

FITTING INSTRUCTION FOR REAR BRAKE CONVERSION KIT HUC001 & HUC008



Ensure you are wearing eye and hand protection when conducting any potentially dangerous parts of this operation.

If it is not your vehicle, make sure you drive it before, so you can compare it to the vehicle following the conversion.

Raise the vehicle up and support safely.

Remove the rear wheels.

Clamp the flexible brake hoses to minimise fluid loss.

DISSASSEMBLY

Remove the original brake drum and brake shoes.

Disconnect the solid brake line from the back of the wheel cylinder.

Carefully remove the ABS sensor and place it out of way.



Remove the handbrake retaining clip and cable.

Remove the axle flange mounting nuts.



Remove the axle from the vehicle.

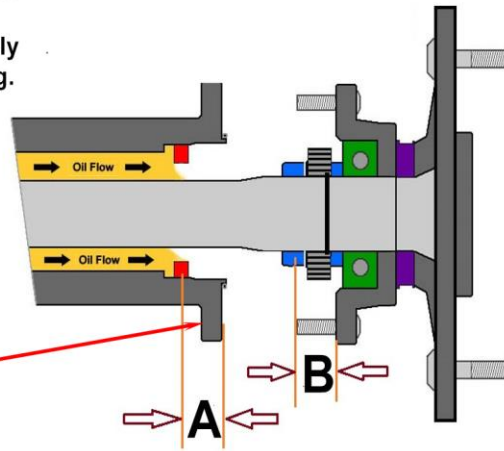
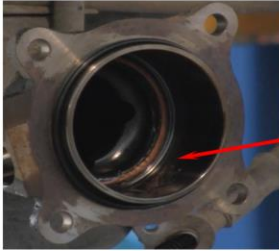


Place the axle assembly securely in a bench vice.

It is critical to ensure that the inner axle seal contacts the centre of the axle collar. This may mean that the collar is not pressed hard against the ABS ring during assembly.

The way to ensure this is correct is to make sure that:
-Distance "A" and Distance "B" are the same.
-This will ensure that the collar is positioned correctly and the seal will retain the oil within the diff housing.

Note:
If the axle seal is replaced during the conversion process, Distance "A" must be rechecked prior to refitting the axle collar.



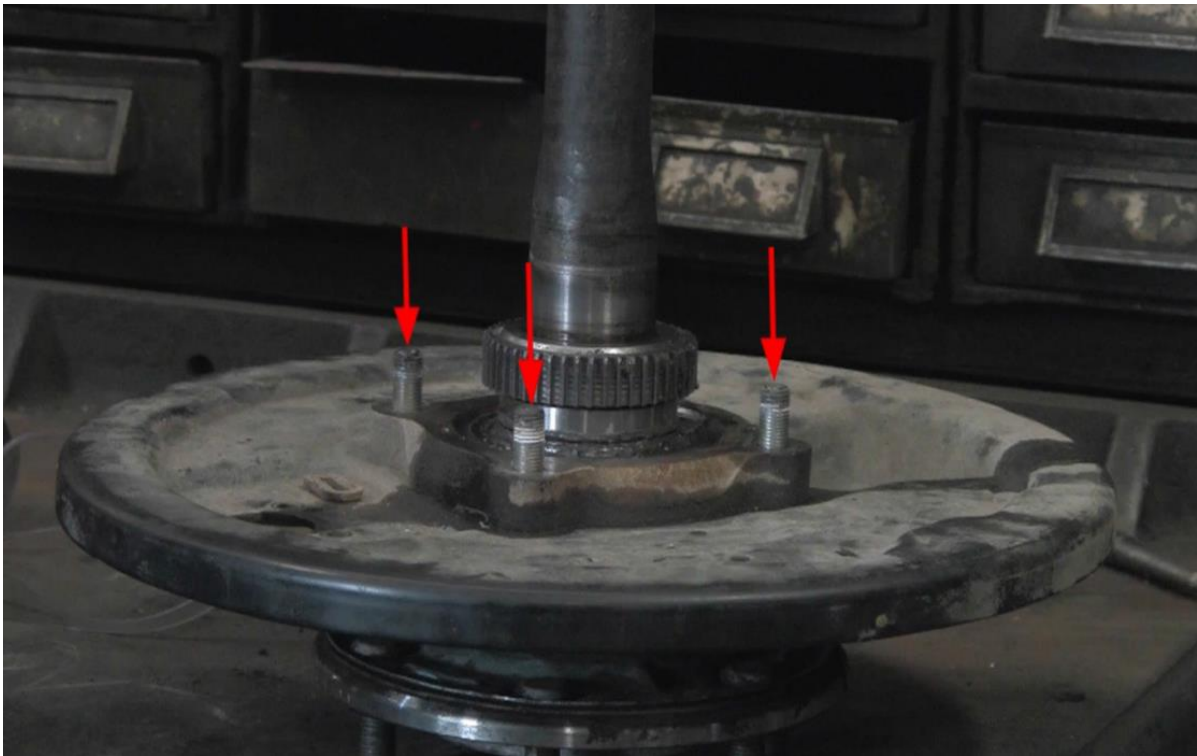
Remove the O ring seal from the axle.



Remove the tone wheel retaining collar.



Knock out the four studs from the axle bearing housing.



Press off the tone wheel taking care not to damage it.

Note the orientation of the tone wheel before removing.



The circlip is now exposed and needs to be removed.



Remove the second retaining collar.



Remove the retaining collar and spacer, please note how the spacer was fitted.



Remove the housing from the backing plate and using a press, remove the old wheel bearing.

Then press the new bearing into the hub.

Remove the handbrake assembly from the backing plate, noting how it is assembled.

Place the new backing plate onto the housing and press in the new longer studs.



Take the assembly back to the press and press the axle into the hub.



Replace the circlip.

Then replace the ABS tone ring the same orientation as original.

Then press the tone ring and the retaining collar onto the axle.



Replace the sealing O ring and internal supplied oil seals if required.



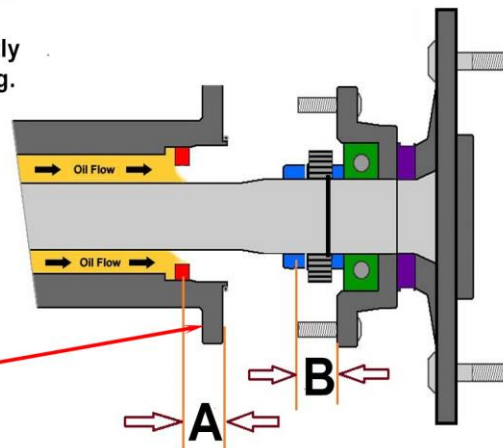
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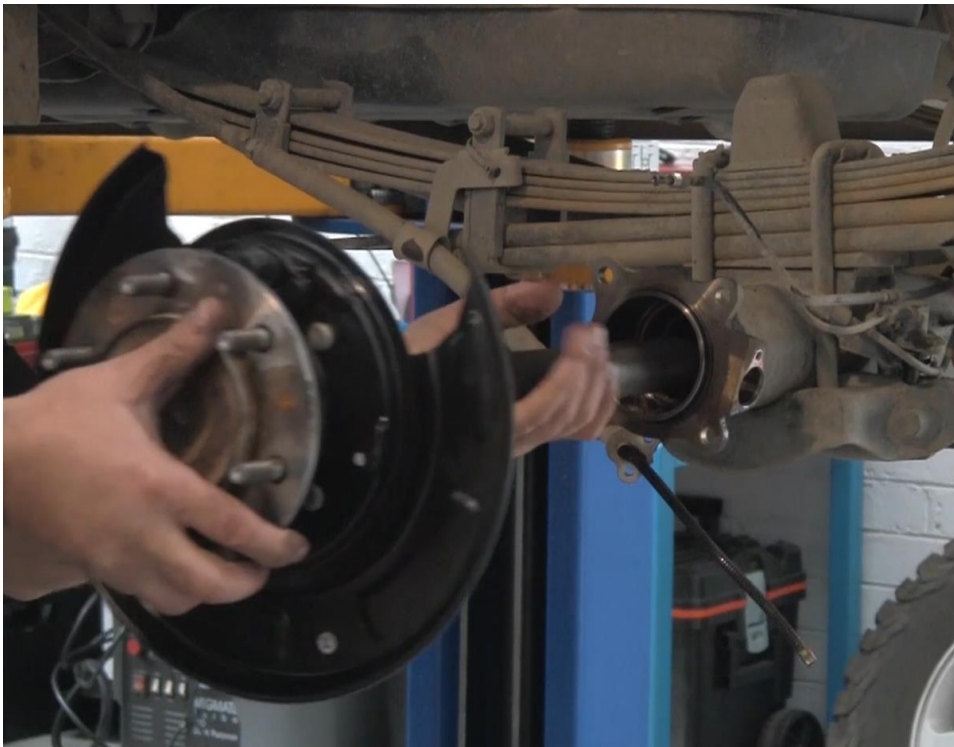
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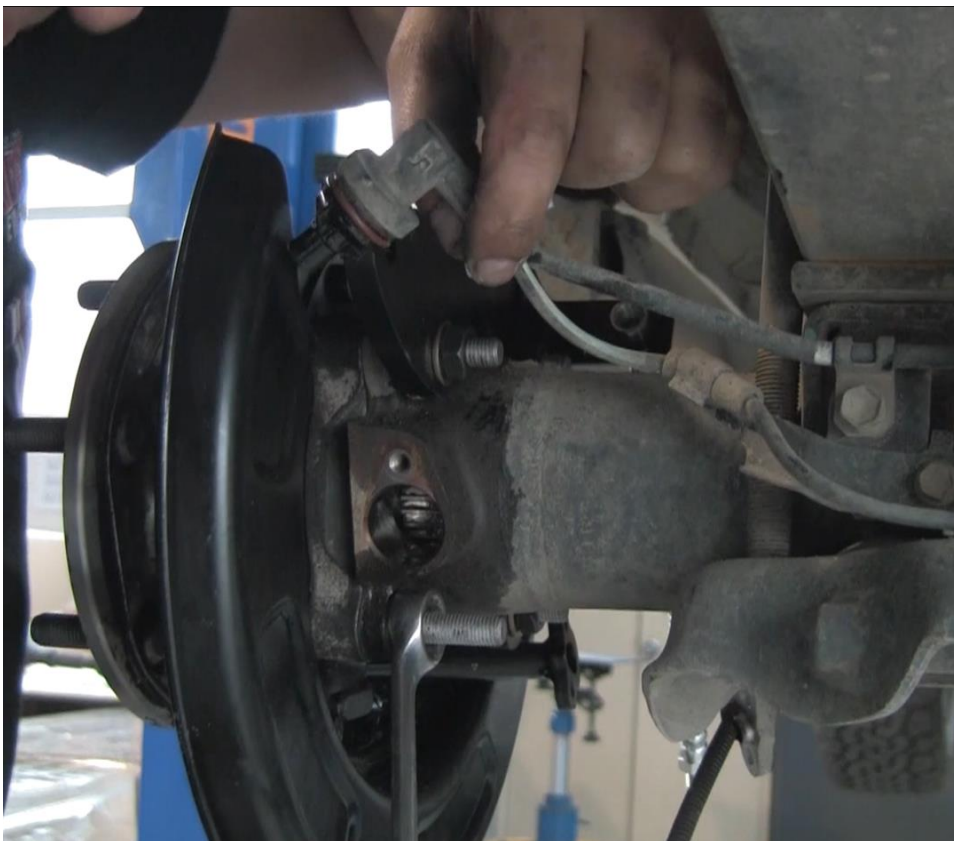


Replace the axle assembly back into the housing, taking care not to damage the inner seal.



If any oil has leaked from the axle while disassembled, top up the diff oil now.

Place the caliper bracket #17 onto the studs ensuring they are on the correct side of the vehicle.



Apply LOCTITE (NO.271) or similar to the threads.

Fit the brake hose kit #4 to the caliper bracket #7.



Refit the ABS sensor into the housing, making sure the area is clean.



Refit handbrake assembly and hand brake cable onto the backing plate. #9 & #22



Refit the brake line to the new mount. #15



Before fitting the new brake rotor, make sure the axle face is clean.

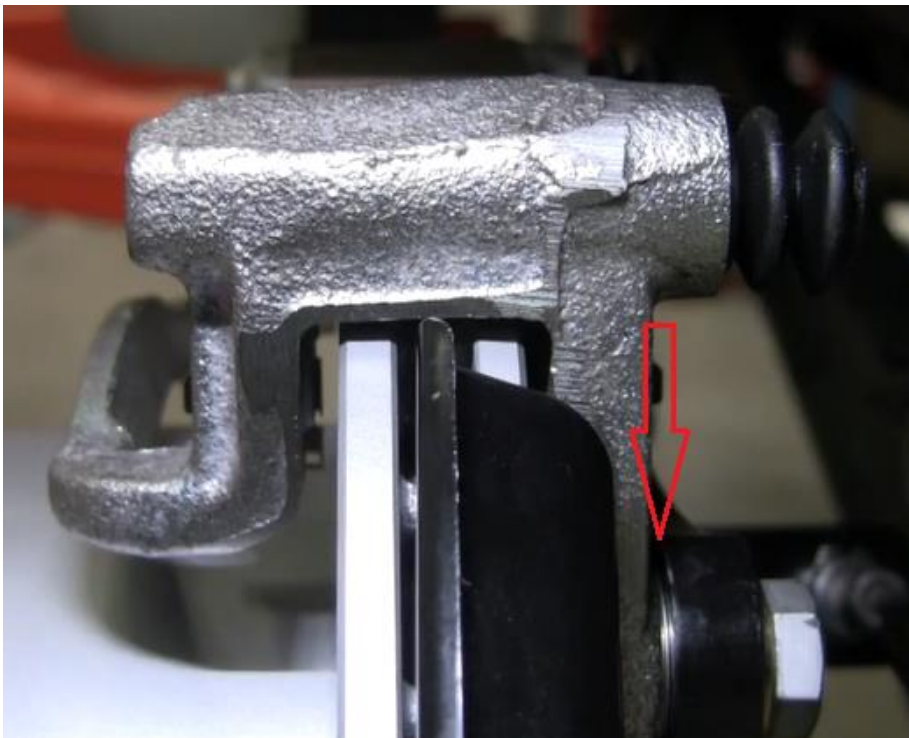


Fit the new brake rotor.

Unpack the new caliper being careful to use the correct side.

Remove the carrier from the caliper and bolt it to the bracket. #5

Using the shims supplied #10 make sure the bracket housing is central to the rotor.

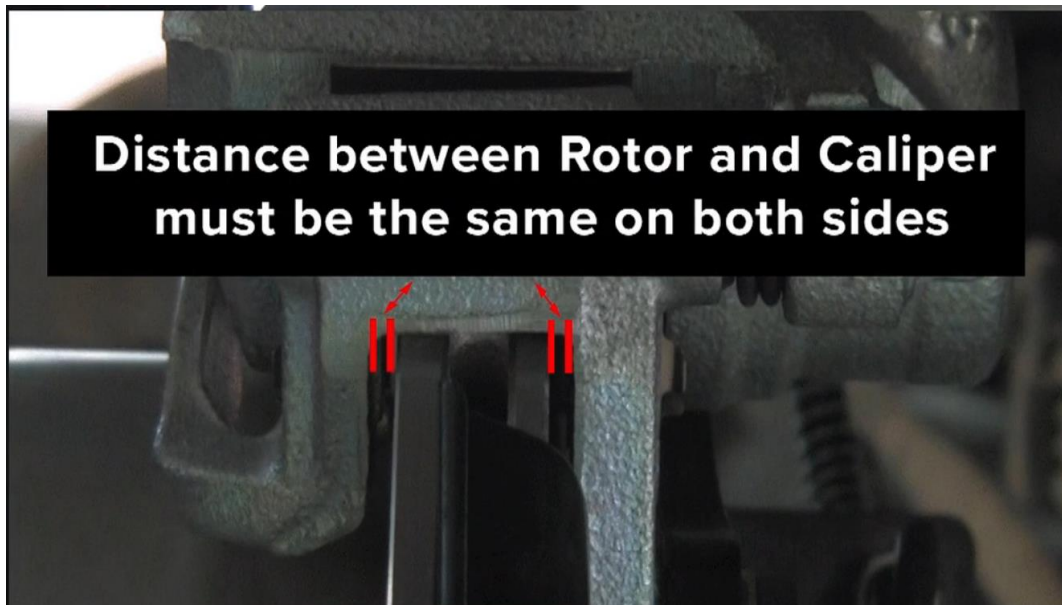


In the below image:

If the gap is smaller on the right place the shims between the bracket and the housing.

If the gap is smaller on the left, place the shims between the bracket and the carrier.

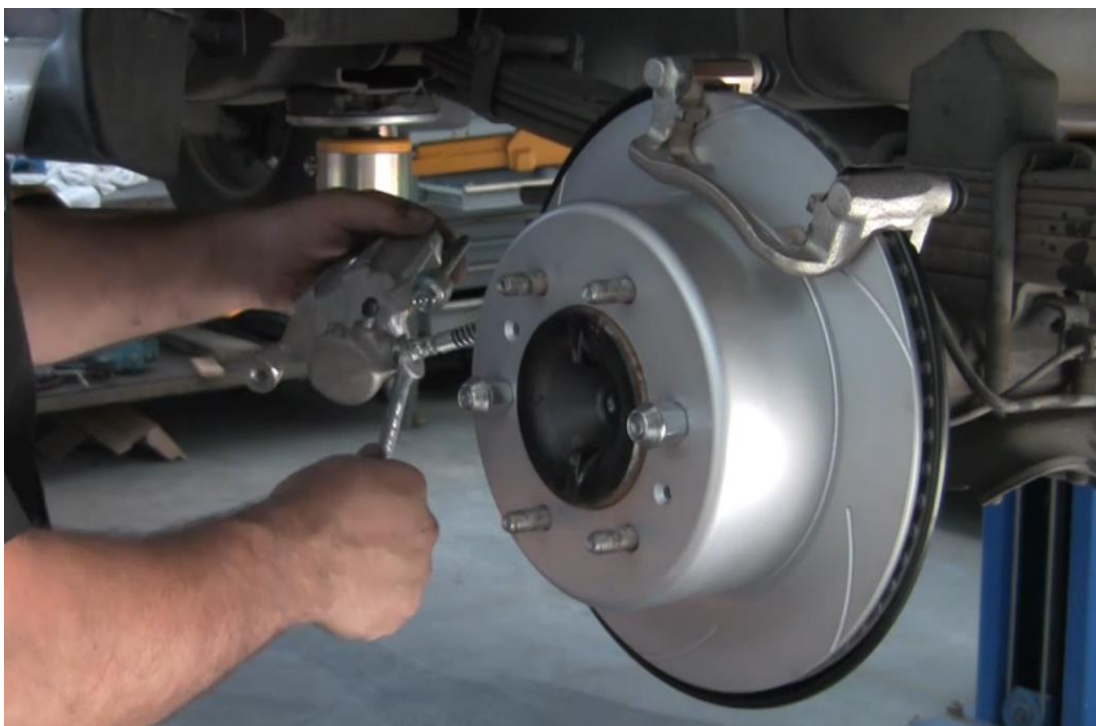
Also check that the distance is the same on the other side of the carrier.



Apply LOCTITE and tighten cradle mounting bolts and recheck alignment.

Fit the brake pads, using supplied lubricant on any pad to metal surfaces only.

Fit the new caliper to the brake hose, ensuring it is not twisted when assembled. #2



Fit the caliper using the retaining bolts and tighten.



Remove clamps from flexible brake hose.

Bleed the brakes to remove the air from the system, making sure you top up the reservoir as you go and use the correct Dot rated fluid.



Adjust the handbrake shoes to the required tension via the access port in the backing plate. #20

Check the handbrake operation inside the vehicle.

Recheck all bolts are to the correct torque and replace the wheels.

Lower the vehicle to the ground and recheck the wheel nuts.

Road test the vehicle to bed in the new rear pads and check the handbrake operation, while listening for any unexpected noises or vibrations.