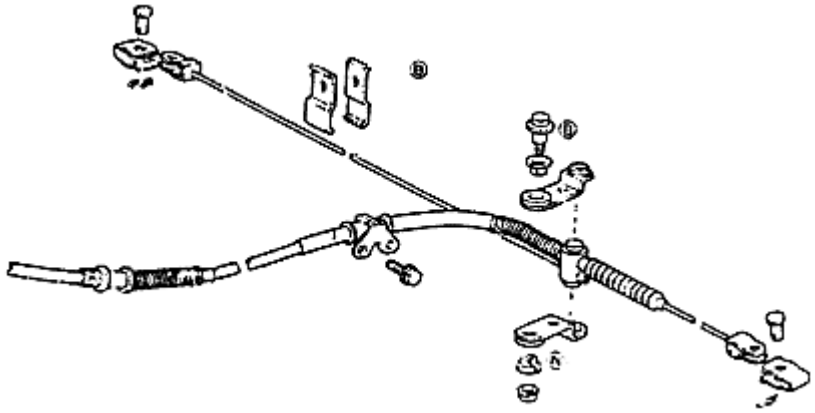
JT Outfitters Rear Disc Brake Conversion
INSTALLATION GUIDE

Before installation or disassembling any parts, please read this guide thoroughly. If you have any questions please call at 1 (336) 591-1108.

Thank you for purchasing a JT Outfitter's rear disc brake conversion kit. This conversion kit will allow you to remove and replace your old, inadequate drum brake set with a superior disc brake set. This conversion was designed for use on 8/70 to 9/75 FJ40 or 55 (will work on early years but brake line fits are different and you will need a dual circuit hydraulic system).

This kit was designed and sold for Off-Road Use Only. It was not designed or tested for on road use. This instruction set will cover doing one side, simply repeat for the other.



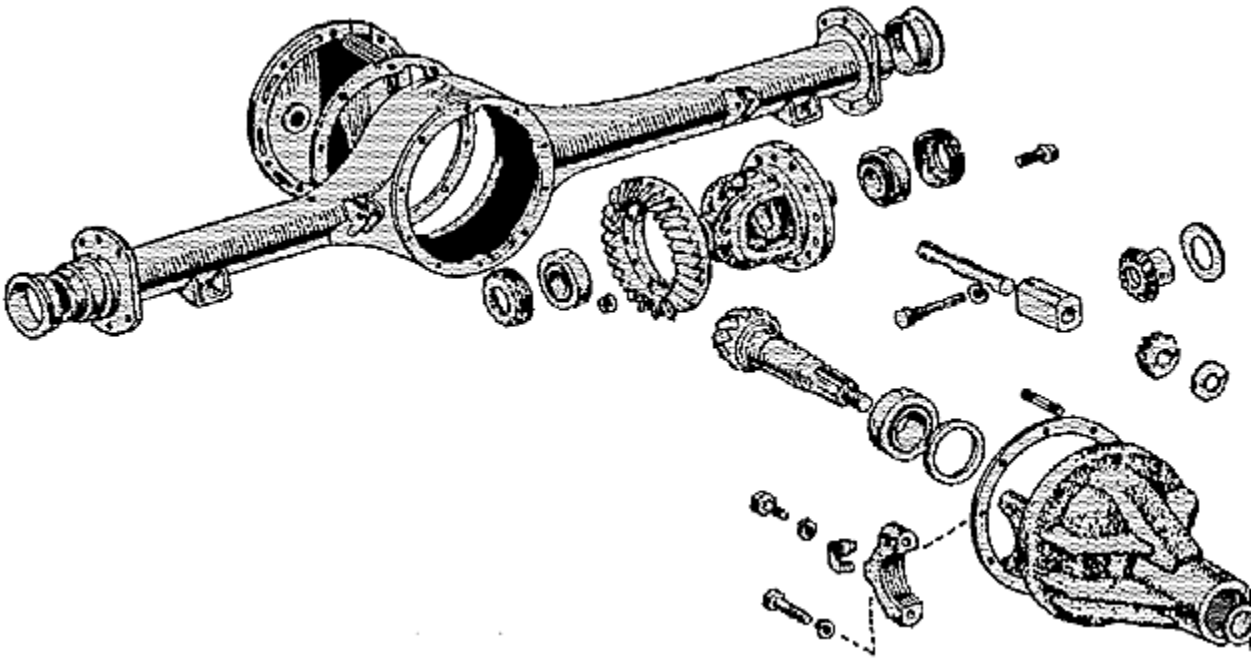
1. 9/80 and newer Cruiser ONLY – Disconnect rear emergency bracket cable assembly from axle housing and from levers at the backing plates. Unbolt and remove emergency brake floor lever and cable assemblies from vehicle.

2. Remove both rear steel brake lines from backing plate at the rear brake wheel cylinder. These will be reused.

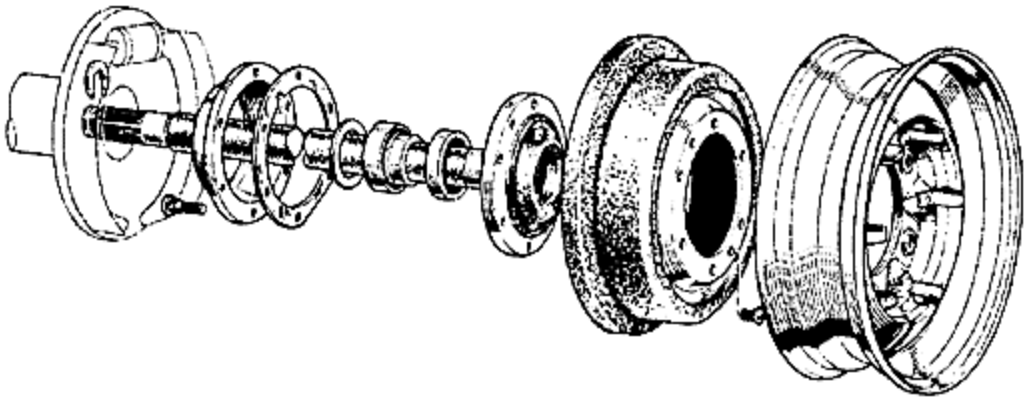
3. Remove rear axle housing drain plug, drain oil, and then remove rear differential cover. If you have a 9/80, temporarily removing rear sway bar will make working easier.

4. Rotate ring gear as necessary (by turning the axle by with transmission in neutral), remove pin that locks the pinion gear shaft into spider gear housing. Remove the pinion gear shaft and center spacer block from spider gear housing.

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5. Push axle shafts inward until axle retainer c-clip removal is possible. C-clips should be easy to remove, not tools required. Often, you can push axle and fully spin it and they will drop out.



6. Pull both rear axles with brake completely out of housing.

7. Remove large Phillips head screw that locks brake drums onto axles. Remove brake drums from axle. Often, these Phillips heads screws may be corroded or rusted and may not easily come out. They can be drilled out or removed with hammer and chisel.

8. Unbolt backing plates from ends of axle housing; remove complete brakes and backing plates as a single piece. These bolts are often very tight and may require a breaker bar.

9. After checking the axle bearing and oil seal wear (replace if necessary). Position both axle shafts back into axle housing and fully seat into side pinion gear splines. Reinstall axle retainer c-clips.

10. Rotate ring gear as necessary to realign both pinion gears in their normal position. Install pinion gear shaft into both pinion gears and center spacer block. Install pinion gear shaft locking pin back into pinion gear case and tighten (reversal of step 4.)

11. Install rear differential cover using a new gasket or appropriate liquid sealant. Remove filler plug and fill axle housing with gear oil to bottom of filler hole (approx 2.6 qts)

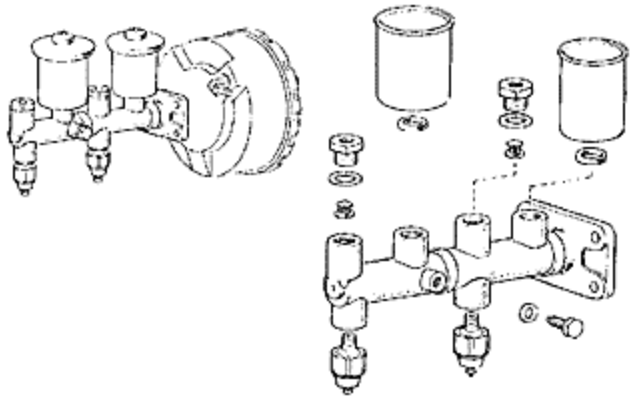
12. Bolt caliper mounting brackets onto ends of axle housing. Caliper mounting brackets will be attached to the inside face of the axle housing flanges (backing plates were attached on the outside face of the flanges).

13. Position new disc brake rotors over wheel studs, flush against axle shaft hub face. The opening in the rotor should be snug on the axle.

14. Position new disc brake calipers onto caliper mounting brackets and rotors. Install supplied caliper mounting pins and tighten.

15. Install new brake lines using new banjo bolts supplied. A washer goes and top and bottom (both sides) of the banjo fitting before installing and tightening the banjo bolts. The caliper housing has a rib protruding upward around the banjo bolt location, presumably to protect the banjo bolt. The rib will prevent rotation of the brake hose into a more ideal mounting location. If you need rotation of the hose, grind the rib off.

16. All models with tandem brake master cylinders (picture on following page) have two individual brake lines. The rear brake line (closest to the brake booster) must be removed from the brass fitting, manuals may call this the out check valve. The residual pressure valve, or check valve is actually behind the brake fitting. The check valve must be removed on rear disc brake conversions. Remove check valve the reinstall brass fitting and brake line. Be careful not to allow brake fluid to drip on painted surfaces, or they will not be. As an alternative you can use our 4 wheel disc brake master and it will address this.



17. Optionally, you can install an adjustable proportioning valve into the brake line that goes to the rear brakes. If you have a tandem brake master cylinder (most) this valve will be installed on the rear line leaving the master cylinder. On early model with a single circuit brake master cylinder, it will need to be installed after the line goes to front brake and near the rear brakes (above the skid plate on the right side of the frame is a good place).

18. At this point you are ready to drive. Caution should be used when operating new brakes. We suggest several short stop and go jaunts as well as a complete lock up to get the feel of your brakes. If they feel spongy, you need to rebleed. Common sense during initial use is the best recommendation.

Service Parts of Disc Brake Components

The calipers are off of an 85 Monte Carlo; the brake pads will be the same vehicle. The common numbers for the calipers are A1 16-4071 and 16-4072. The rotor is from an 89 Chevy / GMC 4wd Regular Cab Pickup. The common number for this part is a Bendix 141454. The center of this rotor has been milled out to an opening of 4.20”.