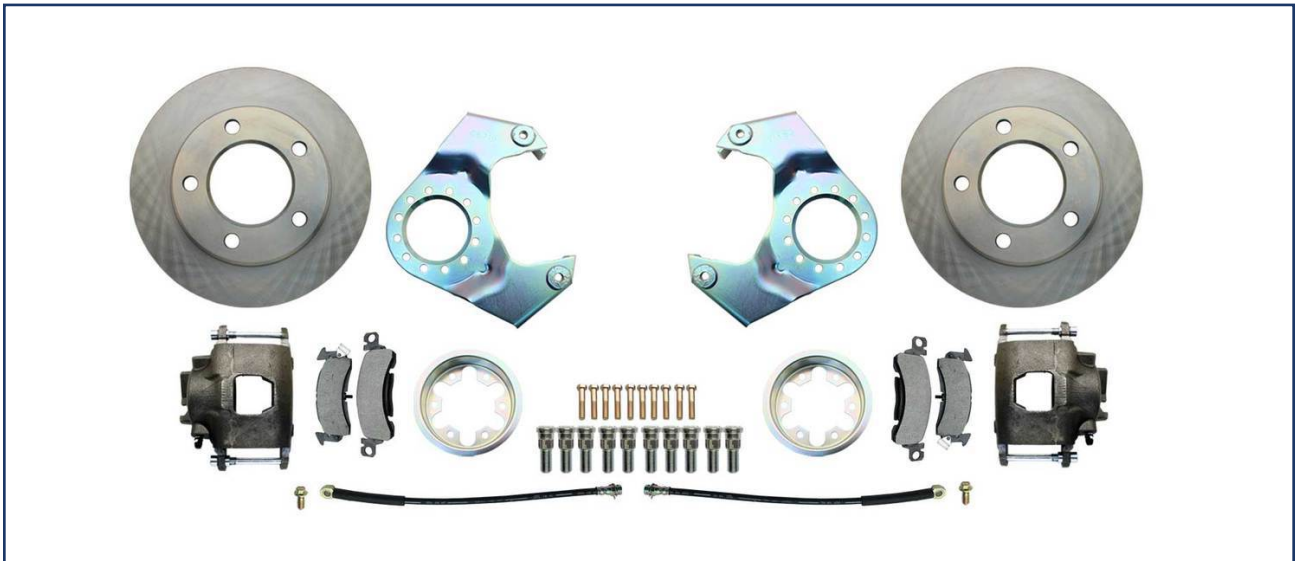


# DBK5EDF

**1967–1973 JEEPSTER COMMANDO**  
**1980'S CJ-8 SCRAMBLER & CJ-10**  
**1960-64 & 1980'S FULL SIZE J-SERIES TRUCKS**



**THIS KIT IS ALSO AVAILABLE IN HIGH PERFORMANCE PACKAGE WITH STAINLESS STEEL HOSES AND DRILLED ROTORS**

## **INSTALLATION INSTRUCTIONS**

**NOTE: ALWAYS REFER TO THE VEHICLE OWNER'S MANUAL FOR CORRECT TORQUE SPECIFICATIONS WHEN INSTALLING KIT.**

**FOR MORE INFORMATION ON YOUR KIT OR TECH QUESTIONS PLEASE CONTACT YOUR SUPPLIER**

## **DBK5EDF ~ 5 studs on 5.5" (rotor 5109)**

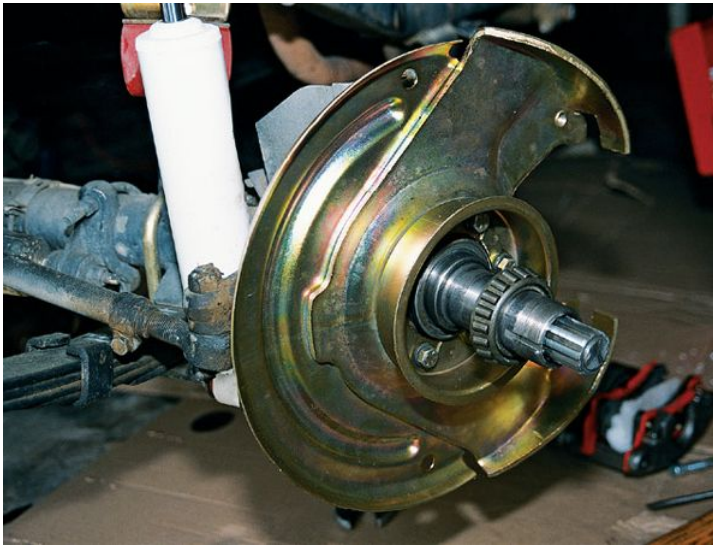
**\*\*THIS KIT USES THE ORIGINAL DRUM SPINDLES AND HUB ASSEMBLIES\*\***

1. Place the truck on jack stands.
2. Remove the front wheels.
3. Drain the master cylinder (plan to replace it according to disc/drum vs disc/disc)
4. Place catch pan below the front wheels and disconnect the front flex hoses to the wheel cylinders.
5. Remove the brake drums from the spindles by relaxing the adjusting levers.
6. Remove the locking hub mechanism and use the specialty hub socket to remove the hub itself.

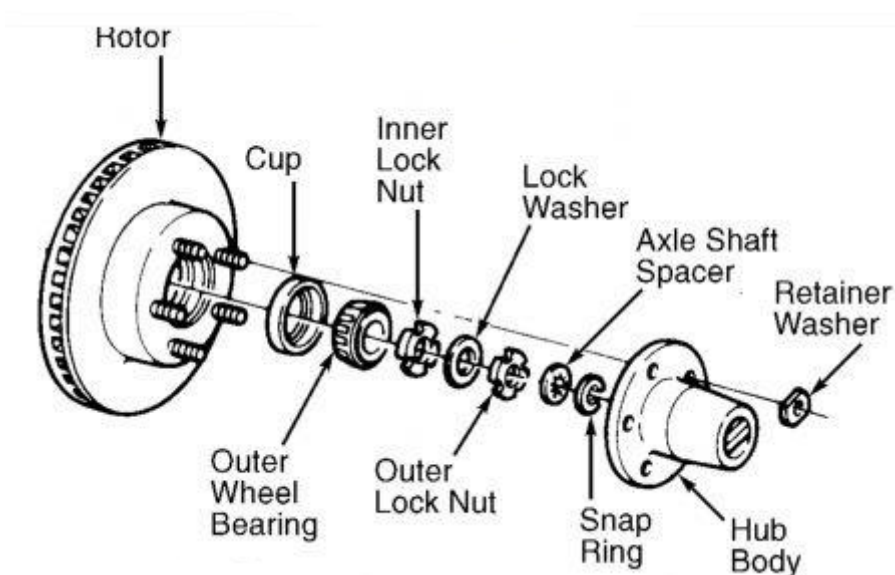


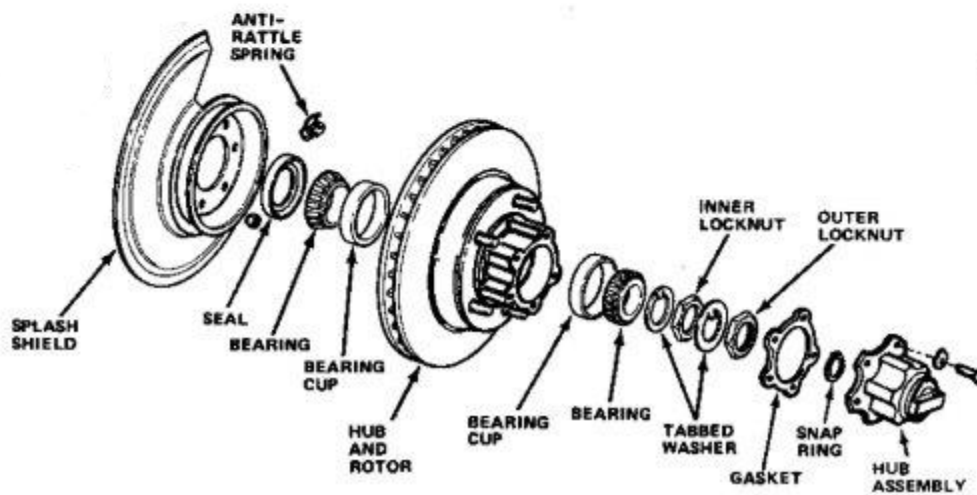
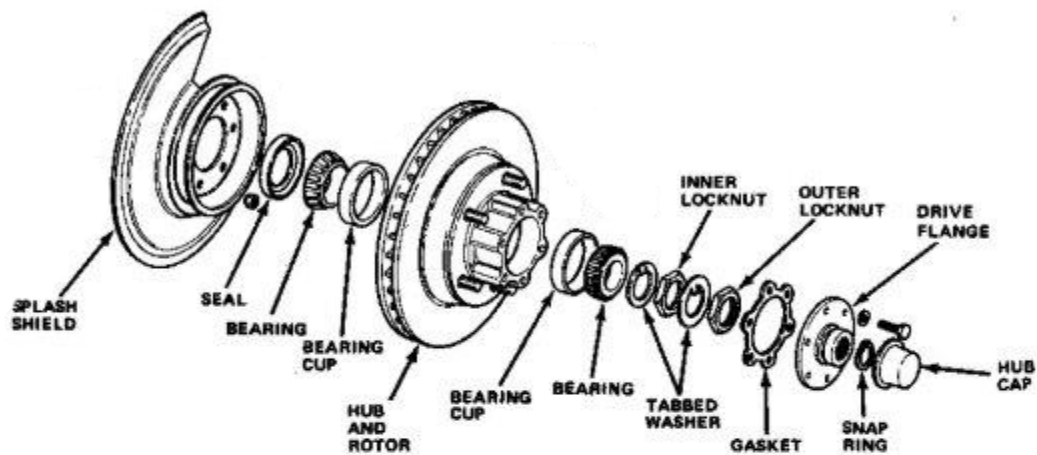
7. Remove the drum backing plates by removing the 6 bolts.
8. Determine if you have an open or closed knuckle design. **See picture.** If you have a closed knuckle design, you will need to perform some additional steps to use this kit.
9. You will need to remove the drum hubs in order to mount the caliper bracket and rotors.
10. Consider replacing the bearings, hubs or seals if there are any signs of damage or leaking or if you are experiencing road noise from the bearings.
11. Also check the differential gasket for signs of leaking and check the fluid level.

12. The caliper brackets in this kit are not side specific.
13. Clean the face of the drum spindle and make sure the threaded holes are clear of debris.
14. If any of the holes or the bolts that you removed have stripped threads, run a 3/8"-24 tap into the holes and blow out any debris.
15. Mount the caliper bracket with the six 3/8"-24 bolts and lock washers provided on the axle flange.
16. The bracket should be positioned so the caliper is in the trailing position (approximately the 3 o'clock position on the driver's side and the 9 o'clock position on the passenger's side).



17. Knock the original drum studs out of the hubs. You will use the new 1/2"-20 studs provided in this kit.
18. Next you need to attach the wheel studs to the new rotor and then the hub.
19. The rotor will be mounted on the opposite side of the hub's flange.





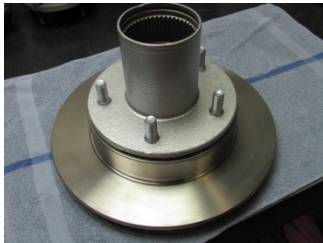
20. In other words, the drum rested against the outer face, whereas the rotor rests against the inner face.



21. Inspect the rear face of the hub for imperfections. You can use a straight edge to check.
22. Grind all surfaces even so the new rotor rests true on it.
23. Now that the rotor has been test fitted against the rear face of the hub, proceed to assembling.

#### **Assembling the hub**

24. So from the back side of the hub less rotor, insert the new wheel studs through the rotor itself and drive them into the back side of the hub using a punch.
25. At this point you should have the new rotor secured to the hub and it is ready to install onto the spindle shaft.



26. Locate the calipers, grease the slide pins and adjust the sleeves to place the caliper onto the brackets.
27. Next mount the calipers (without pads inserted) with the bleeder screws facing up.
28. Push the caliper back and forth on the slides to check for unwanted contact between the spindle housing and the caliper body.
29. Grind the spindle for additional clearance.
30. Test caliper can now travel freely.



32. Prep calipers and pads.
33. Insert pads with disc brake quiet and lube caliper slides.
34. Connect brake hoses & bleed brakes. Proceed to testing brakes.

