

Link Pin Disc Brake Kit Installation Guide

Products: #4178, 4191, 4192, 4280



(#4192 Shown)

1 - Chock rear tires and apply emergency brake. Loosen front wheel lugs, lift front of the car, place jack stands under the front axle, and lower the car onto the jack stands.

2 - Remove front wheels, grease caps (*cotter pin and speedo cable-left side*), spindle nuts (*reverse threads-left side*), slide brake drums off the spindles.

3 - Remove rubber flex brake hoses from the hardlines, be careful not to round off the hex nut on the original hardline; it is best to use a brake line wrench for this job. You will also need to remove the spring clips that holds the rubber flex hoses in place. (*Save clips for reassembly*)

4 - Remove the three bolts and washers that secure the backing plates to the spindles, then slide the assemblies off the spindles. (*Save bolts and washers for reassembly*)

5 - Remove existing spindles.

6 - Clean and inspect the link & king pins, and tie-rod ends - adjust, maintenance, or replace as needed. Refer to factory VW specs for maintenance service and adjustment.

7 - Install the new spindles per factory specs.

8 - Secure the outer tie-rod ends to the spindles - Torque the slotted nuts to 22 ft.-lbs. and install the cotter pins.

9 - Test-fit the new inner bearing on the spindle prior to installation. If needed, use emery cloth to smooth the spindle and bearing journal until the bearing slides on smooth and free.

10 - Install the inner and outer bearing races into the rotor. Be careful not to press the races in too far as this could damage or destroy the rotor.

11 - Pack the wheel bearings using Disc Brake wheel bearing grease.

12 - Install the inner wheel bearing and then the bearing seal - use a rubber mallet if necessary.

13 - Apply a thin layer of grease on the spindles and threads.

14 - Install the rotor assemblies on the spindles, slide the outer wheel bearings into place and install the spindle

nuts and washers. Adjust bearing free-play and torque per factory specs.

15 - Install the disc brake calipers onto the spindles with the supplied hardware - make sure the brake lines are positioned on top of the calipers. Install the new brake lines and secure using the factory spring clips.

NOTE: Shock absorbers or limiting straps should be installed prior to installing brake lines.

16 - Bleed the brakes starting at the passenger side-front following factory brake bleeding procedures. Be sure to keep the brake fluid level topped off during the process. The brake pedal should be firm and solid. If your pedal is not firm and solid check for leaks and re-bleed the system.

17 - Install bearing grease caps and speedo cable.

18 - Clean the rotor with brake cleaner. Install your wheels and torque to factory specs.

NOTE: Check for possible clearance issues throughout the entire range of wheel travel up and down, as well as lock to lock on the steering wheel prior to driving.

19 - Confirm steering alignment is within factory VW specs - adjust as needed.

20 - Time for the test drive - slowly apply brakes to break-in the pads and rotors.

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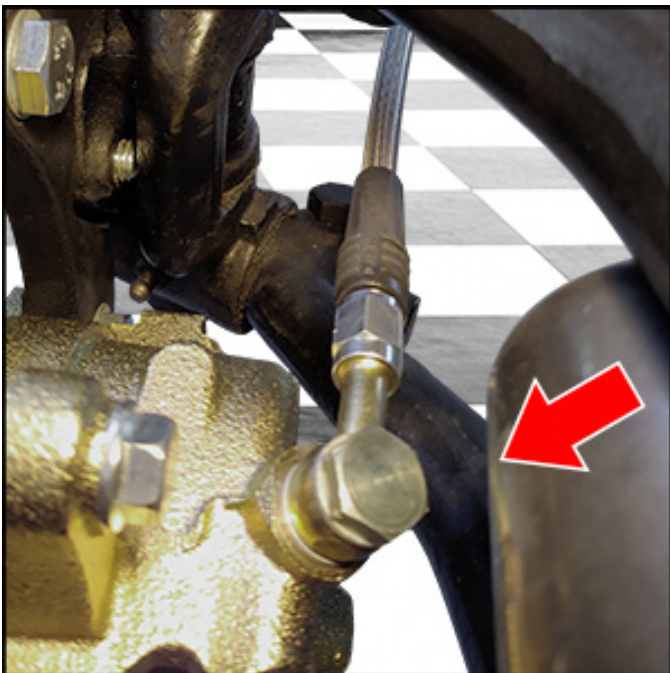
Technical Notes:

Depending on your specific vehicle modifications and ride height (*stock, raised, or lowered*), clearance between the caliper brake lines, 'banjo' bolts and the front control arms may interfere.

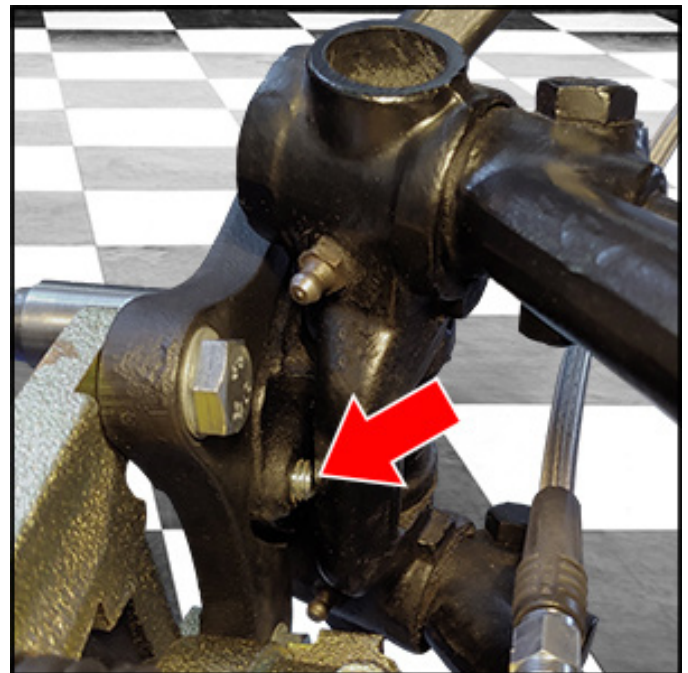
To help with possible clearance issues, the calipers may be installed with the brake line either on the top or bottom. To switch the brake line location, just swap the calipers from left to right and right to left sides of the vehicle.

After installation, check for possible clearance issues throughout the entire range of wheel travel up and down, as well as lock to lock on the steering wheel.

In certain cases, increasing the steering stop may help with possible clearance issues. A simple way this can be achieved is by installing a longer bolt at the front of the caliper mounting brackets (*left and right*) - only the front bolts are necessary. Longer bolts will extend through the back of the spindle and make contact with the stock stop earlier, but will reduce your turning radius.



Confirm there's adequate clearance between the caliper 'banjo' bolt, control arms and bump stop.



To increase the stock steering stop, install a longer bolt in the caliper mounting bracket (25mm shown)

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