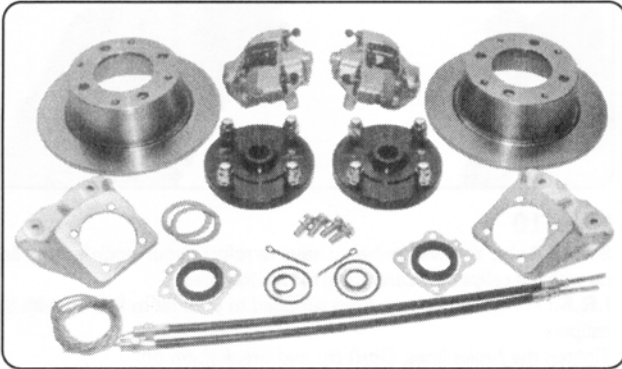


Competition=Rear=Disc=Brake=Kit

Installation Guide

for IRS, Short, and Long Swing Axle VW Transaxles
without Emergency Brake Cables



Complete Rear Disc Brake Kit

Note: This picture may not exactly represent your kit. These instructions work for all Swing Axle and I.R.S. kits. Each kit contains a few different pieces. Read through the instructions, being very thorough for tips on different applications.

Step 1

Remove the rear axle nuts, backing plates, outer steel brake lines, and emergency brake cables from your vehicle. I.R.S. kits include new metal brake lines. On Swing Axle applications; you will need to re-use your original lines. On all kits, the axle nuts and bearing seal retaining caps will have to be re-used. Just to be on the safe side, do not throw anything away until you have your installation completed and you are positive it is in correct working order.

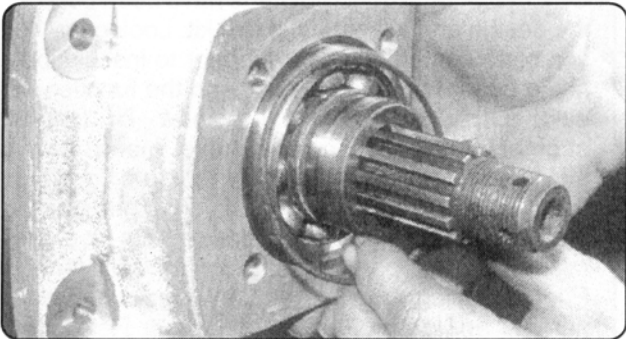


Step 2

Install the washer, o-ring, (*o-ring shown above is used on Swing Axles only!*) and the stock Axle Spacer back onto the axle.

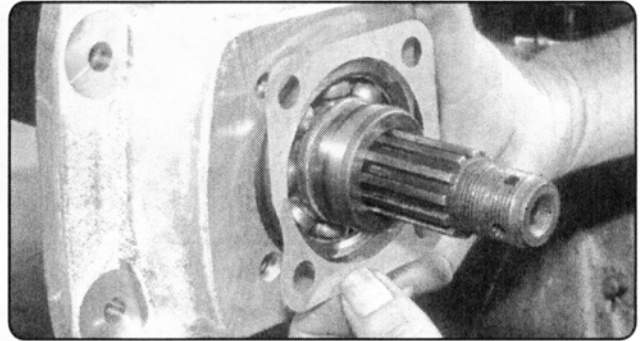
-See drawings A & B on pg. 3 for sequence of parts.

Note: All kits receive new Axle Seal Kits. All necessary o-rings and gaskets are in these kits.



Step 3

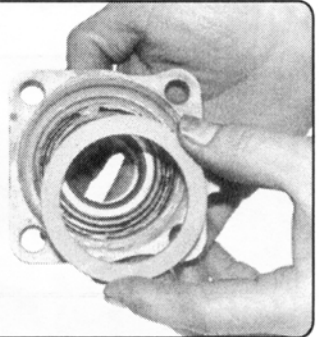
Install the aluminum caliper bracket and large o-ring onto the axle bearing flange.



Step 4

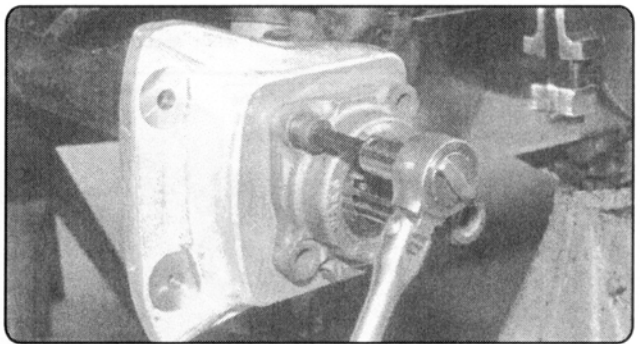
Each Axle Seal Kit contains two paper bearing seal retaining cap gaskets. Only use one gasket as shown above. Do not double up the gaskets. You might want to use some gasgacinch or similar gasket sealer to hold the gasket in place while installing the bearing seal retaining cap.

Before installing the bearing seal retaining cap, the Axle Bearing Retaining shim (supplied in kit) must be placed inside the bearing retaining cap. Apply a small amount of clean wheel bearing grease to one side of the axle bearing retaining shim and place the greased side first into the axle bearing retainer as illustrated.



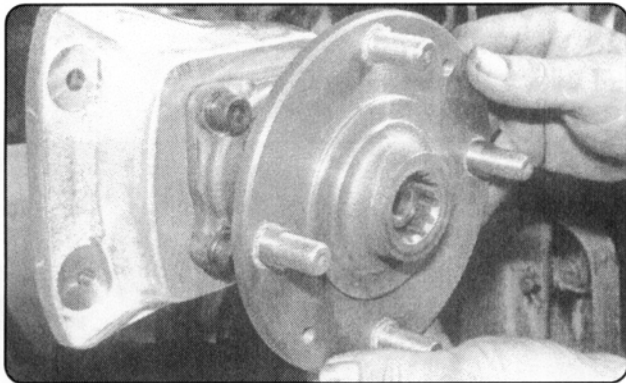
Step 5

Clean the bearing seal retaining cap before installing the new axle seal. Before installing the oil deflector, inspect it for warpage, sharp, or dinged edges. The stock oil deflector must be placed into the bearing seal retaining cap before the new axle seal is installed.



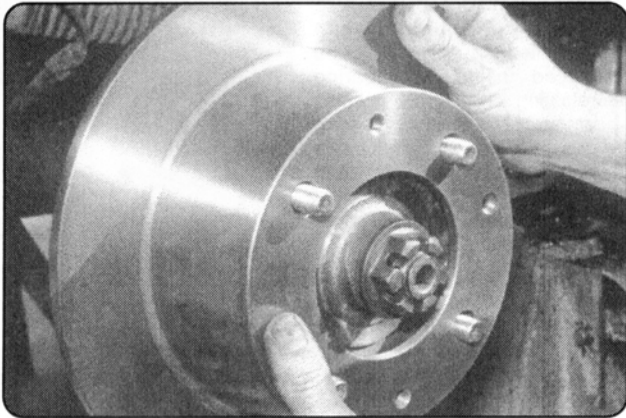
Step 6

Install the bearing seal retaining cap back onto the flange using the original bolts. Torque the bolts to 24lbs.



Step 7

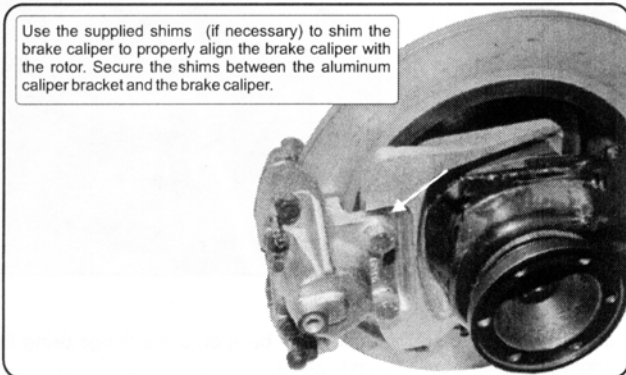
Install the new axle hub onto the axle. On Short Swing Axle applications, there is no need for a spacer between the hub and axle nut. Thread the axle nut on and tighten the nut enough so that the hub doesn't have any movement. On I.R.S. and Long Swing Axle applications, your kit will have two axle spacers, (one for each axle) that go on after the hub is put on. Once the spacers are in place, thread the axle nuts on and tighten the nut enough so that the hub doesn't have any movement. On I.R.S. and Long Swing Axle applications, the axles are longer, therefore requiring a spacer to take up the room between the hub and the axle nut.



Step 8

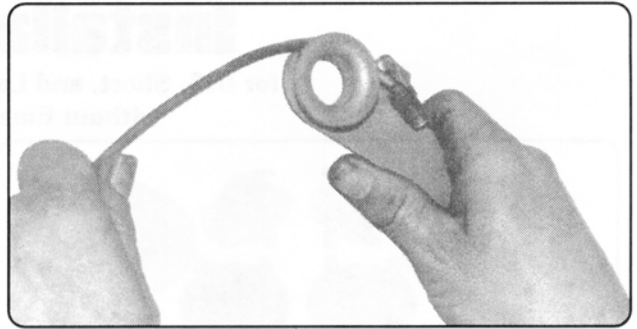
Now slide the rotor over the lug studs. Thread on and hand tighten a couple of lug nuts to hold the rotor on while securing the caliper.

Use the supplied shims (if necessary) to shim the brake caliper to properly align the brake caliper with the rotor. Secure the shims between the aluminum caliper bracket and the brake caliper.



Step 9

Remove the plastic spacers from the calipers and secure each caliper using the supplied 10mm bolts and washers supplied in the kit. Depending on exact axle length, it may be necessary to place shims between the caliper and the aluminum mount to assure proper alignment. Torque the bolts to 24lbs.

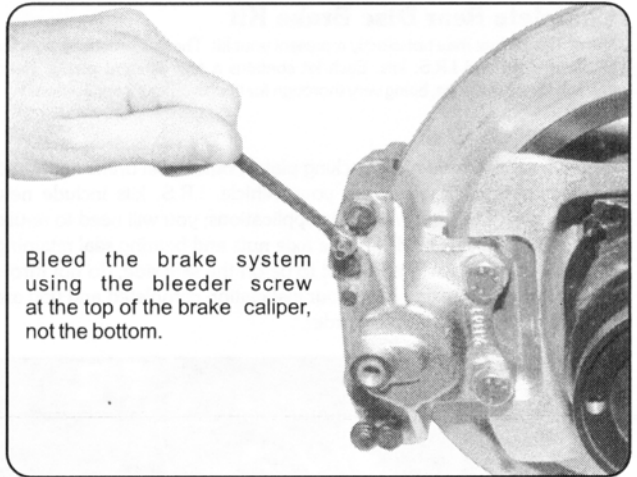


Step 10

Swing Axle: You will probably have to reform your stock lines to line up with the caliper. Be careful not to kink the lines.

I.R.S.: Form the two new lines supplied in your kit to line up with the calipers.

Tighten the brake lines. Don't try and break them off.



Bleed the brake system using the bleeder screw at the top of the brake caliper, not the bottom.

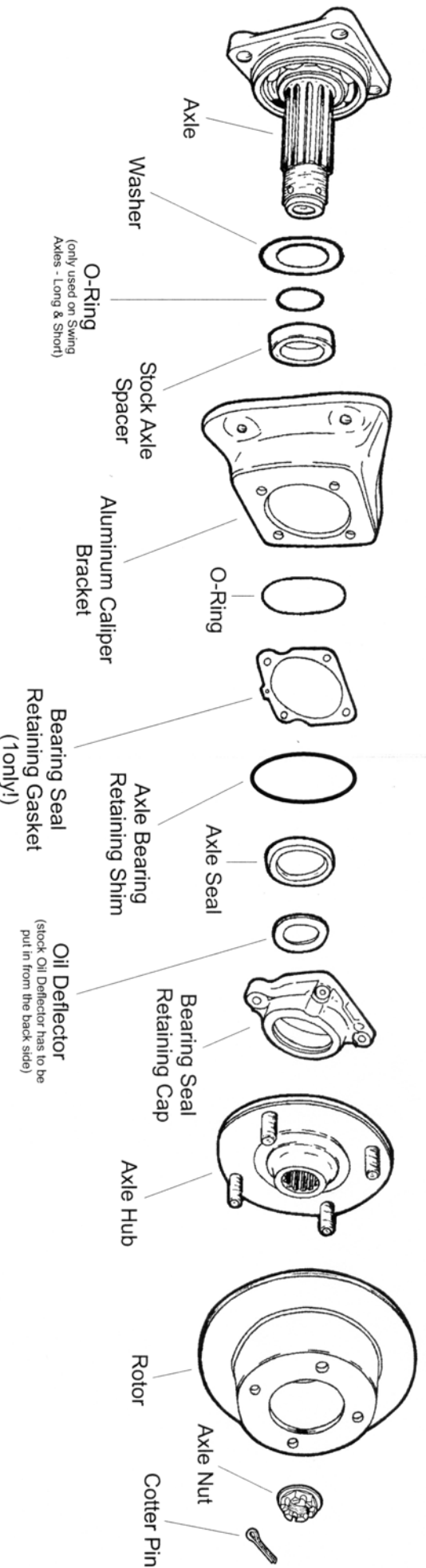
Step 11

Now that the calipers have been secured and the brakes hooked up, bleed the system to clear all possible air from the brake system. Bleed the system using the bleeder screw located at the top of the brake caliper. Now put the wheels and tires back on the vehicle so that the vehicle can be let down. When the vehicle is back on the ground, torque the axle nuts to **"No less than 250lbs"**. Serious damage to your vehicle, parts, and other surroundings may occur if the axle nuts are not properly torqued. Install the new cotter pins in each axle after tightening each axle nut.

Only the highest quality of parts have been used in the design and assembly of this kit. Look over the complete contents of your kit prior to installation. Make certain that you understand the function of each part included in your new kit before attempting installation. We have made every attempt to provide every part required for your Rear Disc Brake conversion. If you experience a problem during installation or feel that you are missing certain parts, please call for assistance. Prior to placing your call, please have your invoice number and date of purchase of your Rear Disc Brake Kit ready.

PH: (559) 733-8222

Drawing : A Short Swing Axle



Drawing : B I.R.S & Long Swing Axle

