

Installation Instructions

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PART NUMBER: 10.698.400K, 10.698.401K, 10.698.403K

DESCRIPTION: Rear disc brake conversion

WARNING: Installation of rear disc brakes on a vehicle without properly correcting the front to rear brake proportioning is dangerous and can cause loss of control of the vehicle during sudden stops.

1. Jack up your car and place jack stands under the rear corners on the factory jack pads. Remove the rear wheels from the vehicle.
2. Remove the rear brake drums, backing plate assemblies, and the stub axles with a 14mm wrench. **You must save these 4 stub axle bolts and washers as they will be used to attach the new stub axles for the disc brakes.**
3. Detach the parking brake cables from the front of the vehicle where they attach to the parking brake handle and slide the cables out.
4. Install the new stub axles and splash shields as shown in your Bently manual. Torque the stub axle bolts to 44 ft/lbs.
5. Press the bearing races into your brake rotor and lube the bearings with disc brake/wheel bearing grease before placing both inner and outer bearings into the rotor. Push the grease seal firmly into place on the rotor and the dust cap into place on the stub axle. Now push the rotor onto the stub axle followed by the thrust washer and the nut. Tighten the nut to factory specs as shown in the Bently manual then install the castle nut and push the cotter pin into place. Now install the grease cap with a soft rubber mallet.
6. Install the caliper carriers onto the stub axle and torque to 48 ft/lbs. Now slip the brake pads into place on the rotor and carrier and slide the calipers over the pads and torque to 26 ft/lbs. You may find it easier to first tighten one of the bolts and then swing the caliper into place and then tighten the second bolt. Make sure the springs on the pads are seated properly. Installed correctly the calipers will be facing rearward on your car with the brake line orifices facing downward.
7. Feed the new parking brake cables into the vehicle and connect to the rear calipers. Now connect the lines to the parking brake handle and adjust the parking brake as shown in the Bently manual.
8. Connect the braided brake lines to the calipers. It will be necessary now to bend your hardlines to a position so that you will be able to connect the braided line to them. Do this with caution so as not to rupture the hard line.

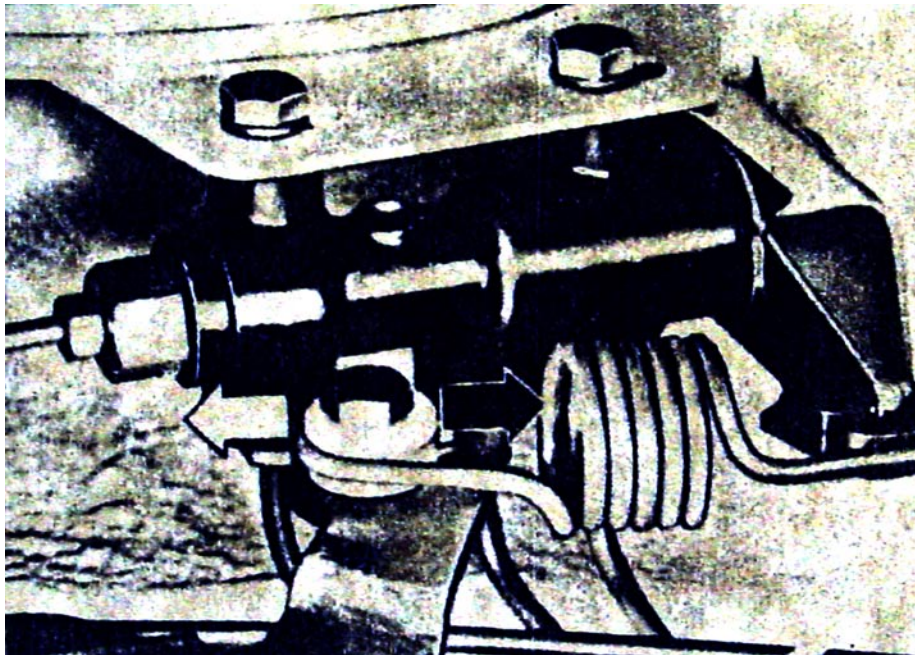
9. With help from a friend or using a one-man brake bleeding tool(part #99.012.650), bleed the brake system on your car following the procedure in the Bently manual.
NOTE: If you are installing this kit onto an A1 chassis car, make sure you have installed the correct proportioning valve **before** you bleed the brakes.
10. Recheck all of the components for proper tightening and installation before reinstalling the wheels and lowering the car back to the ground.

WARNING: Do not operate your vehicle at high speeds until correct brake proportioning is achieved!

You must adjust your rear brake line pressure on 85 and later cars with adjustable proportioning valves so that they will not lock prematurely in any condition.

On 84 and earlier cars with fixed proportioning valves you must replace your original porportioning valves with Autotech's replacement valves (part #10.612.100), which allow for correct balance between front and rear braking systems.

Adjusting Brake Proportioning on cars with mechanical brake pressure regulator (Bolted to body, just ahead of rear axle)



HIGHT

LOWER

Rear brake pressure is
changed by adjusting the
spring's tension

* For more information on this regulator, refer to the factory authorized robert bentley service manual.

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CAUTION

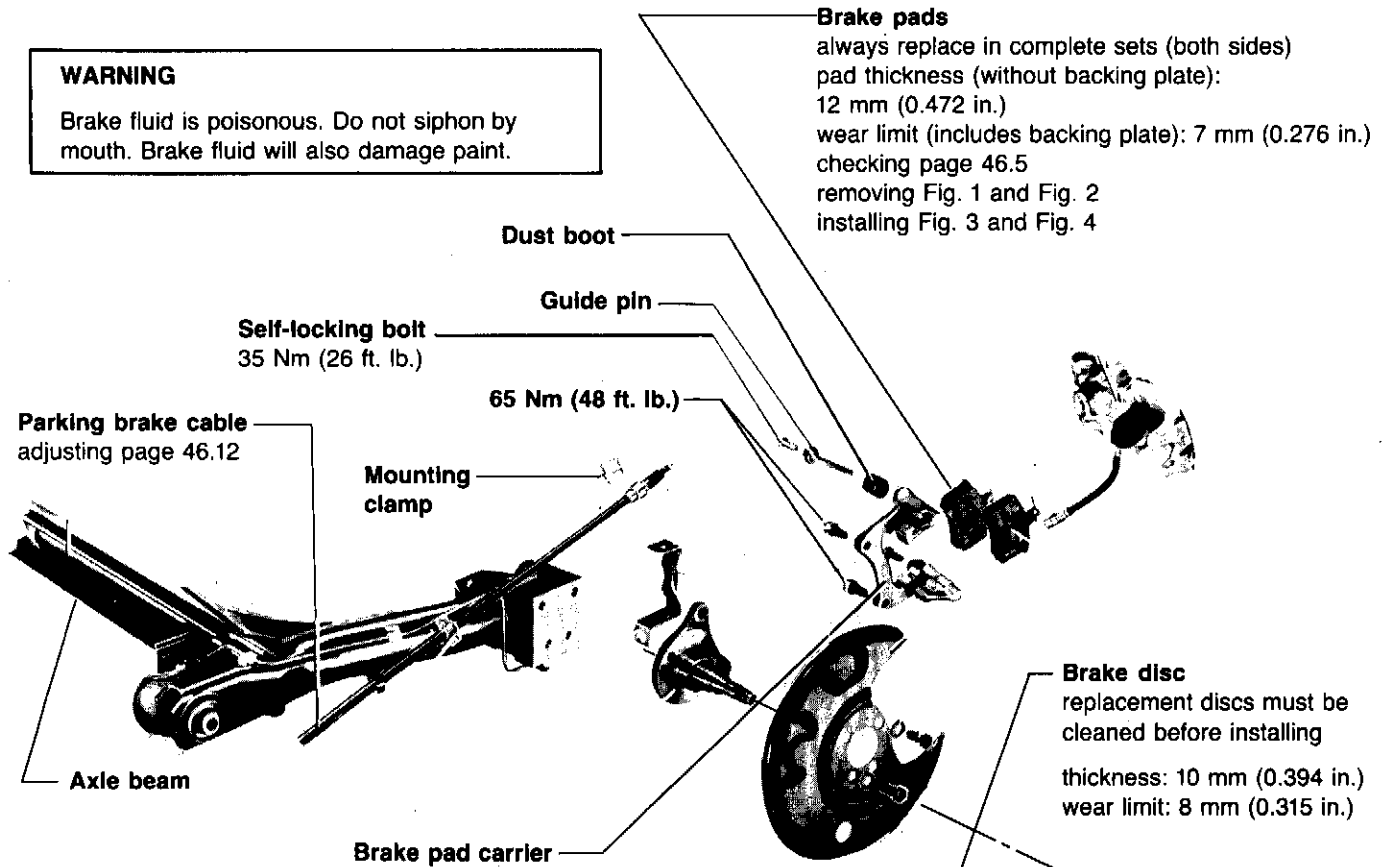
Always remove brake caliper before removing disc. Never try to remove disc by using force. Force may cause caliper mounting frame to crack or break.

WARNING

Brake fluid is poisonous. Do not siphon by mouth. Brake fluid will also damage paint.

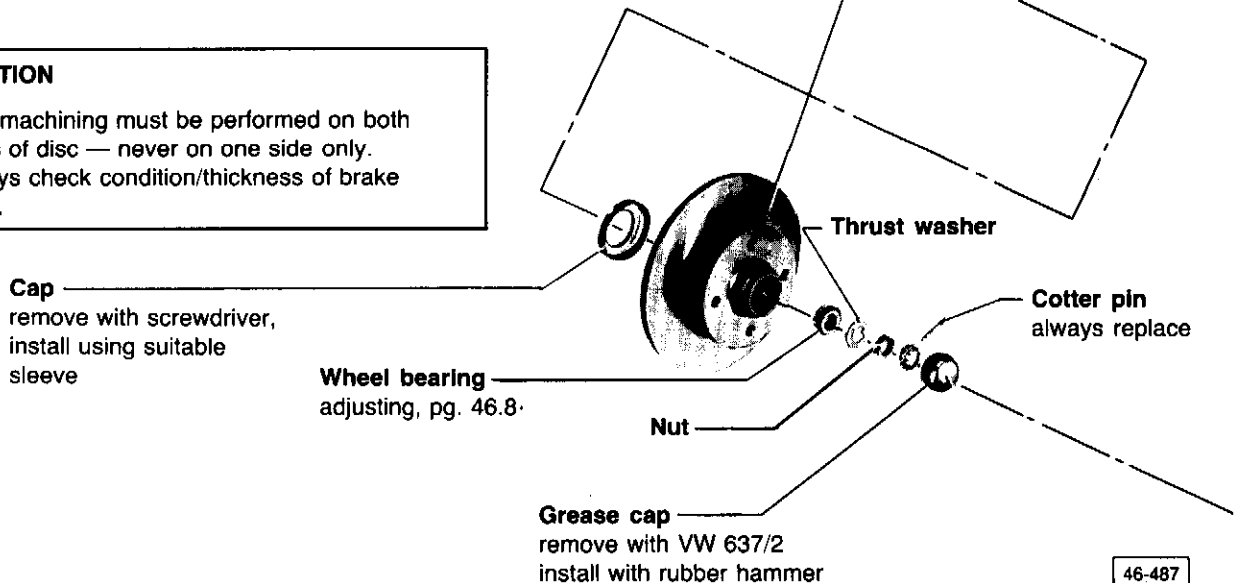
Note

Detach brake hoses only when repairing brake calipers. When detaching brake calipers only, do not remove brake hoses; hang calipers on frame.



CAUTION

Disc machining must be performed on both sides of disc — never on one side only. Always check condition/thickness of brake pads.



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