



## 1963-1973 Full Size Jeep

# Front Drum to Disc Brake Conversion Kit

For Dana 27, Dana 30 and Dana 44 Front Axles



### Notes:

1. **some trucks will require changing to later-model FSJ wheels due to rivets inside some of the factory wheels making contact with the caliper.**
2. Note: please read through all instructions prior to removing or installing any part. If you do not feel comfortable with the instructions or in your ability to install or modify your vehicle, please take to a reputable mechanic to have them perform the installation. BJ's Off-Road can not and will not determine your ability to install this kit, and the extent of our warranty and liability only cover the components of this kit, and do not cover improper installation, abuse, neglect, labor rates, etc. You will be responsible for checking clearances and cycling the suspension before driving, and if there are any items that will make contact, STOP and check EVERYTHING again. DO NOT proceed until everything is clear and no contact occurs, as any damage due to items making contact is not covered. Contact us with any questions prior to installation.



Remove: wheel, 6 bolts on locking hub and snap ring on axle shaft.



Remove spindle nut, locking washer and inner spindle nut. At this point, you should be able to pull the hub from the spindle.

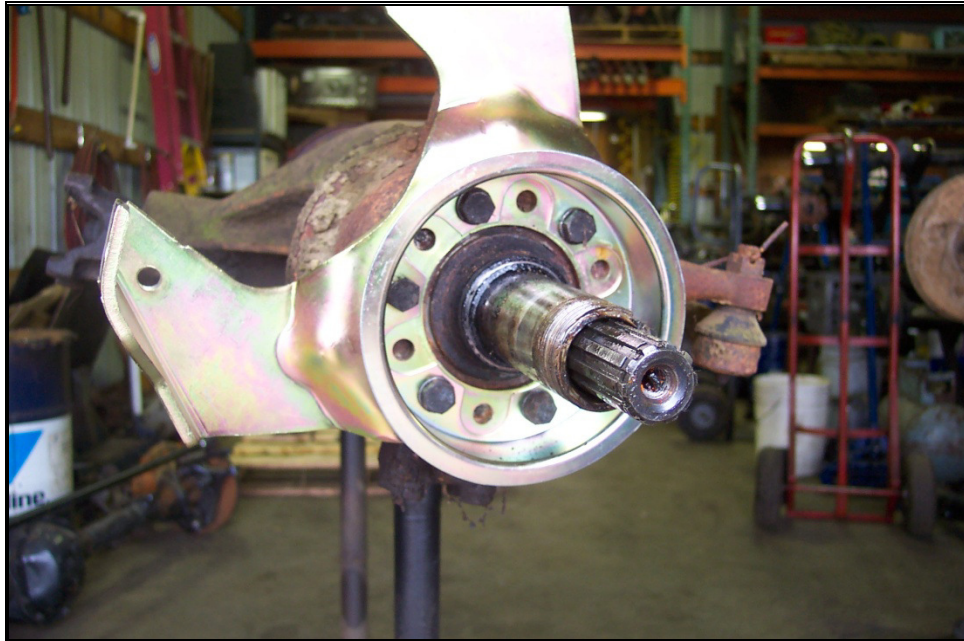




Remove the 6 qty 9/16" spindle bolts, disconnect brake line and remove backing plate.



This is as far as you NEED to tear down, but while you are here, it is also a good time to replace leaky wiper seals and U joints.

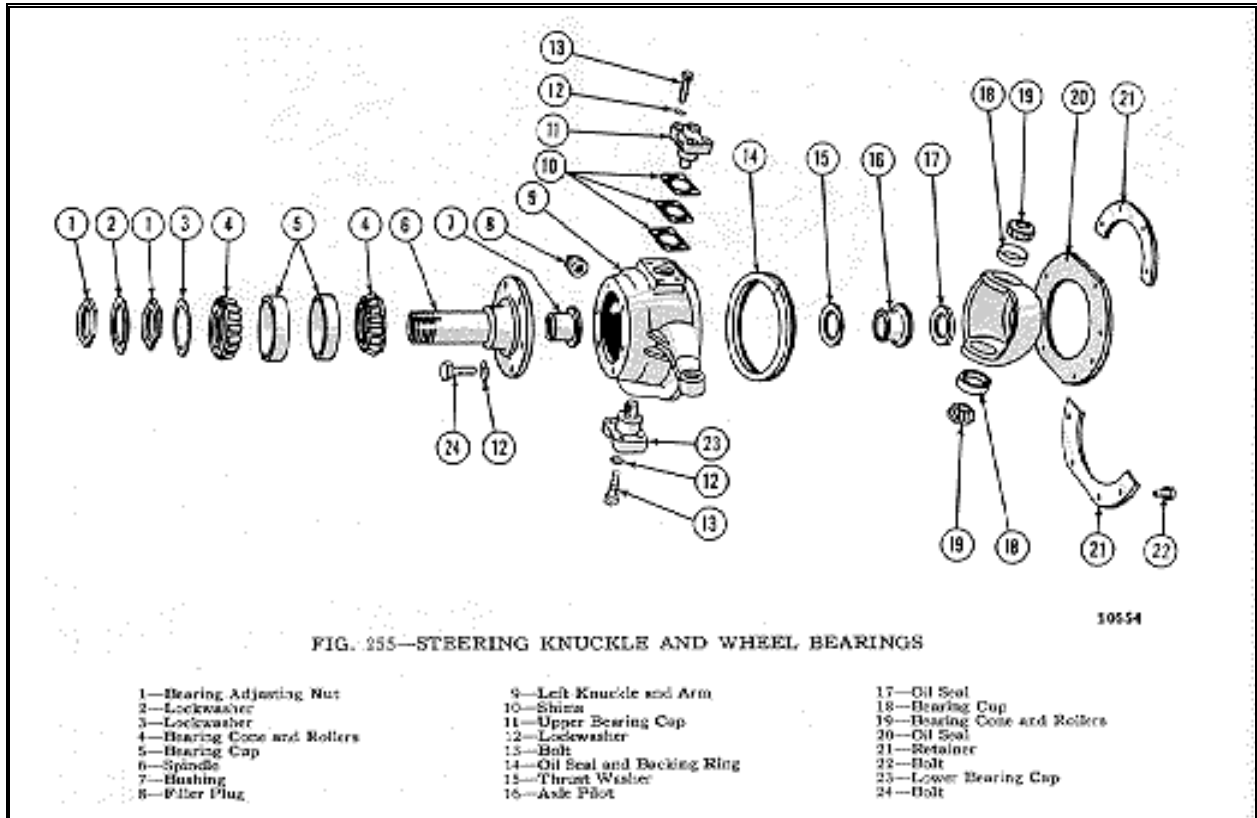


Install caliper bracket using only two bolts (pointed about 45\* toward the rear of the vehicle) and install caliper to check for knuckle clearance. Also make sure bleeder is positioned at the highest point possible, as this will allow trapped air to escape as you bleed your brakes. Some of you will have the caliper contact the knuckle; if the caliper touches the knuckle, you will need to grind the knuckle to allow the caliper to adjust inward as the pads wear.

After checking clearance, install the remainder of the bolts and torque to spec.

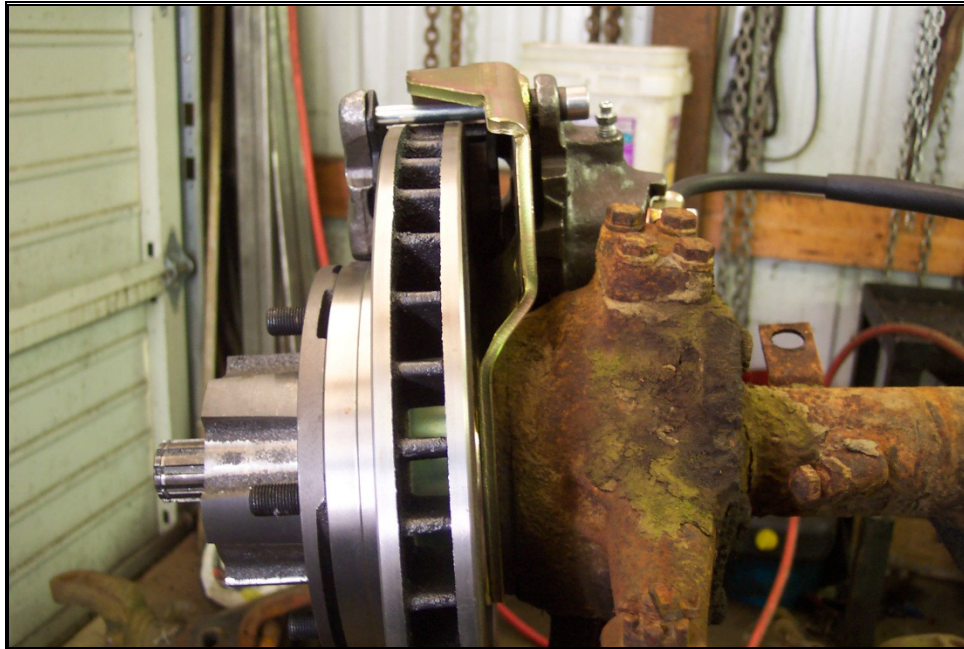
At this point, take both hub/rotor assemblies out and turn them upside down. Pack inner wheel bearings, install, and install seal. Flip hub/rotors over, pack and install outer wheel bearings.

**\*\*NOTE:** in the kit you will receive bearing races that will be in a bag marked “Inner Conversion Race”. You **MUST** use this on the inner race locations on each side.



Slide hub rotor over spindle, install the wheel bearing washer, and the adjusting nut. Tighten nut until there is slight drag when the hub is turned, and then back off approx. 1/6<sup>th</sup> of a turn. Install locking washer and nut, tighten nut and then bend the lock washer over nut.





Reinstall locking hub. At this point, the snap ring will no longer fit, as this kit moves the wheel hub outward in relation to the axle shaft.

Install caliper, connect brake lines and bleed brakes.

