



DISC BRAKES

PREMIUM PERFORMANCE BRAKES

INSTALLATION INSTRUCTIONS

10-16K Disc Brake Pad with Clips Replacement Instructions

Removal:

With tire-wheel assembly(s) removed from hub and zero pressure in hydraulic system, remove hex nuts from slider bolts and withdraw bolts from brake assembly. Lift brake caliper from yoke and discard the used brake pads. If there are anti-rattle springs present discard these as they are not required. Do not allow caliper to hang from the hose.

Inspection:

Slider bolts must be straight and free of rust pits, missing chrome, or cracks in the chrome plating. Replace if necessary. Anchor yoke bores must be free of corrosion and excessive wear. "O" rings must be free from nicks and cuts. Replace as necessary. Caliper assembly must be free of fluid leaks and torn or deteriorated dust boots and "O" rings. Repair as required.

Rotor-inspect for grooves, flaking, cracks, heat checking, excessive thickness variation, insufficient overall rotor thickness and overall width (measurement from inboard rotor face to rotor mounting surface). Machine or replace as necessary.

Rotor Specifications:

Rotor thickness	1.185 New, 1.12 Min. Service Limit
Rotor overall width	3.655 New, 3.59 Service Limit
Lateral runout	003 T.I.R., .010 T.I.R. Maximum
Thickness variation	.0008

Hub and Rotor – Removal and Installation:

- With hubcap removed and oil drained, straighten locking tabs on tang washer and remove outer locknut, tang washer, inner locknut, bearing washer, and outer bearing. Remove hub and rotor assembly. NOTE: A puller may be required due to unitized seal press fit on spindle. Remove inner bearing and seal. Service bearings as necessary.
- Prior to re-assembly, insure that the hub bearing housing is clean. Reinstall inner bearing. Coat the O.D. of a new seal with a bore sealant (Permatex® or equivalent) prior to installation.
- Mount hub and rotor assembly on spindle and install outer bearing, bearing washer, and inner bearing nut.
- Tighten inner nut to 100 Ft. Lbs. while turning hub to seat bearings.
- Loosen nut to remove pre-load torque. Hand tighten nut, then back of 1/8 turn minimum, ¼ turn maximum.
- Install tab washer and outer locknut. Torque locknut to 225 to 250 Ft. Lbs.
- Insure that the inner nut does not turn. Bend 2 tabs over flat on outer locknut to secure.
- Install hub cap and add oil to hub. Capacity is 2.5 oz. of SAE 90 W gear oil.

Installation:

The brake pads included in this kit now have an attached retaining clip on the back side of the pads. The pads are identical and will clip to the inside of the piston bores and into the slots of the casting of the caliper (Fig. 1 and 2).

Figure 1: Inboard/Piston Side Installation



Figure 2: Inboard/Piston Side Installation



Place round end of pad into area indicated in Fig. 3. Then hold that end down while pressing on other end. Continue pressing until it is fully seated (Fig. 4).

Figure 3



Figure 4



Disassembly is the reverse of installation. Use appropriate tools and methods to retract caliper pistons sufficiently to reinstall caliper over the new pads. Caliper and anchor yoke “O” rings should be lubricated with a light film of high temperature brake lubricant prior to slider bolt installations. Slider bolts should be installed from the outboard side of the caliper.

Use extreme care when installing the slider bolts to prevent damage to the “O” rings.

(Use 071-182-00 installation tool threaded onto slider bolts is recommended). DO NOT FORCE OR HAMMER BOLTS IN.

Secure slider bolts with new locknut. Actuate brakes numerous times to remove excess pad clearance prior to operation of vehicle.

Torque Specifications:

Slider bolts locknuts	15-30 Ft. Lbs.
Anchor yoke-mounting nuts	55-80 Ft. Lbs.
Bleeder screw	100-150 In. Lbs.
Rotor mounting nuts	85-95 Ft. Lbs.
Outer spindle nuts	155-195 Ft. Lbs.
Hub Cap	20-30 Ft. Lbs.
Wheel mounting nuts (with clamp ring)	175-225 Ft. Lbs.