These instructions must be read prior to commencement of any work on your vehicle. You must be able to thoroughly understand them and have the correct resources to complete your installation. If you do not have the necessary means to accomplish the install then you must have it performed by a qualified mechanic.
## Parts Checklist

Please utilize the checklist to make sure there are no missing parts before you begin.

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Disc brake rotor</td>
<td>2</td>
</tr>
<tr>
<td>Caliper (L &amp; R are different)</td>
<td>2</td>
</tr>
<tr>
<td>Caliper bracket (L &amp; R are different)</td>
<td>2</td>
</tr>
<tr>
<td>Caliper bracket bolts M10x1.5x20</td>
<td>6</td>
</tr>
<tr>
<td>Disc pad anti rattle clip (Top &amp; Bottom are different)</td>
<td>4</td>
</tr>
<tr>
<td>Disc brake pads</td>
<td>4</td>
</tr>
<tr>
<td>Wheel studs M14x1.5</td>
<td>10</td>
</tr>
<tr>
<td>Dust caps (Left &amp; Right)</td>
<td>2</td>
</tr>
<tr>
<td>Ate master cylinder with reservoir</td>
<td>1</td>
</tr>
<tr>
<td>Elring oil seals</td>
<td>2</td>
</tr>
<tr>
<td>Ate brake hoses 404mm</td>
<td>2</td>
</tr>
<tr>
<td>Outer wheel bearing and race (Race already installed in the Disc Rotor)</td>
<td>2</td>
</tr>
<tr>
<td>Inner wheel bearing and race (Race already installed in the Disc Rotor)</td>
<td>2</td>
</tr>
<tr>
<td>Febi lug nuts M14 open</td>
<td>10</td>
</tr>
<tr>
<td>Red loctite threadlock</td>
<td>1</td>
</tr>
<tr>
<td>Blue loctite threadlock</td>
<td>1</td>
</tr>
</tbody>
</table>

### 5 Year Warranty Included With Kit Excluding Normal Wear and Tear*

When converting from 4 wheel drum brakes to front disc/rear drum combination the master cylinder must be replaced. Failure to replace the master cylinder may lead to premature wear of the front disc pads and disc rotors due to excessive residual pressure from the check valve found in drum brake master cylinders (front disk pads will continually make contact with the disc brake rotor).

*Failure to utilize these components will void the warranty of this brake conversion kit.*
STEP-BY-STEP INSTRUCTIONS

FAILURE TO FOLLOW THESE INSTRUCTIONS MAY RESULT IN DAMAGE TO YOU OR YOUR VEHICLE

STEP 1
To start, secure the vehicle on a level, hard surface. Block the rear wheels and set the emergency brake, loosen the front lug nuts while the front wheels are still on the ground, but do not remove yet.

STEP 2
Elevate the complete front suspension off of the ground and use approved jack stands to support the weight of the vehicle. (DO NOT use the jack only to support the vehicle).

STEP 3
Remove both front tires/wheels.

STEP 4
Remove the existing master cylinder. When removing brake line fittings always use an 11mm flair nut wrench to prevent ‘rounding off’ damage to the fitting. If the fittings are damaged the metal brake line must be replaced.

STEP 5
Install the newly supplied master cylinder (always bench bleed a new master cylinder). Reinstall the stop light switch and metal brake lines. Care must be taken when threading metal lines into the new master cylinder to avoid cross threading. If fitting does not start easily by hand then the line may need a slight bend to properly line up the fitting with the master cylinder. Care must be taken here to avoid ‘kinking’ the brake line.

STEP 6
Remove the front brake drum on the driver’s or left side, making sure you remove the inner wheel bearing and the old grease seal.

STEP 7
Loosen and remove the flexible brake hoses from the metal brake line at the pan.

STEP 8
Remove the 3 bolts that hold the drum brake backing plate to the spindle. Remove the complete backing plate (including brake shoes and wheel cylinder with hose).

STEP 9
Clean and inspect your drum spindle making sure that the spindle stub is in good condition. If the spindle is damaged or shows signs of excessive wear then you should replace it before you install your new brake kit.
STEP-BY-STEP INSTRUCTIONS

FAILURE TO FOLLOW THESE INSTRUCTIONS MAY RESULT IN DAMAGE TO YOU OR YOUR VEHICLE

STEP 10
Clean the surface of the spindle before installing the new caliper bracket. This surface must be free from anything that will cause the bracket to bind or not sit flat on the spindle. Bolting the bracket to an uneven surface will cause it to crack or break.

STEP 11
Install brackets with the 10mm bolts (10.9 grade) supplied with the kit. Use the blue threadlock compound on the threads. Install the bracket so that the caliper is the rear of the spindle. The bracket should go on easily. DO NOT hammer or force the bracket in place. DO NOT use the bolts to “pull” the bracket in place. Doing this will cause the bracket to crack or break. Torque the bolts to 25 ft. lbs.

STEP 12
Pack the new bearings with suitable hi-temp wheel bearing grease.

STEP 13
Install greased wheel bearings and the inner seal in the new rotors. The bearing races are pre-installed in the rotor.

STEP 14
Install the new rotors on the existing drum brake spindle - using existing thrust washer and adjuster nut. Adjust to factory specifications. Be careful not to over tighten adjuster nut. This will cause overheating of the bearings resulting in damage to spindle, bearings, and rotor. Install the grease cap and speedometer clip on left side.

STEP 15
Install the inner and outer disc pad into the caliper. Note the inner and outer pads are different. See Below

![Diagram of inner and outer pads]
STEP 16

Install the anti rattle clips with the loops facing upward and towards each other. The clip will rest on top of the caliper bracket with the open circular loop on the inboard (piston) side of the caliper. The straight wire section will rest in the small notch in the upper ear of the pads. See Below.
STEP 17
Install the caliper over the pads. Put blue thread locker on the caliper pin threads and thread into the bracket and tighten. NOTE: There is a right and left side caliper. The caliper bleeder valve must be towards the top and facing the rear of the vehicle to allow proper bleeding of the system.

STEP 18
Install the new hose at the caliper first. Tighten. Now attach the metal brake line at the pan. Tighten. Install the clip into the hose, securing it to the bracket. Once installed turn the steering right and left, lock to lock, to ensure that the new brake hose does not interfere with any moving parts and that the line is long enough to achieve lock to lock turns.

STEP 19
You are now ready to repeat this procedure on the passenger side. Once completed you will be ready to bleed the system.

STEP 20
To bleed the complete hydraulic system fill the brake fluid reservoir with fresh dot 3 disc brake fluid.

STEP 21
Start at the master cylinder loosening each metal brake line to bleed air there first. Recheck the fluid level

STEP 22
Bleed the passenger side caliper first and then the driver’s side remembering not to allow the reservoir to run dry!

STEP 23
Do the final system bleed. Start with the passenger side rear then the driver side rear. Move to the front and bleed the passenger side front, and finally the driver front. Do the final fill of the brake fluid.

STEP 24
Rinse any spilled brake fluid off with water (brake fluid is water-soluble). Be careful not to let brake fluid get on any painted surfaces.

STEP 25
If lug studs (supplied in kit) will be used then install at this time. Be sure to use red threadlock compound on the threads that mate to the disc rotor.

STEP 26
Re-install the front tires and wheels, remove from the jack stands and lower the vehicle to the ground. Give the lug nuts a final tightening.

When test driving, be sure to make a few short stops first to familiarize yourself with the vehicle’s new braking power and making sure that everything is functioning properly.