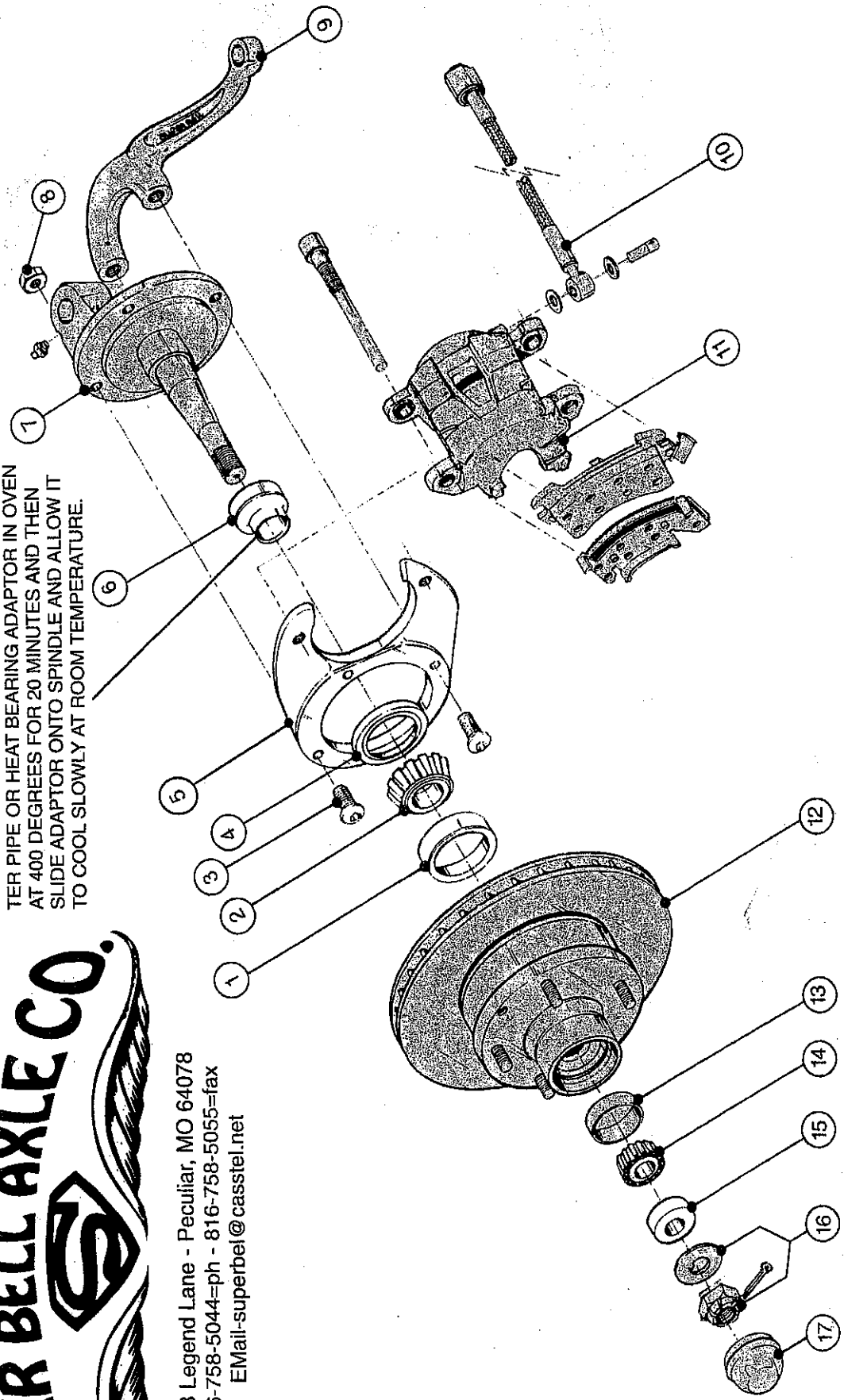


BASIC BRAKE KIT (# 3222 Shown)

CAREFULLY PRESS BEARING ADAPTOR ONTO SPINDLE USING A PIECE OF 1.5" INSIDE DIAMETER PIPE OR HEAT BEARING ADAPTOR IN OVEN AT 400 DEGREES FOR 20 MINUTES AND THEN SLIDE ADAPTOR ONTO SPINDLE AND ALLOW IT TO COOL SLOWLY AT ROOM TEMPERATURE.



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Note—For the GM kit (#3222) it is necessary to replace GM inner race (#1 in drawing) with inner race supplied with kit.

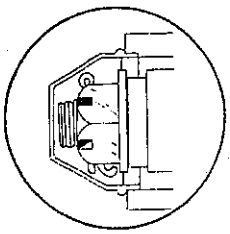
Note—Some wheels will not clear the snout on the Mopar rotors. If necessary the rotor can be machined for clearance.

Note—Lobe on bottom of caliper casting must be ground off to clear mounting bracket.

Note—Organic pads should be used with this kit.

Note—Some brands of wheels may rub against the top of the caliper. If you have this problem, it will be necessary to grind a small amount of material off the top of the caliper at the point of contact.

GM GREASE CAP DOES NOT LEAVE SURFACENT CLEARANCE FROM END OF PINNACLE OR COTTER PIN CUT OFF LOWER SIDE OF COTTER PIN AS SHORT AS POSSIBLE.



The Most Common Brake Drag Problems

Residual check valve left in master cylinder.

Solution: Remove residual check valve from master cylinder. If you have rear drum brakes you must install a 10# in-line residual check valve in rear hydraulic system.

Air trapped in hydraulic system that expands when hot.

Solution: Bleed air from hydraulic system properly. Make sure all bleed screws point up for proper bleeding.