

Link Pin Disc Brake Kit Installation Guide

Products: #4202



1 - Loosen front wheel lugs. Chock rear tires, jack up the front of the car, place jack stands under the front end, and lower the car onto the jack stands.

2 - Remove front wheels, grease caps, axle nuts, and brake drums.

3 - Remove rubber flex brake hose from the hardline, 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 clip that holds the rubber flex hose in place.

4 - Remove the three bolts and washers that hold the backing plate in place and slide the backing plate assembly off of the spindle.

5 - Clean and inspect the spindles looking for wear on the bearing journals. This is a good time to inspect your link & king pins as well.

6 - 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.

7 - Install the inner and outer bearing races into the rotor. Be careful not to pound the races in too far as this will destroy the rotor.

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

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

10 - Install the caliper mounting brackets to the spindles using the supplied bolts and washers; be aware that there is a right and left bracket, torque to 36 ft.-lbs. (*The caliper mounts face the front of the vehicle*)

11 - Wipe a thin layer of grease on the spindle and threads.

12 - Install the rotor assembly on the spindle, slide

the outer wheel bearing into place and install the spindle nut and washer. Adjust bearing free-play and torque per factory specs.

13 - Mount the caliper, but only hand-tighten the bolts at this time. Install the new brake lines supplied in the kit. Use the factory spring clip to secure the brake hose.

NOTE: Depending on your specific vehicle modifications and clearance requirements, calipers can be installed with the brake line on the top or bottom. However, to properly bleed the air from the brake system, the calipers should be unbolted from the mount and rotated around the rotor so the bleeder valve is above the brake line.

14 - 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.

15 - Rotate the caliper back around the rotor and secure to the mount using the supplied hardware.

16 - Install the bearing grease caps.

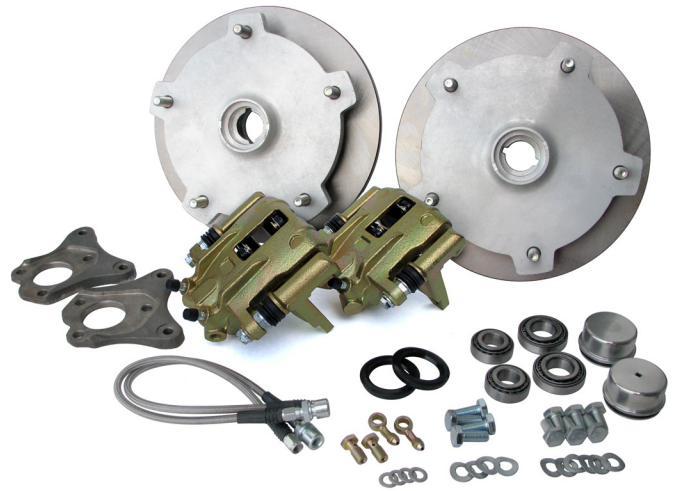
17 - Clean the rotor with brake cleaner. Install your wheels and torque to factory specs.

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



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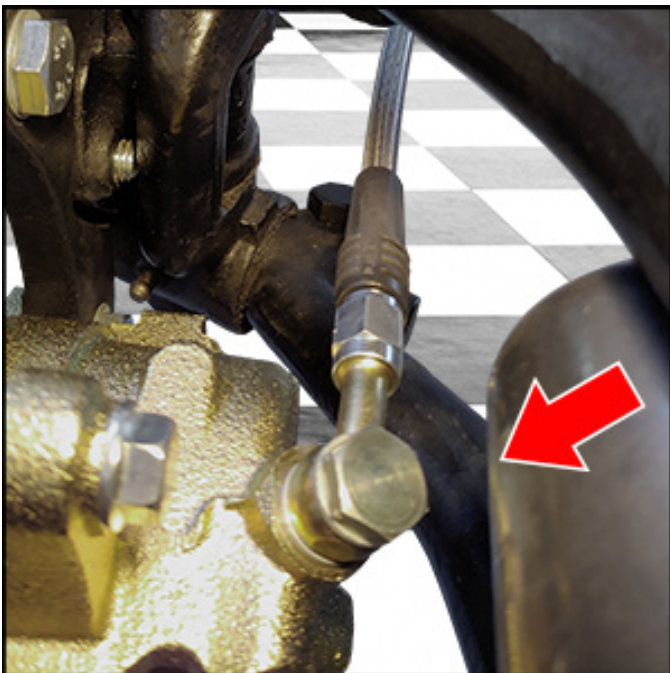
Technical Notes:

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.

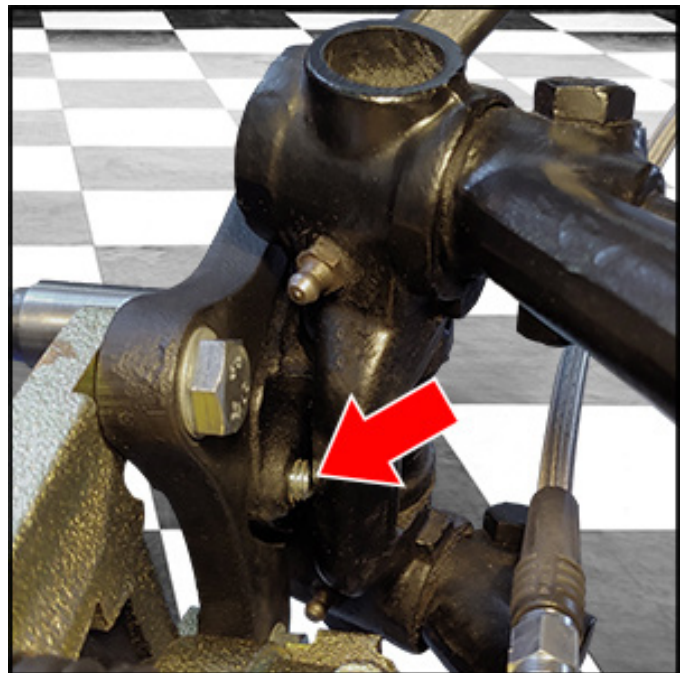
To help with possible clearance issues, the calipers may be installed with the brake line either on the top or bottom. To switch the brake line location, just swap the calipers from left to right and right to left sides of the vehicle.

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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