



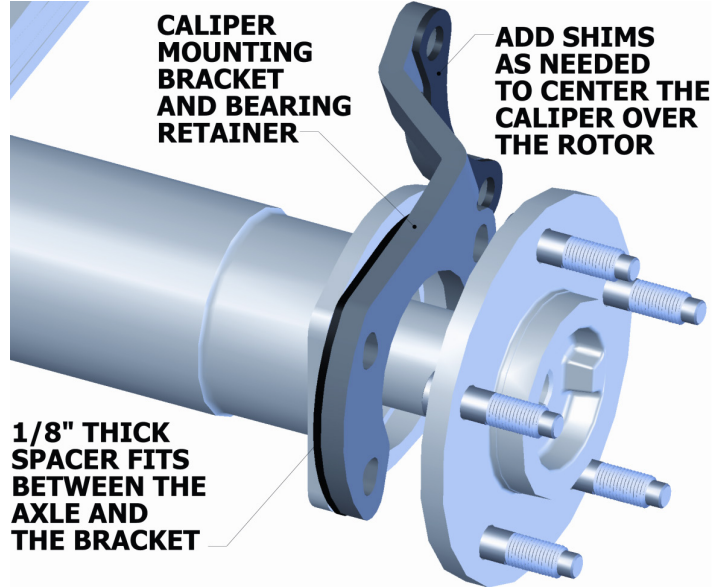
Steering, Brake & Suspension Specialists

#9RDBK-12 - Installation Instructions

for Ford 9" Rear Axle Big Brake Bracket Kit

Parts:

1 ea	Left Rotor	2 ea	Brake Hose
1 ea	Right Rotor	2 ea	Brake Hose Clip
1 ea	Left Caliper Bracket	2 ea	10mm Banjo Bolt
1 ea	Right Caliper Bracket	4 ea	Thick Caliper Shim
1 ea	Left Caliper Assembly	4 ea	Thin Caliper Shim
1 ea	Right Caliper Assembly	4 ea	10mm Crush Washer
1 ea	Parking Brake Cable Assembly	2 ea	Parking Cable Extension
2 ea	Spacers	4 ea	M12x1.75x30mm Gr8.8 Bolt
2 ea	Brake Hose Tab	4 ea	12mm Flat Washer
2 ea	Brake Tab Clamp	4 ea	12mm Lock Washer



Replacement Parts:

- 1988-1992 Lincoln Continental Rear Calipers
- 1988-1992 Lincoln Continental Rear Brake Pads
- CPP 31817 Left Rotor
- CPP 31817 Right Rotor

Notes:

This kit is designed to work with 17" or larger wheels.

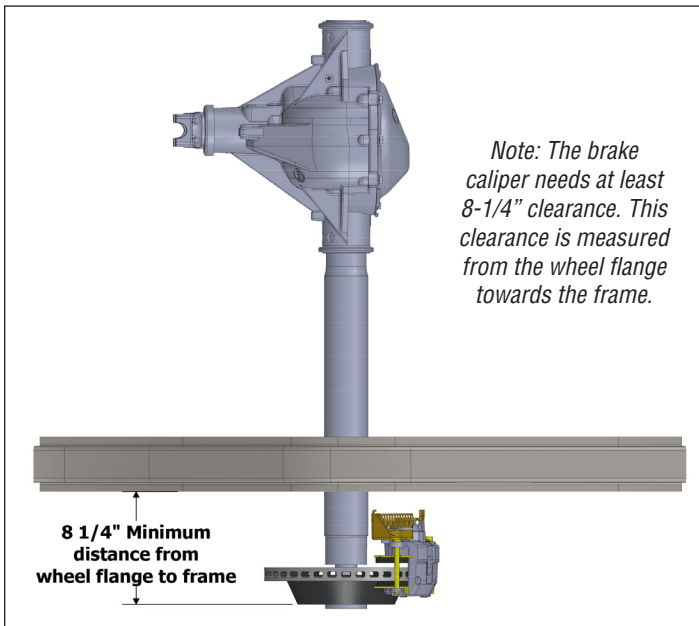
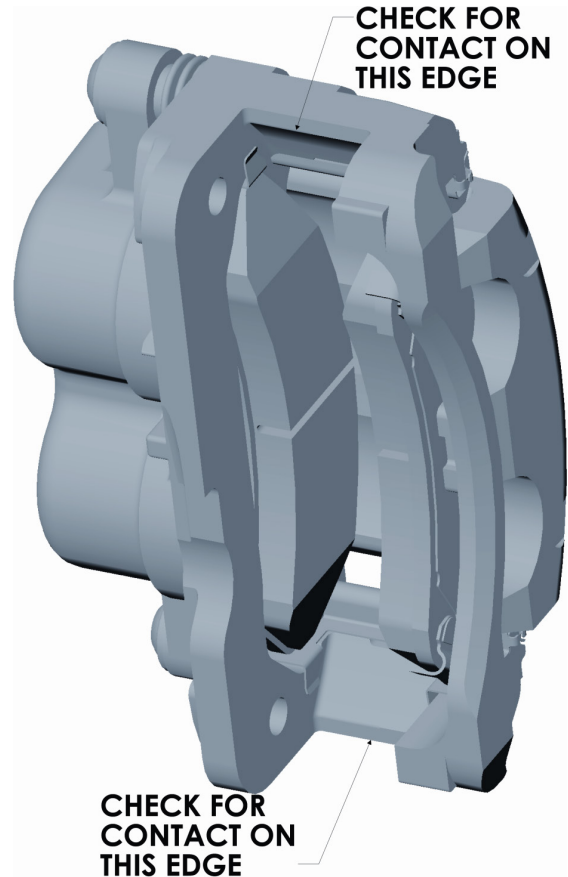
Instructions:

1. Disconnect the rear brake lines from the wheel cylinders.
2. Remove the rear brake lines from the rear axle.
3. Remove the rear portion of the parking brake cables from the car. You may be able to leave the rear of the parking brake cable connected to the backing plate, and remove it from the car later when the backing plate assembly is removed.
4. Remove the drums from the axles.
5. Unbolt the bearing retainers and backing plates from the axle housing.
6. Remove the axles from the housing.
7. Remove the backing plate assemblies.
8. Remove the bearing retainers from the axles. The new caliper mounting bracket will also act as the new bearing retainer.
9. Reinstall the axles into the axle housing.
10. Position the thin 1/8 inch spacer against the axle housing. This spacer is the same thickness as the old backing plate and keeps the correct tension on the bearing.
11. Install the caliper mounting bracket. It will bolt against the 1/8 inch spacer and is the new bearing retainer. The following diagram shows the relation of the spacer bracket and axle.
12. Install the rotors onto the axles.
13. Install the caliper assemblies onto the caliper brackets. The bleed screws will be toward the top of the calipers. Add shims as needed to center the caliper over the rotor. There are several different axle offsets used by Ford; the shims will allow the brackets to fit any of these different offsets. The previous diagram shows the location of the caliper shims on the caliper bracket.
14. Check that the axles can turn freely. In order to maximize the friction contact between the pads and the rotor, the caliper has a tight tolerance to the rotor. Due to variations in the caliper castings, you may need to remove a small amount of metal from the edges of the caliper. This can be done with a flat hand file.
15. Install the new parking brake cables. (Cars that already had disc brakes may not need to replace their parking brake cables.) You may need to use the parking brake cable extensions in order to get the parking brake cable to properly adjust.
16. Loosely install the new hoses onto the calipers. Do not tighten the bolts against the crush washers at this time.
17. Install the new rear hard lines onto the rear axle.
18. Install the brake hose tabs and clips onto the new brake hoses.
19. Connect the brake hoses to the hard lines. The hard line may need to be repositioned. Secure the brake hose tabs to the axle with the tab clamp. (The brake hose tabs are designed so that they can also be welded directly to the axle.)

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#9" RDBK-12 - Installation Instructions (Continued)

20. Tighten both ends of the brake hoses.
21. Check the function of the parking brake. The parking brake is self adjusting and may need to be applied several times before it works. The parking brake adjustment will affect how well the brake performs. If the parking brake is not adjusted, the rear brakes may not work.
22. Bleed the brakes.
23. Clean any brake fluid that may have spilled while installing and bleeding the brakes. Have someone apply the brakes and check all the fittings for leaks. Do not drive the car if there are any leaks in the brake system.
24. Recheck that all the nuts and bolts are tight.



GENERAL TORQUE SPECIFICATIONS:

1/4"	grade 5	10lb/ft	1/4"	grade 8	14lb/ft
5/16"	grade 5	19lb/ft	5/16"	grade 8	29lb/ft
3/8"	grade 5	33lb/ft	3/8"	grade 8	47lb/ft
7/16"	grade 5	54lb/ft	7/16"	grade 8	78lb/ft
1/2"	grade 5	78lb/ft	1/2"	grade 8	119lb/ft
9/16"	grade 5	114lb/ft	9/16"	grade 8	169lb/ft
5/8"	grade 5	154lb/ft	5/8"	grade 8	230lb/ft

NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.