

FITTING INSTRUCTION FOR REAR BRAKE CONVERSION KIT PBCK003

Ensure you are wearing eye and hand protection when conducting any potentially dangerous parts of this operation.

If it is not your vehicle, make sure you drive it before so you can compare it to the vehicle following the conversion.

Raise the vehicle up and support safely.

Remove the rear wheels.

Clamp the flexible brake hoses to minimise fluid loss.

DISSASSEMBLY

Remove the original brake drum and brake shoes.

Disconnect the solid brake line from the back of the wheel cylinder.



Carefully remove the ABS sensor and place it out of way.



Remove the handbrake retaining clip and cable.

Remove the axle flange mounting nuts.

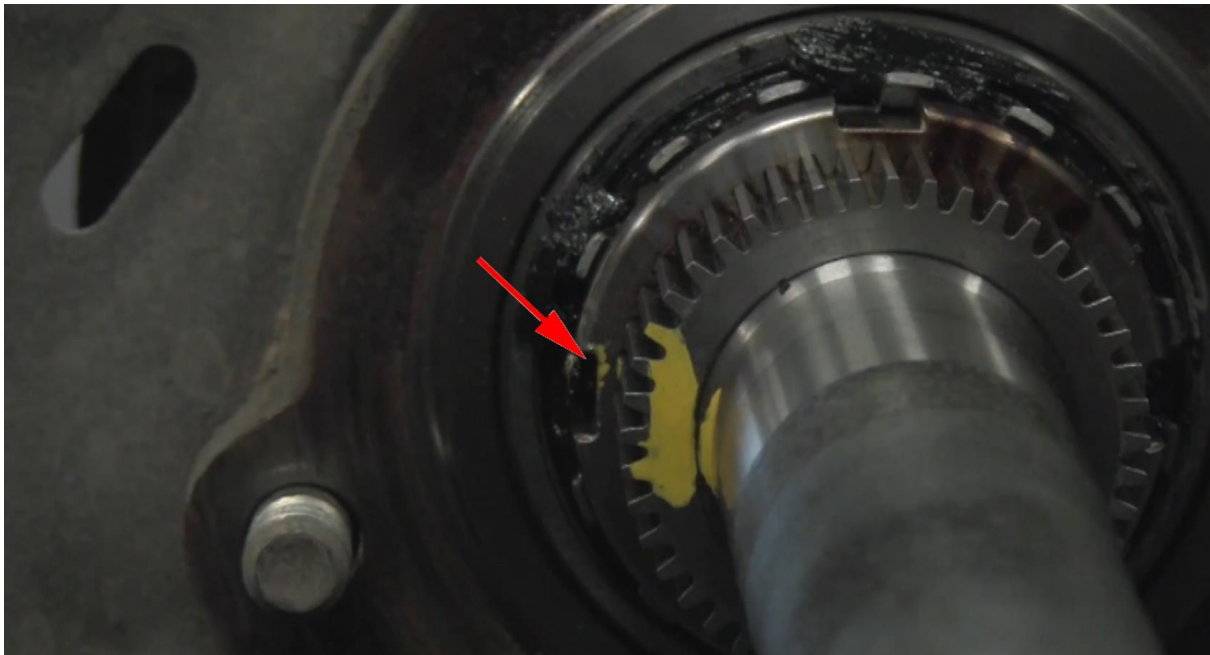


Remove the axle from the vehicle.



Place the axle assembly securely in a bench vice.

Release the tab securing the axle bearing retaining nut.



Knock out the four studs from the axle bearing housing.

Unscrew the locknut using a locknut removing tool.

Warning!

Left side has a left hand thread and right side has a right hand thread.



As the lock ring is undone, it will free up the ABS ring.

Remove both when they are loose.

Using a hydraulic press, separate the bearing housing and backing plate from the axle.



Then remove the bearing from the housing.



Press the supplied new bearing into the housing. #16



Press the new studs into just the bearing housing for the splines to create new grooves.

Carefully press the new studs back out.

Loosely assemble the four new longer studs and nuts. #12 & #14

Do not tighten them at this stage.

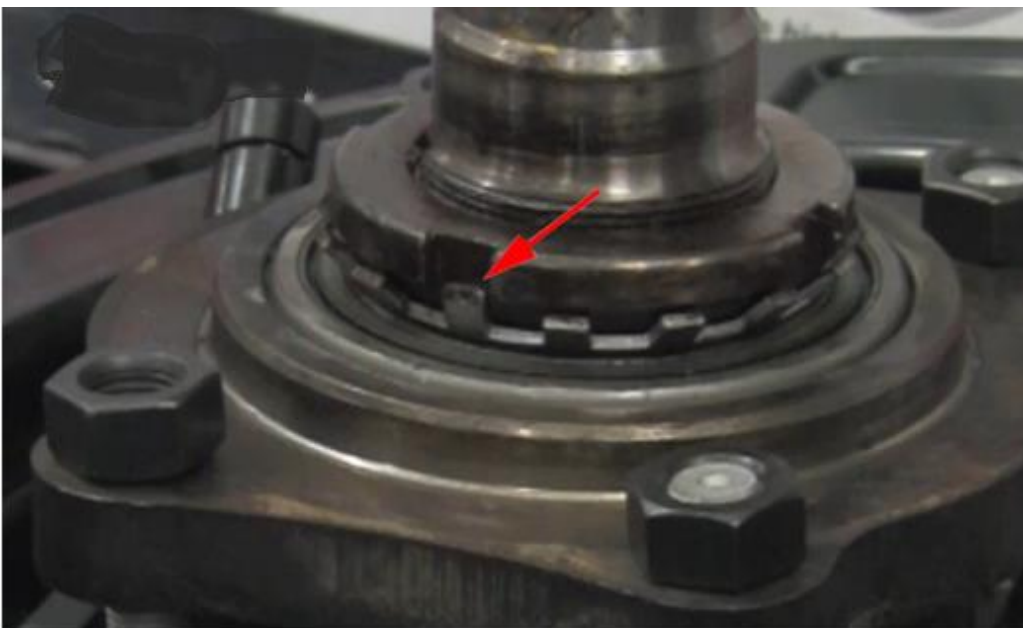
Press the backing plate and bearing housing onto the axle. #24



Return assembly to the bench vice and refit lock washer and axle bearing nut.

Screw the bearing lock nut onto the axle remembering that the left side has a left thread and right side has a right hand thread.

When the locking nut is in place, bend the tab to lock it in place.



Press the ABS ring onto the axle.

Carefully press the studs through the backing plate and into the bearing housing.

Replace the sealing O ring.

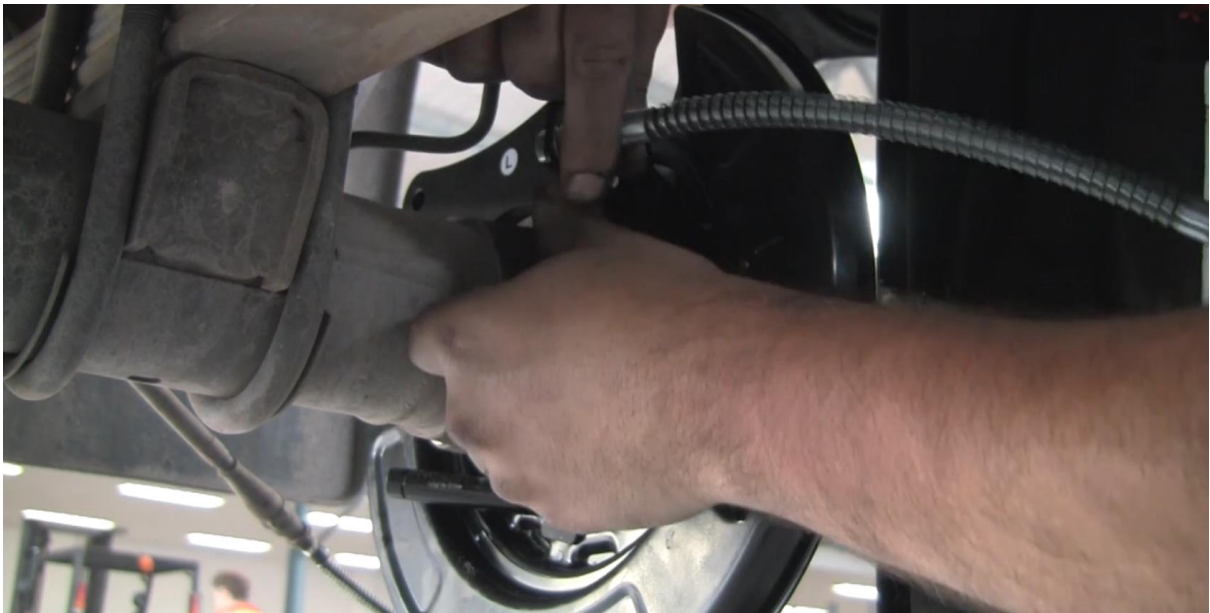


Replace the axle assembly back into the housing, taking care not to damage the O ring seal.



If any oil has leaked from the axle while disassembled, top up the diff oil now.

Place the caliper bracket #17 and the hose bracket onto the studs ensuring they are on the correct side of the vehicle.



Apply LOCTITE (NO.271) or similar to the threads.

Refit the ABS sensor into the housing, making sure the area is clean.



Refit the handbrake cable to the backing plate. #26



Refit the brake line to the new mount. #15



Fit the new handbrake assembly and refit the cable. #9 & #22



Before fitting the new brake rotor, make sure the axle face is clean.

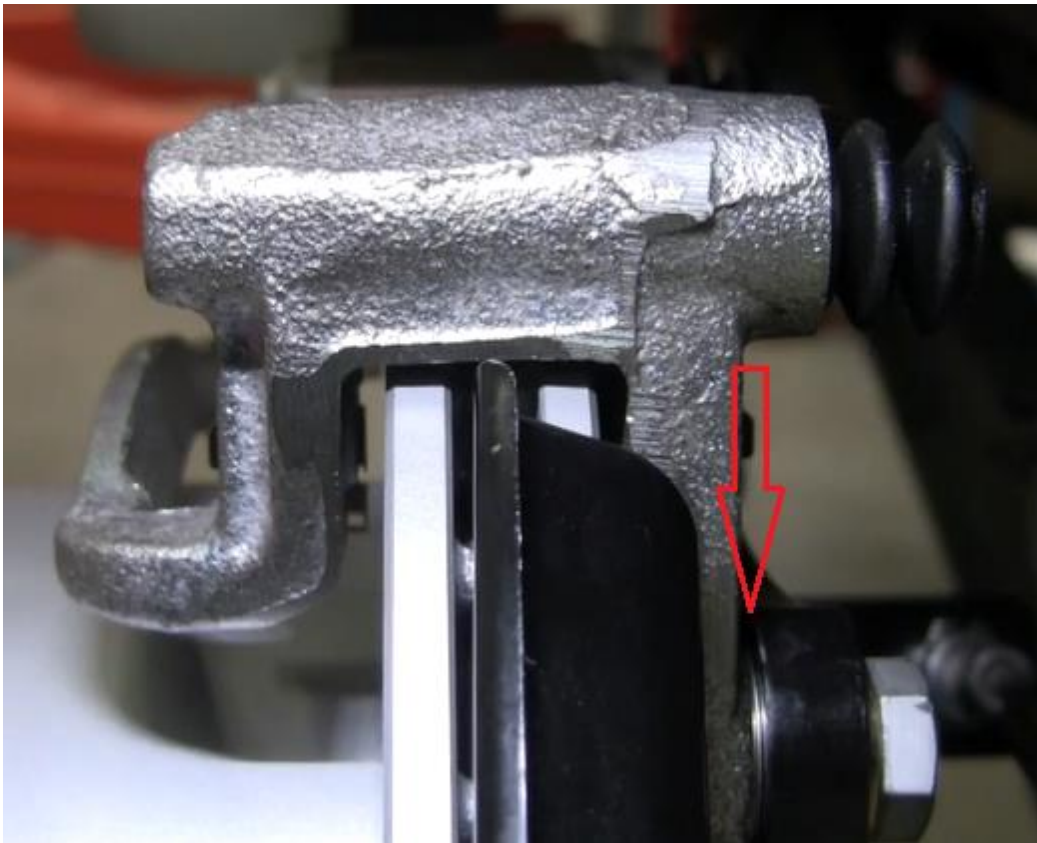


Fit the new brake rotor and secure with the supplied screws. #25

Unpack the new caliper being careful to use the correct side.

Remove the carrier from the caliper and bolt it to the bracket. #5

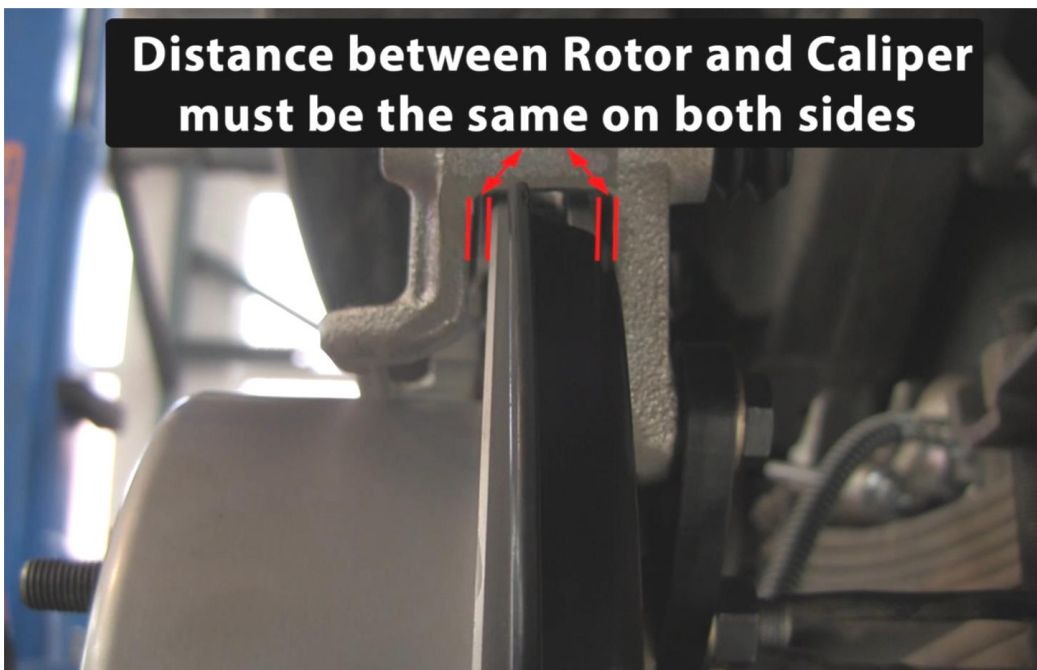
Using the shims supplied (#21) make sure the bracket housing is central to the rotor.



In the below image:

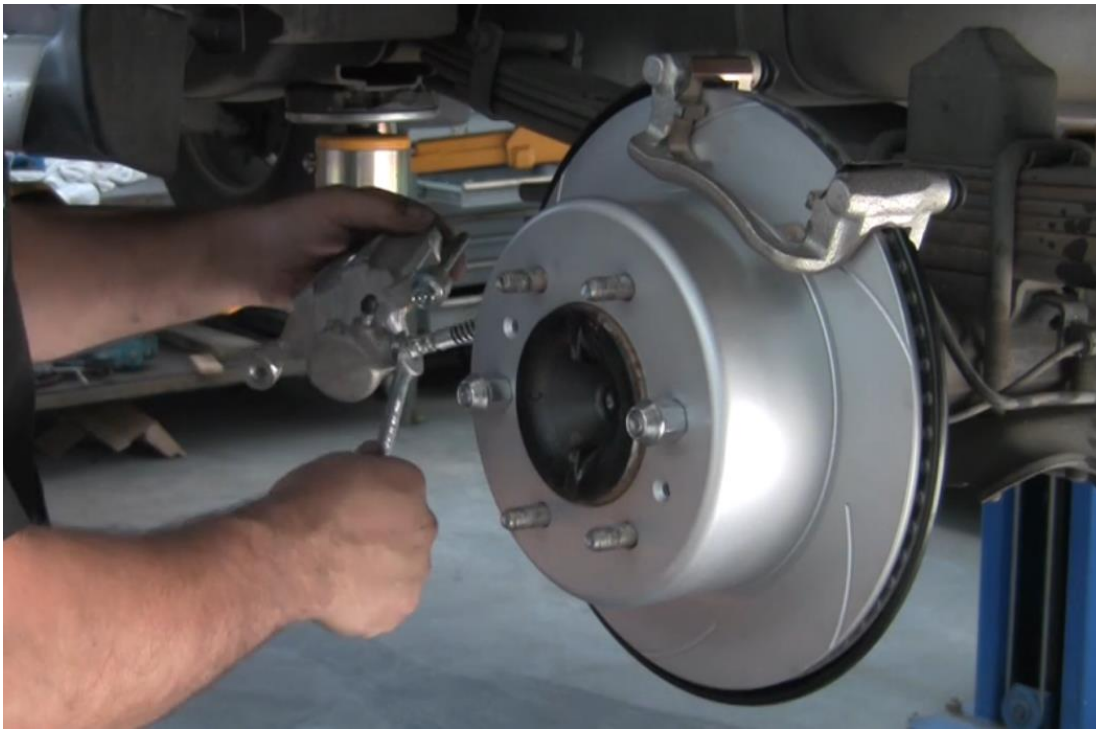
If the gap is smaller on the right place the shims between the bracket and the housing.
If the gap is smaller on the left, place the shims between the bracket and the carrier.

Also check that the distance is the same on the other side of the carrier.



Apply LOCTITE and tighten cradle mounting bolts and recheck alignment.

Fit the new caliper to the brake hose, ensuring it is not twisted when assembled. #3



Fit the brake pads.

Fit the caliper with the retaining bolts and tighten.



Recheck all bolts are to the correct torque.

Remove clamps from flexible brake hose.

Bleed the brakes to remove the air from the system, making sure you top up the reservoir as you go and use the correct Dot rated fluid.



Adjust the handbrake shoes to the required tension via the access port in the backing plate. #20

Check the handbrake operation inside the vehicle.

Do a final check of the mounting bolts and replace the wheels.

Lower the vehicle to the ground and recheck the wheel nuts.

Road test the vehicle to bed in the new rear pads and check the hand brake operation while listening for any unexpected noises or vibrations.