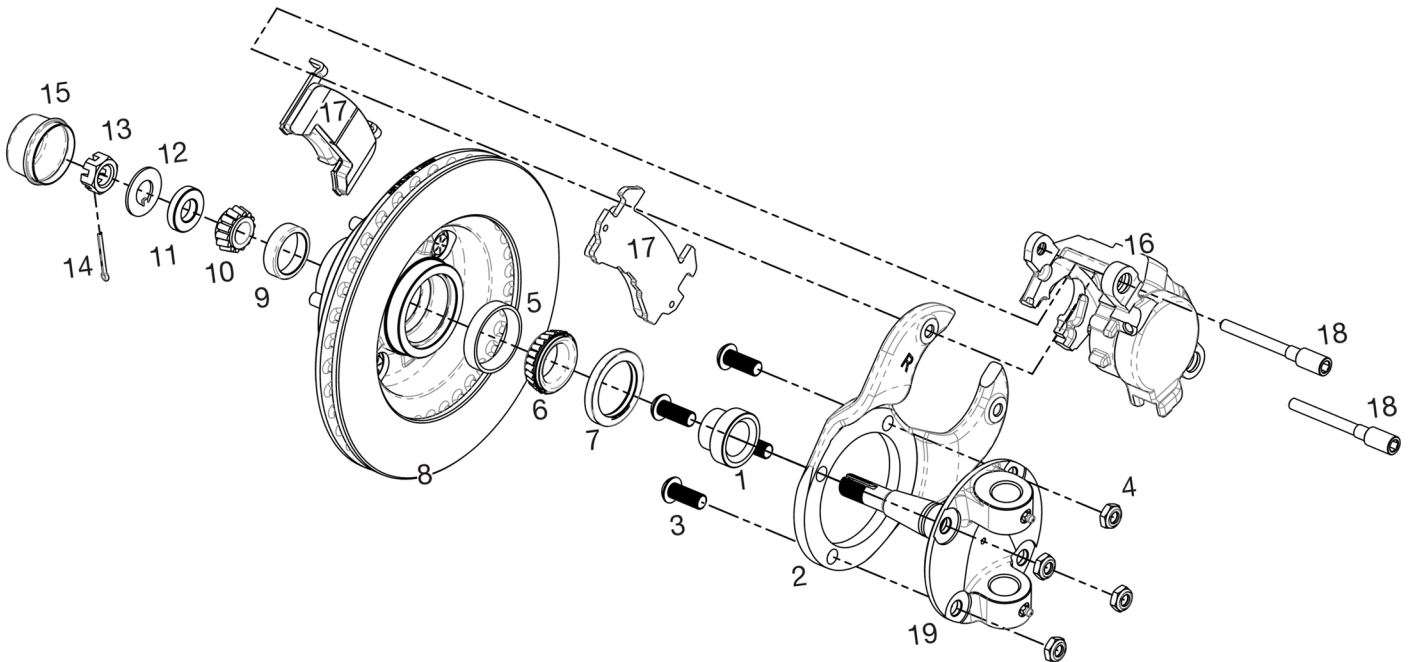




## 11" Disc Brake Kit for '37-48 Ford Spindle SWS PART # 205-1301



1. Using the parts list supplied, double check that you received all the parts in this kit. If there are any missing parts, please contact the customer service department.
2. Carefully press the bearing adapter (#1) onto the spindle, making sure the flange side goes toward the spindle. Make sure the adapter is fully seated against the spindle. You can use a press to install the adapter on the spindle or the adapter can be heated at 400 degrees for 20 minutes then slid onto spindle. Allow to cool slowly at room temperature.
3. Remove the inner bearing race from your rotor and replace it with the bearing race (#5) supplied in the kit.  
**NOTE:** The stock inner bearing race will not work with this kit. It must be replaced with race supplied.
4. Bolt the caliper bracket (#2) to the spindle, (they are marked left and right). The offset in the bracket goes toward the axle side. Install the 1/2-20x11/4" button head bolts (#3) from the rotor side and attach with the 1/2-20 nylocks (#4). Torque the bolts to 38-57 ft. lbs.
5. Pack and install the inner bearings (#6) with fresh disc brake bearing grease, and install the Grease seals (#7). Seals must be installed straight. A seal installation tool works well for this.
6. Install the rotor (#8) on to the spindle, pack and install the outer bearing (#10). Install the outer spacer (#11) on the spindle followed by the washer (#12) and spindle nut (#13). Adjust the bearing preload as normal. Install the cotter pin (#14) and dust cap (#15).
7. Install the calipers (#16) on the mounting brackets (#2) with the bleeders pointing up. Only use the correct GM mounting bolts (#18). **NOTE:** Some GM metric calipers have a small tab cast into the body that will interfere with the caliper brackets. This can be easily ground off for clearance.
8. Install new brake lines, making sure the lines have clearance through the entire suspension travel and turning radius. Bleed the system as normal.
9. Before operating the vehicle, test the brakes under controlled conditions. Make several stops in a safe area from low speeds and gradually work up to operating speeds.

**NOTE:** Some wheels will not clear the snout on the rotors. If necessary the rotor can be machined for clearance. Some brands of wheels may interfere with the top of the caliper. If necessary you can grind a small amount of material off the top of the caliper, at the point of contact.