8 & 9-Inch Ford Installation Instructions

1. Remove (2 bolts from the differential on the drivers side. Bolt the Caliper Mounting Bracket to the differential (with the tubes facing forward) using the (2) 3/8 bolts and washers. (Note if the bracket doesn't fit level because of casting numbers or other obstructions put washers behind the bracket to space it away from the obstructions.
2. Install the rotor by slipping it over the yoke one end at a time and 90 degrees out of its final position, push the rotor back until it is on the cast projection that extends above the seal. (Cast projection might have to be shortened). Install the driveshaft, girdles, bolts, lock washers, (4) 5/16 nuts, and (4) jamb nuts. Rotate the yoke, slip the rotor forward and then the lock nuts, or use the shorter bolts and put the rotor against the yoke.
3. Rotate the yoke and check for wobble in the rotor. True by loosening the lock nuts and adjusting the front nuts as needed. Continue until the rotor is true.
4. Install the caliper support tubes in the bracket. Unbolt the caliper, hold the caliper in position over the rotor and the tubes and slice the (2) long bolts through the caliper and support tubes, using the new 3/8-24 lock nuts to complete the assembly.
5. Since the cable has to make a 90 degree turn the easiest way to hook up a cable is to use an enclosed one. Our cables are push pull and don't need a return spring, but with other cables you will need a return spring on the arm. Also, the outer housing on both ends of the cable must be fastened securely for the cable to work correctly. our cable has a 7/16 thread and nuts on each end of the housing and a clevis to hook to the caliper arm.
6. With the cable hooked up, it should be adjusted to be fully released when the emergency brake is fully off. The nut on the back of the caliper adjusts the pads. If the brake doesn't lock up the rotor when it is applied try using the lower hole in the caliper arm, this will five more movement to the pads.