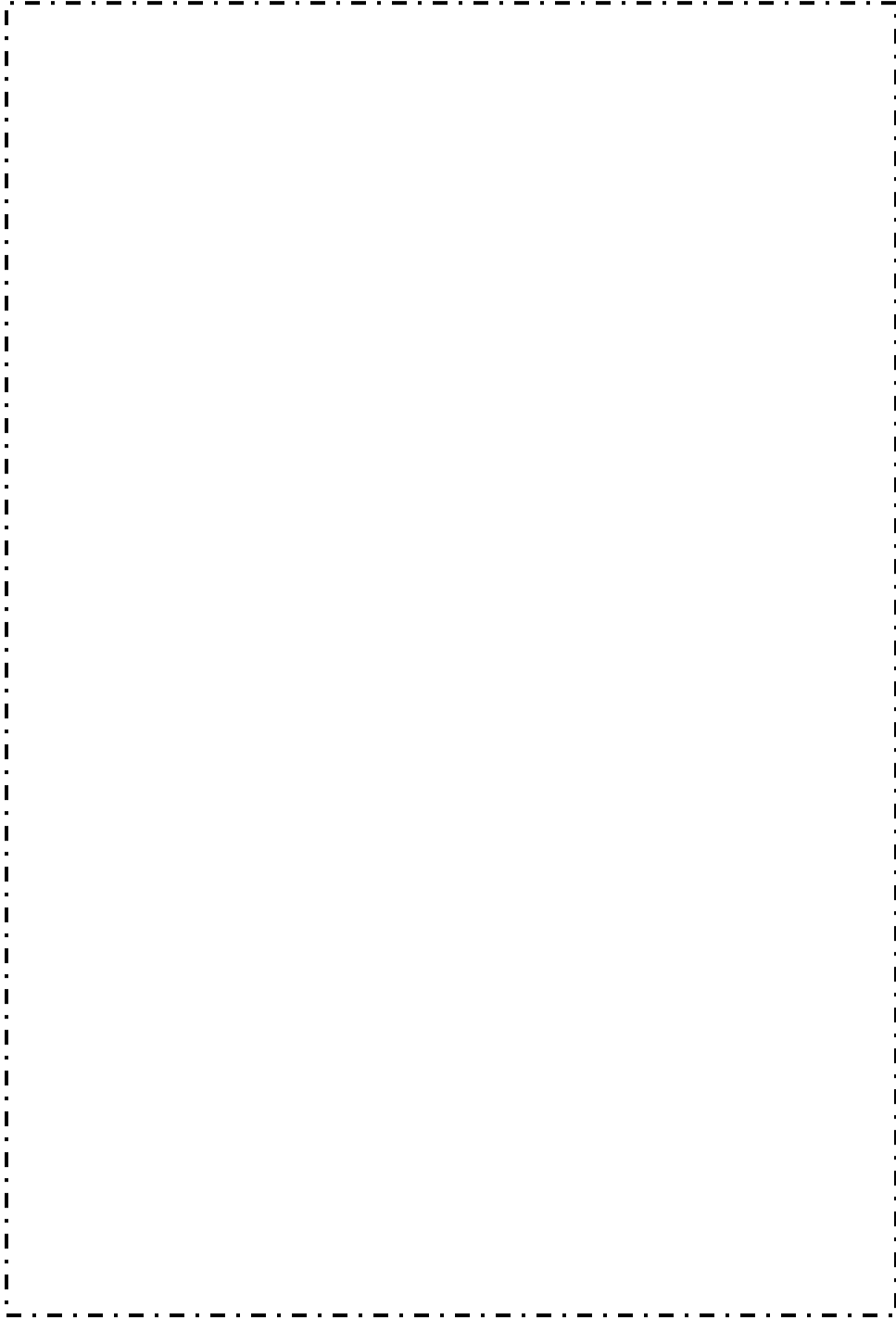
**Brake & Fuel  
Line Systems**

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**Disc Brake  
Conversions**

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# Pick Ticket:

A large, empty rectangular box with a dashed border, occupying the central portion of the page. This box is likely intended for a user to draw a pick ticket or provide specific details related to the instruction packet.