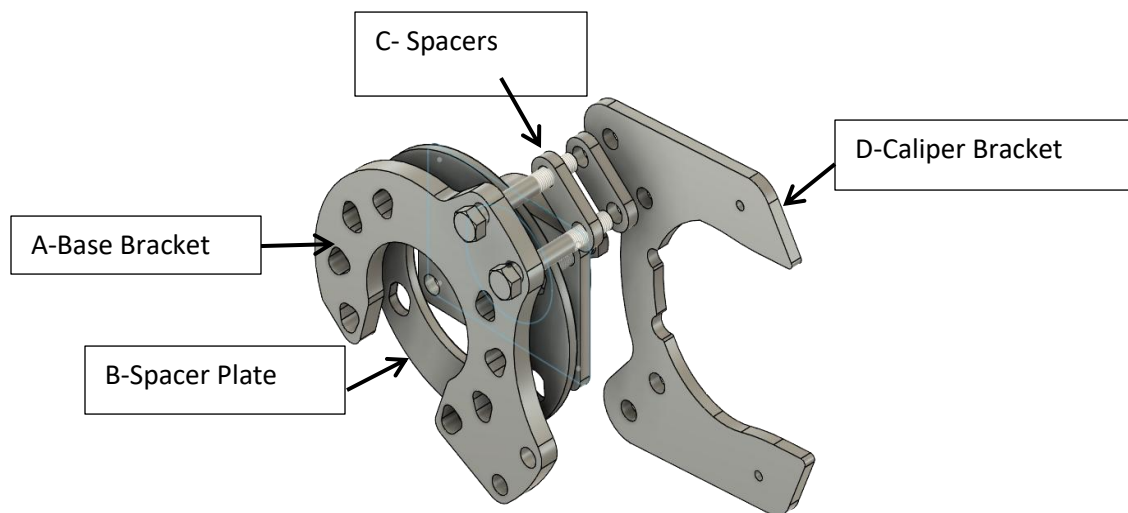
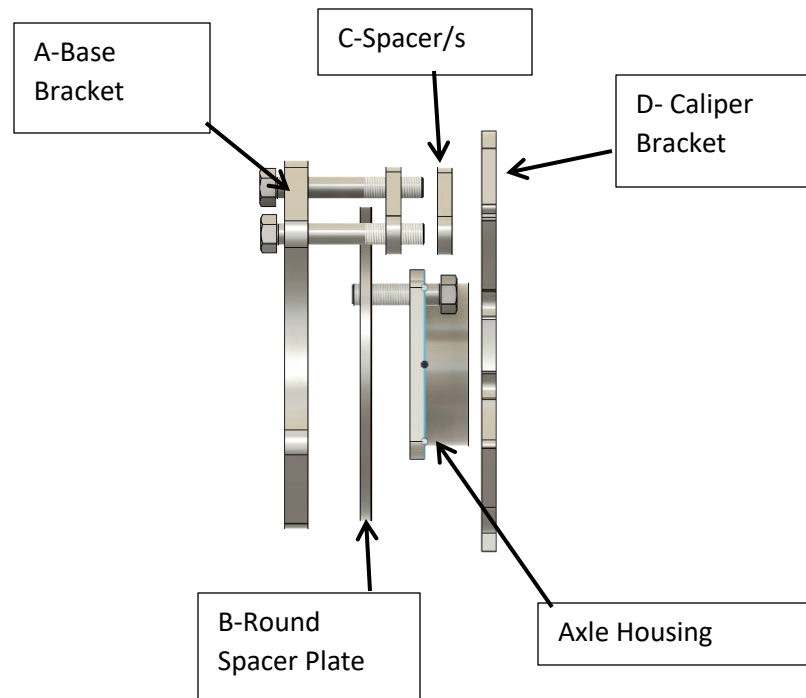


JEEP #2460 1974- 1992 Cherokee/Wagoner
*** Pictures are for illustration purposes only***

Press Bearing Style Axles Illustration's



- A- Base Bracket- Use the 3/8-24x1-1/2 bolts here. Nuts are on the wheel side
- B- Spacer Plate- Must be used in place of backing plate.
- C- Spacers- Various thickness.
- D- Caliper Bracket. Once Base bracket is on, everything will be spaced to the inside (frame side) of the axle.



- A- Base Bracket
- B- Spacer Plate
- C- Spacers
- D- Caliper Bracket

Once the base bracket is bolt on everything is spaced to the inside (frame) side of the car/truck.

Remove your complete drum brake system, and axle shaft to the point in Figure 1.



Once apart clean the axle flange and put some gasket sealer on the axle flange shown in figure 1

Figure 1

If equipped remove stock axle bearing retainer from axle shaft. Our bracket retains the bearing.

Install the grade 8 bolts provided as shown in figure 2. Use 8- 3/8-24 x 1-1/2 Grade Bolts



Figure 2

The supplied round spacer plate coat it on both sides with gasket sealer shown in Figure 3



Figure 3

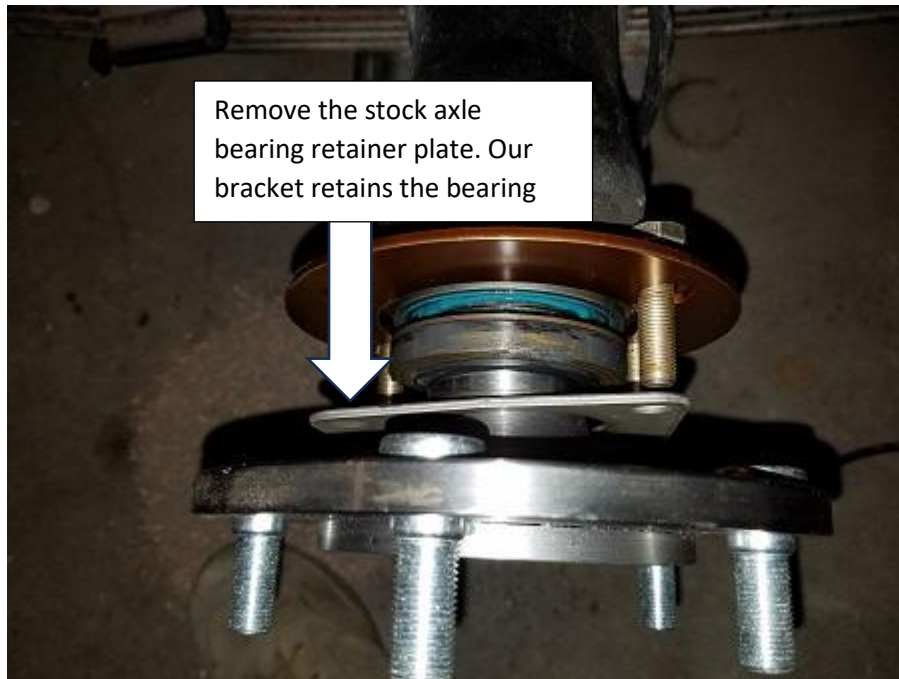


Figure 4

CAREFULLY install the axle/s in the housing be careful not to damage the seal. Shown

In figure 4 and 5

MAKE sure the axle shaft is fully engaged with the carrier Figure 6



Figure 5

Slide the caliper base bracket mount over the studs. Cut out section is facing up

Ears are basically at the 2-3 o'clock and 4-5 o'clock position. Figure 6

Install supplied washers & nuts hand tighten for now- Drivers side shown



Figure 6

Install the supplied 4-Grade 8 bolts (generally the longest-2") the heads of the bolts should face you. Figure 7



Figure 7

Slide the supplied spacers onto the bolts first **note you may have to adjust the amount of spacers used to get the correct spacing of the caliper to the rotor

Install the caliper bracket now as well, welded spacers generally face the frame rail. If you need an additional $\frac{1}{4}$ " of spacing, you can turn them around so welded spacers face the wheel.

To hold this together, install four of the supplied nuts hand tight for now. Figure 8



Figure 8

Slide the rotor onto the axle flange and lug studs.

Installing Rotors

There are times when the rotor won't go on the studs because the studs won't line up with the holes in the rotor. In most cases the studs aren't completely straight. Note the direction the end of the stud needs to go. Put a nut on the stud (to avoid damage) and hit the nut with a hammer. Keep doing this until the rotor slides on without forcing it.

Use two of your lug nuts to hold the rotor tightly on the axle. Figure 9



Figure 9

Install the caliper and adjust the spacers as needed to get the clearance needed.

Once the proper clearance is obtained, install the supplied washers and nuts and **torque to 37 ft pounds lightly lubricated all of the 3/8 bolts & nuts.** Figure 10

Then install the caliper bolts/pins, remember to use some disk brake approved grease and lube the pins Only where they contact the caliper itself. DO NOT lube the whole pin. Lightly do this in the caliper holes

*****Torque the mounting pins to 17-20 FT Pounds, DO NOT OVER TORQUE THE PINS*****

Rotate rotor by hand to insure there is no binding, there may be a slight drag but should turn by hand

Reinstall your wheels/ tires and tighten down

*****check all lug nuts after the first 100 miles to insure they are tight.**

HINT WITH THE PADS: Sometimes the pads are tight. If you encounter this. You can quickly solve this issue. Grab some 80 grit or courser sandpaper – lay the sandpaper down on a hard flat surface – by hand take the pad and sand the face using even strokes and firmly holding the pad flat – usually about four to six passes is all it takes and there is no damage being done to the pads or life taken away.

Finished install shown in figures 11 & 12



Figure 10

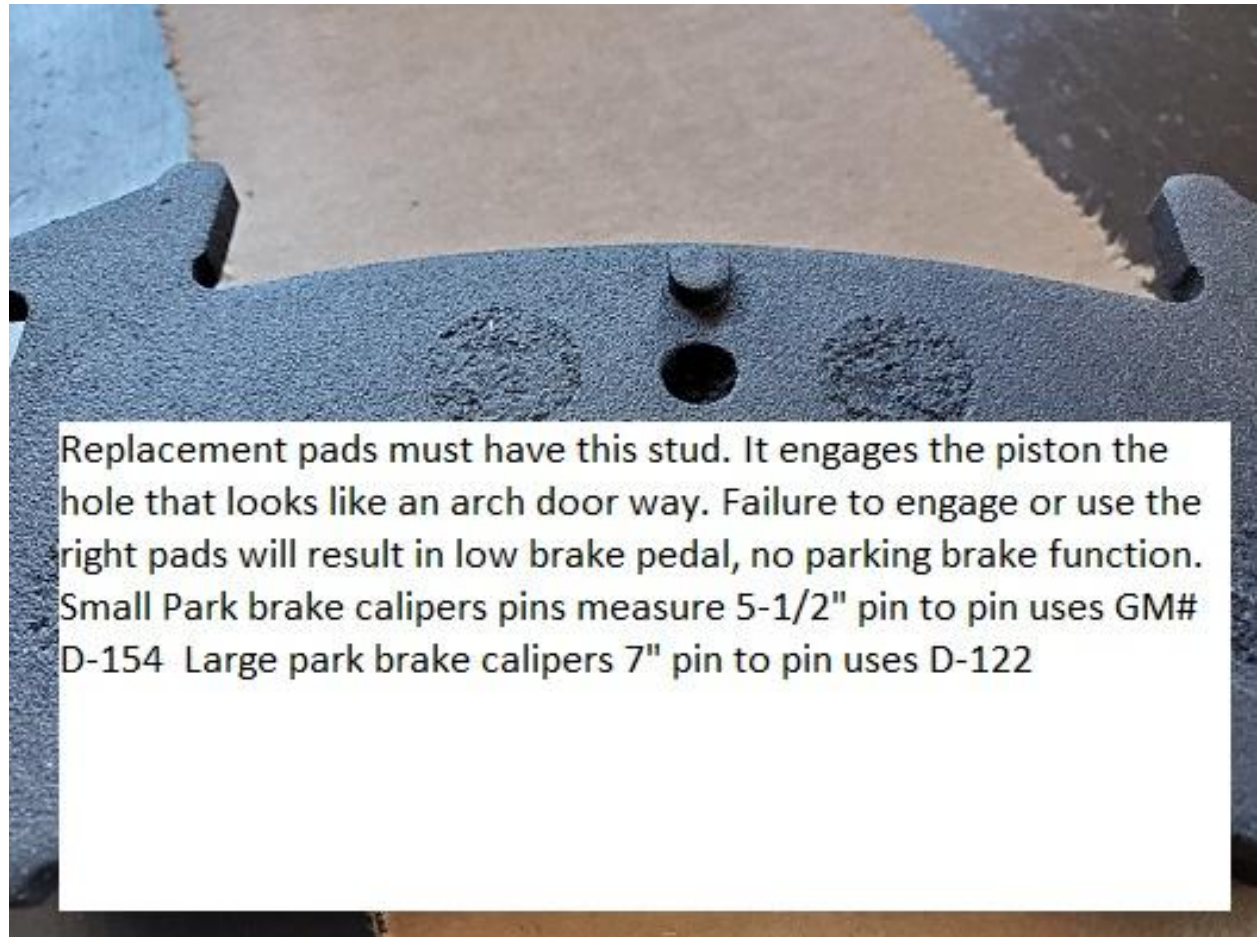


Figure 11

*****After the first 50 miles check all fasteners****recheck again at 100 miles*****

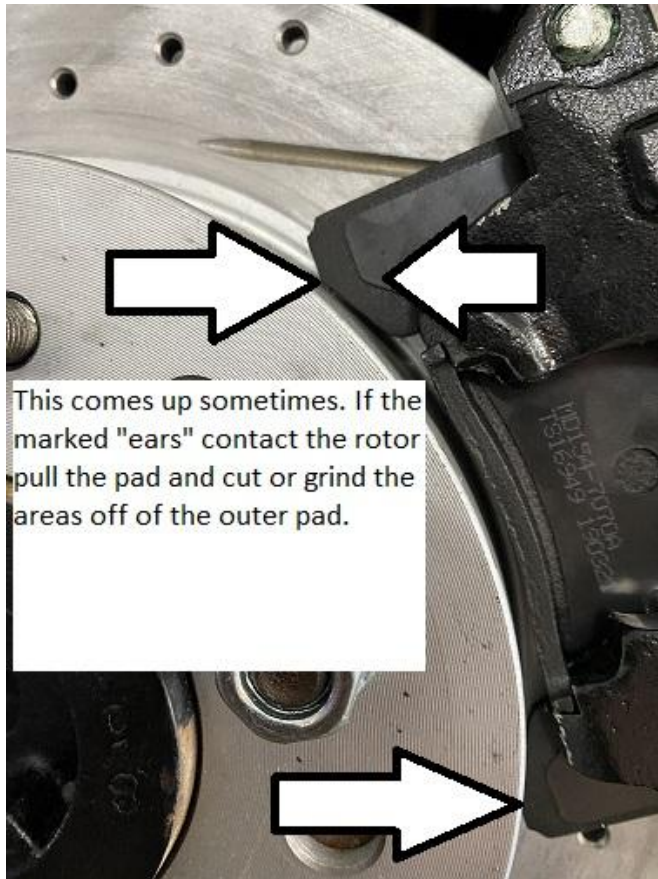
Replacement Parts

- Calipers with parking brake application 79-85 Eldorado, Riviera our # 3110
- Calipers with- out parking brake application 78-83 Chevelle, Monte Carlo our# 3100
- Pad part number for either style of caliper GM D-154
- Rotors are custom TSM# 2460R



Replacement pads must have this stud. It engages the piston the hole that looks like an arch door way. Failure to engage or use the right pads will result in low brake pedal, no parking brake function. Small Park brake calipers pins measure 5-1/2" pin to pin uses GM# D-154 Large park brake calipers 7" pin to pin uses D-122

Don't Make This Mistake...



To Avoid the Above Outcome, Follow the Below Instructions...

1. When installing pads, the two tabs should be bent to firmly hold the pad to the caliper. You must take the pad off.
2. Bend the ears and then install with a plier
3. The pad needs to be firmly fixed to the caliper. This raises the pad up and lets it move off the rotor when the brakes are released. It also keeps the pad from rattling.
4. If the pad is slightly above the rotor it will not hurt anything. the part above the rotor will just wear above the rotor and it will look a little strange when the pads are changed. If the metal backing of the pad still touches the rotor hat, grind off some of the metal on the pad bottom as in the photo.
5. SEE BACK FOR TIGHT FITTING PADS TO ROTOR SURFACE



Sometimes the pads are tight. If you encounter this. You can quickly solve this issue.

Grab some 80 grit or courser sandpaper

- lay the sandpaper down on a hard flat surface
- by hand take the pad and sand the face using even strokes and firmly holding the pad flat to the sandpaper
- usually about 8-10 passes is all it takes and there is no damage being done to the pads or life taken away.



MINIMUM BRAKE TEST

WARNING • DO NOT DRIVE ON UNTESTED BRAKES!

BRAKES MUST BE TESTED AFTER INSTALLATION OR MAINTENANCE

- Make sure pedal is firm: Hold firm pressure on pedal for several minutes, it should remain in position without sinking. If pedal sinks toward floor, check system for fluid leaks. DO NOT drive a vehicle if pedal does not stay firm or can be pushed to the floor with normal pressure.
- At very low speed (NOT GREATER THEN 5 mph) apply brakes hard several times while turning steering from full left to full right, repeat several times. Remove the wheels and check that components are not touching, rubbing, or leaking.
- Carefully examine all brake components, brake lines, and fittings for leaks and interference.
- Make sure there is no interference with wheels or suspension components.
- Drive vehicle at low speed (15-20 mph) making moderate and hard stops. Brakes should feel normal and positive. Check for leaks and interference.
- Always test vehicles in a safe place where there is no danger to (or from) other people or vehicles.
- Always wear seat belts and make use of all safety equipment.



**You MUST RECHECK ALL FASTNERS ARE STILL PROPERLY TORQUED AFTER THE
FIRST 5, 50 MILES AND RECHECK ONE LAST TIME AT 100 MILES.**