

Seven Springs Customs

Dana 25,27 and 30 disk brake conversion

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Kit consists of:

12-spindle studs with nuts

2-Brake hoses

2-Banjo bolts

2-Brake backing plates

2-Rotors

2-Brake calipers

1-Brake pad set

10- 610-106 wheel studs

1)Start out by stripping off all of your old drum brake stuff. That's right-down to the spindle. Now that you have the hub and drum off, press the old wheel studs out or you can bang them out with a hammer.

2)Next, place the rotor behind the hub and have the wheel studs pressed through the rotor and into the hub. If you don't put the rotor behind the hub, your brakes won't line up with the calipers.

3)Attach the spindle and Chevy Dana 44 caliper mounting brackets with a couple of bolts to test for caliper fitment.

4)In order to provide clearance for the caliper, you will need to grind a little material off of the knuckle. With the caliper mounting bracket on the spindle, you can get an idea of how much grinding will be necessary to fit the caliper. Remember that as the pads wear out, the caliper will move inward because of its floating design. If you don't grind enough, your caliper may hit the knuckle and render your brakes useless. You may need to grind the fill plug for clearance, although you could just replace the plug with a flush-mount one. Now you can start grinding the knuckle between the two bolts that are farthest to the back of the knuckle. You don't have to remove a ton of material, but make sure you have good clearance by periodically replacing the caliper mounting bracket and caliper for test fitting.

5)Also grind the caliper a little to make sure that there will be no contact between it and the knuckle as the pads wear out, but be careful not to grind through the casting.

6)Once you have removed enough material, you can then begin rebuilding your front axle. Now would be a good time to replace those worn-out bearings and seals. Remember to pack the bearings and grease everything. Put a little anti-seize on the slider bolts for the calipers to help them slide and self center better during use. This will also keep them from rusting to the sleeve and making future disassembly more difficult.

7)Depending on your application you may need to route new hard lines along your frame up to the front wheels to attach the new rubber lines to. Bleed the brakes and remember to check for clearance as the pads wear over time. If you did not remove enough material they may bind and cause uneven wear to the pads and rotor.

