



**WARN INDUSTRIES, INC.**

**INSTALLATION INSTRUCTIONS FOR THE**

**DISC BRAKE BRACKET**

**As you read these instructions, you will see NOTES. Each message has a specific purpose. NOTES are additional information to help you complete a procedure.  
PLEASE WORK SAFELY!**

**WARN INDUSTRIES, INC. • 12900 SE CAPPS ROAD • CLACKAMAS, OR 97015-8903**

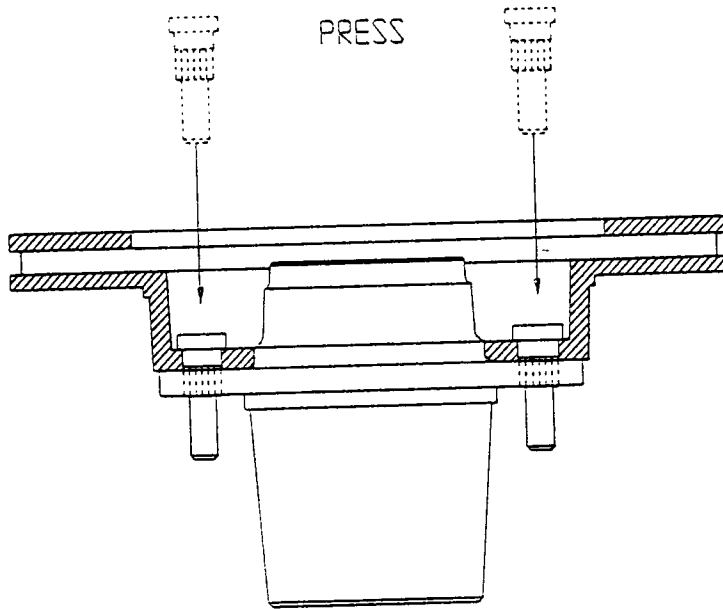
**(503) 722-1200 • CUSTOMER SERVICE LINE 1-888-722-6730 • FAX (503) 722-3051**

38107

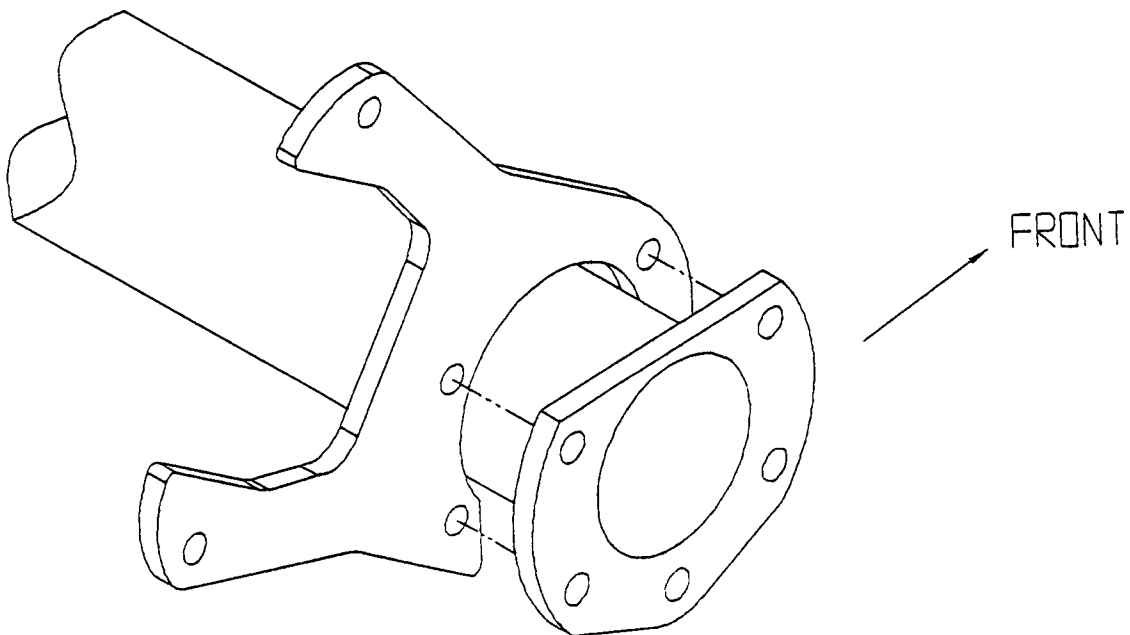
**A. PARTS SUPPLIED BY INSTALLER**

- 1. Cadillac E-Brake Caliper (L55311 / L55312)
- 2. CJ-7 Rotor (Bendix 141257)
- 3. Proportioning valve -
  - A. Stock
  - B. Adjustable

**B. Attach rotor to backside of wheel hub flange using longer wheel studs furnished with kit.**



**C. Install bracket on axle housing flange (or outboard of spindle flange as required for your vehicle). Tighten spindle bolts per Full Float Installation Instructions.**





**WARN INDUSTRIES, INC.**

**INSTALLATION INSTRUCTIONS FOR THE**

**DISC BRAKE BRACKET**

**As you read these instructions, you will see NOTES. Each message has a specific purpose. NOTES are additional information to help you complete a procedure.  
PLEASE WORK SAFELY!**

**WARN INDUSTRIES, INC. • 12900 SE CAPPAS ROAD • CLACKAMAS, OR 97015-8903**

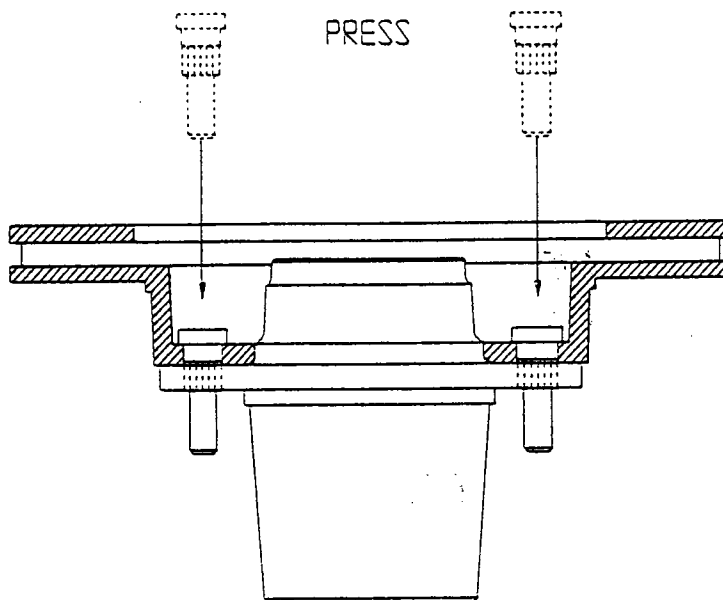
**(503) 722-1200 • CUSTOMER SERVICE LINE 1-888-722-6730 • FAX (503) 722-3051**

38107

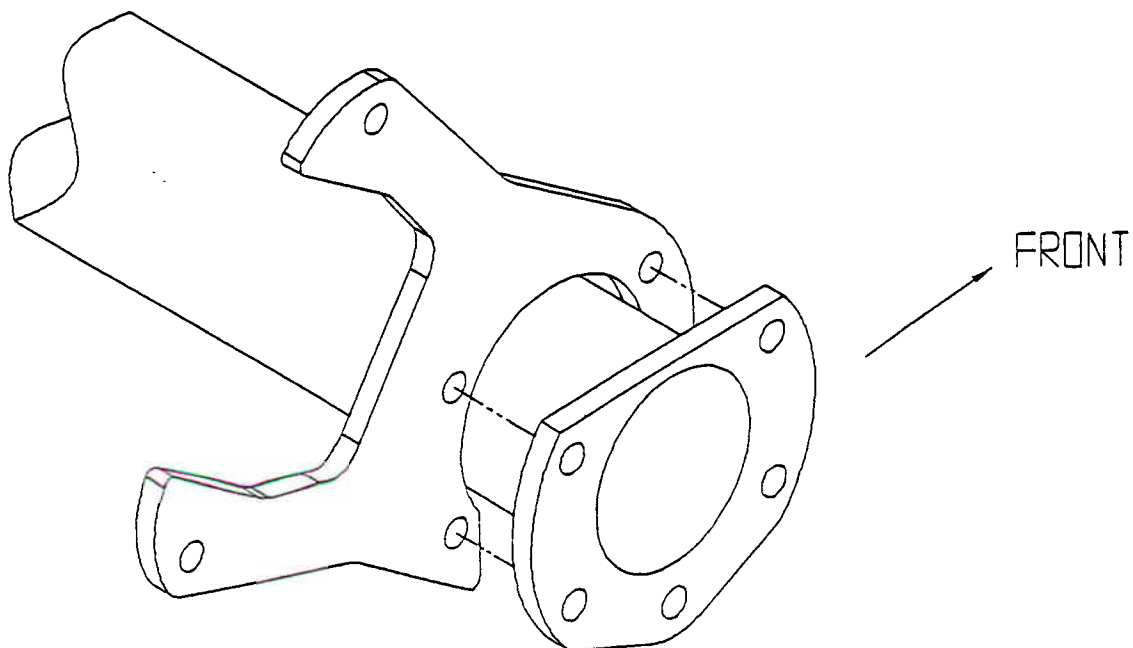
**A. PARTS SUPPLIED BY INSTALLER**

1. Cadillac E-Brake Caliper (L55311 / L55312)
2. CJ-7 Rotor (Bendix 141257)
3. Proportioning valve -
  - A. Stock
  - B. Adjustable

- B. Attach rotor to backside of wheel hub flange using longer wheel studs furnished with kit.**



- C. Install bracket on axle housing flange (or outboard of spindle flange as required for your vehicle). Tighten spindle bolts per Full Float Installation Instructions.**



- D. Install wheel hub and rotor and torque spindle nuts as in regular Full Float installation.
- E. Attach caliper and brake hose line
- F. Bleed rear brakes.

**NOTE - Cadillac caliper bleed port is not at the top when mounted to the bracket. This caliper would have to be mounted at 90° from vertical in order to bleed properly when mounted to the bracket. This would be much too low for off-road use. Instead either hold the caliper lower on the rotor for bleeding or block the piston with a 1" block. Once bled, attach the caliper to the bracket.**

### **Warn 4x4 Disc Brake Bracket Kit Limited Warranty**

Warn Industries, Inc. ("Warn") warrants parts and labor directly to the first purchaser of each Warn Disc Brake Bracket Kit ("Kit") against defects in material and workmanship appearing under normal use and service for as long as said purchaser owns the Kit. If you discover a covered defect, Warn will, at its option, repair, replace, or refund the purchase price of the Kit, or components, at no charge to you, provided you remove the Kit or components from the vehicle and return them prepaid to the nearest Warn Industries' Factory Authorized Jobber. You can obtain additional information from Warn directly at the address printed below. Please attach to the returned Kit or components, your name, address, telephone number, a description of the problem and a copy of the bill of sale (as proof of original retail purchase). To obtain warranty coverage, it is absolutely necessary that you present proof of purchase acceptable to Warn, such as a copy of the purchase receipt.

This warranty does not apply if the product has been damaged by: accident, abuse, misuse, collision, overloading, or misapplication; or has been improperly: installed, used, serviced, or modified without the written permission of Warn.

Except as expressly stated herein, there are no warranties, express or implied, including implied warranties of merchantability or fitness for a particular purpose. Any implied warranty of merchantability or fitness for a particular purpose which by law may not be excluded is limited in duration to one (1) year from the date of the original retail purchase of this product.

The warranty and the remedies set forth above are exclusive and in lieu of all others, oral or written, express or implied. No Warn dealer, agent or employee is authorized to make any modification, extension or addition to this warranty.

In no event is Warn responsible for special, incidental or consequential damages resulting from any breach of warranty, or under any other legal theory, including, but not limited to lost profits, down time, goodwill, damage to or replacement of equipment and property, loss of use of the product or of any associated equipment, or cost of substituted products.

Some states do not allow the exclusion or limitation of incidental or consequential damages, or limitation on how long an implied warranty lasts, so the above limitation or exclusion may not apply to you. This warranty gives you specific legal rights, and you may have other rights which vary from state to state.

Warranty inquiries should be directed to: WARN INDUSTRIES, INC.  
Full Floating Axle Customer Service Department  
12900 SE Capps Road  
Clackamas, Oregon 97015-8903

## DISC BRAKES WITH WARN'S FULL FLOATING AXLES

Many of our customers for full floating axles have asked us "Will disc brakes for the rear fit with your full floater kits?" Our answer is "probably, depending on which disc brakes you have already or are planning to have."

### IF YOU ALREADY HAVE THE REAR DISC BRAKE SYSTEM YOU WANT

Does it have an emergency ( parking ) brake built into it? The following calipers, often used to convert to disc brakes, do have emergency brakes built into them.

1. 1979 Lincoln Continental
2. 1979 Cadillac
3. Stainless Steel's Aftermarket kits
4. 1995 Ford Explorer

Some have decided they do not need an "E" brake on the rear and have installed front calipers from CJ, Scout, Chev 4x4, or Ford Bronco on the rear. Most of you in this category satisfy your parking brake needs with manual or electric line locks, transfer case drum brakes, or by placing auto trans in park.

So, will the above disc brakes work with the full floater kits? That depends where your bracket holding the caliper positions it in relation to where your rotor lines up when you attach it to our wheel hub. We have designed our rear hubs and spindles to properly position the OEM original drum brakes. The drum brakes attach to a backing plate that ends up, after installing our kit, in the same position relative to the wheel hub flange face as was originally on the vehicle ( see figure 1 ).

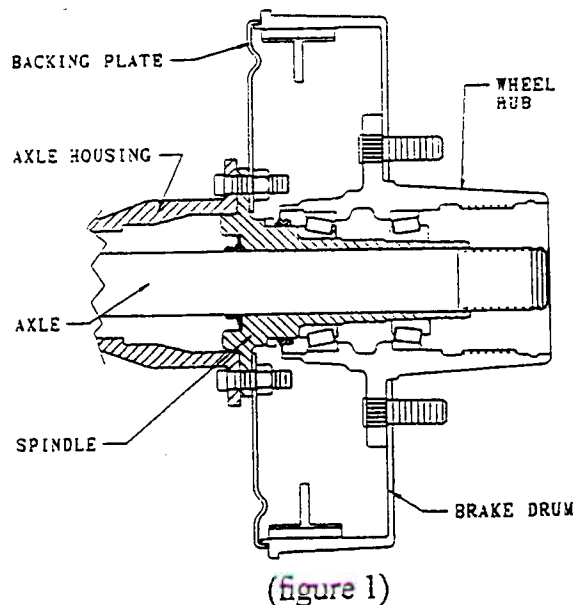
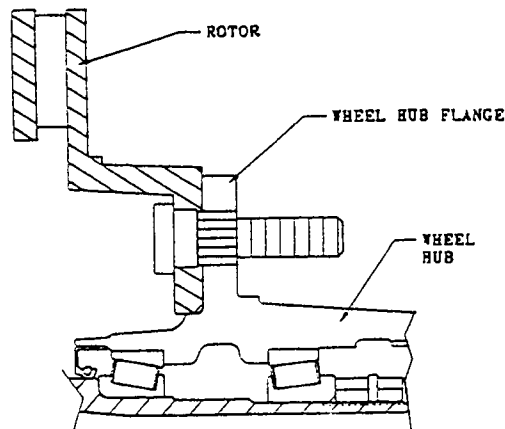


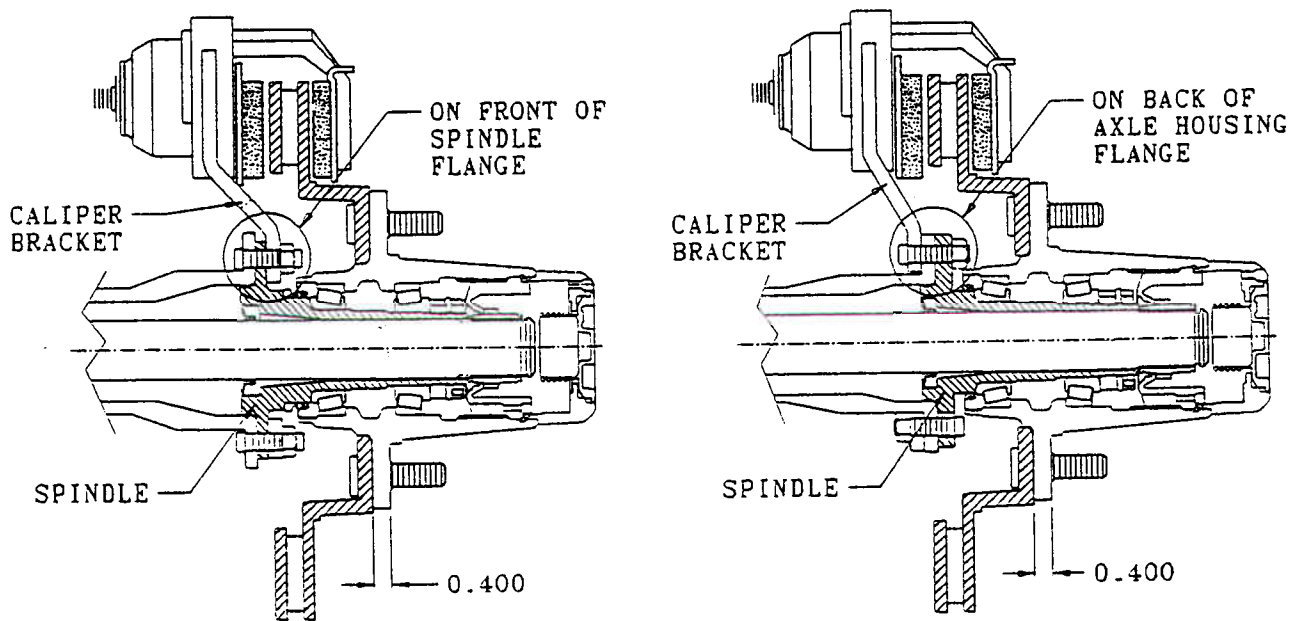
Figure 2 shows a typical mounting of the disc brake rotor to the inside of the wheel hub flange ( using longer studs than were used for the drum brake set-up).



(Figure 2)

But depending on the offset and size of your rotor you may need to place the rotor on the outside of the wheel hub flange where it is held on by the wheel. When taking this approach, you can special order your wheel hub flange diameter to be machined as small as 6.5" ( 7.5" is standard).

Now you need to attach your caliper mounting bracket. If there is enough room, it is usually easiest to mount the bracket on top of the spindle flange. If there is not enough room, you will need to mount the bracket to the back side of the axle housing tube flange.



To assist you in making these decisions, I have attached table 1 showing these key dimensions for each of our axle kits.

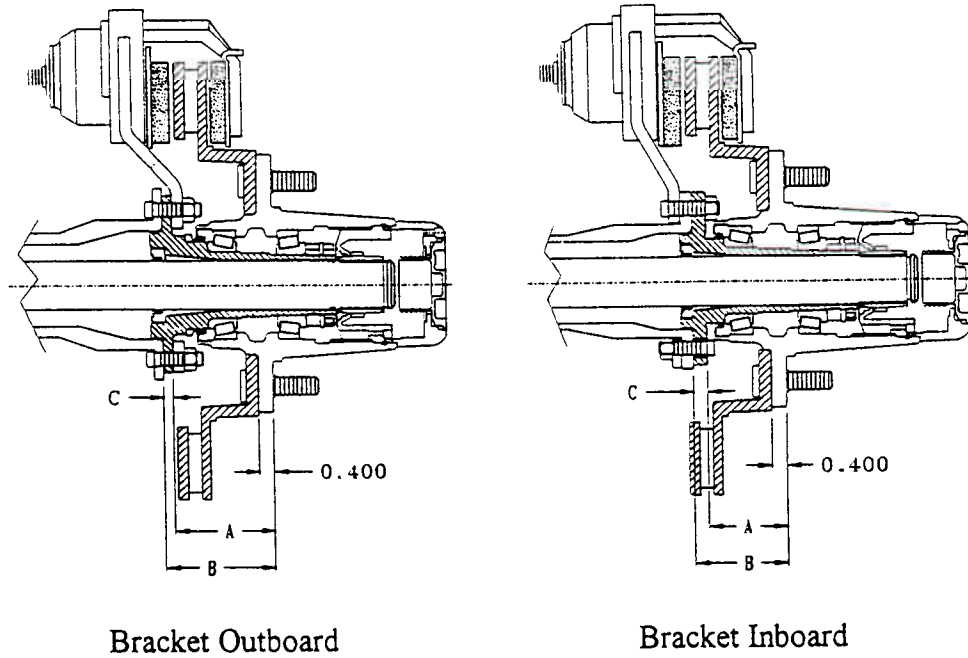
If your present brake system lines up the caliper with the rotor properly, you can go ahead with what you already have. Many of our customers have found this to be no problem.

If you are unsure about your present setup or are just now converting to disc brakes while you upgrade to Warn's full floater axles, let me offer a simple solution. We have designed and manufactured a caliper mounting bracket to simplify this conversion for each of our full float axle kits. Our brackets are designed to work with the following parts you supply yourself:

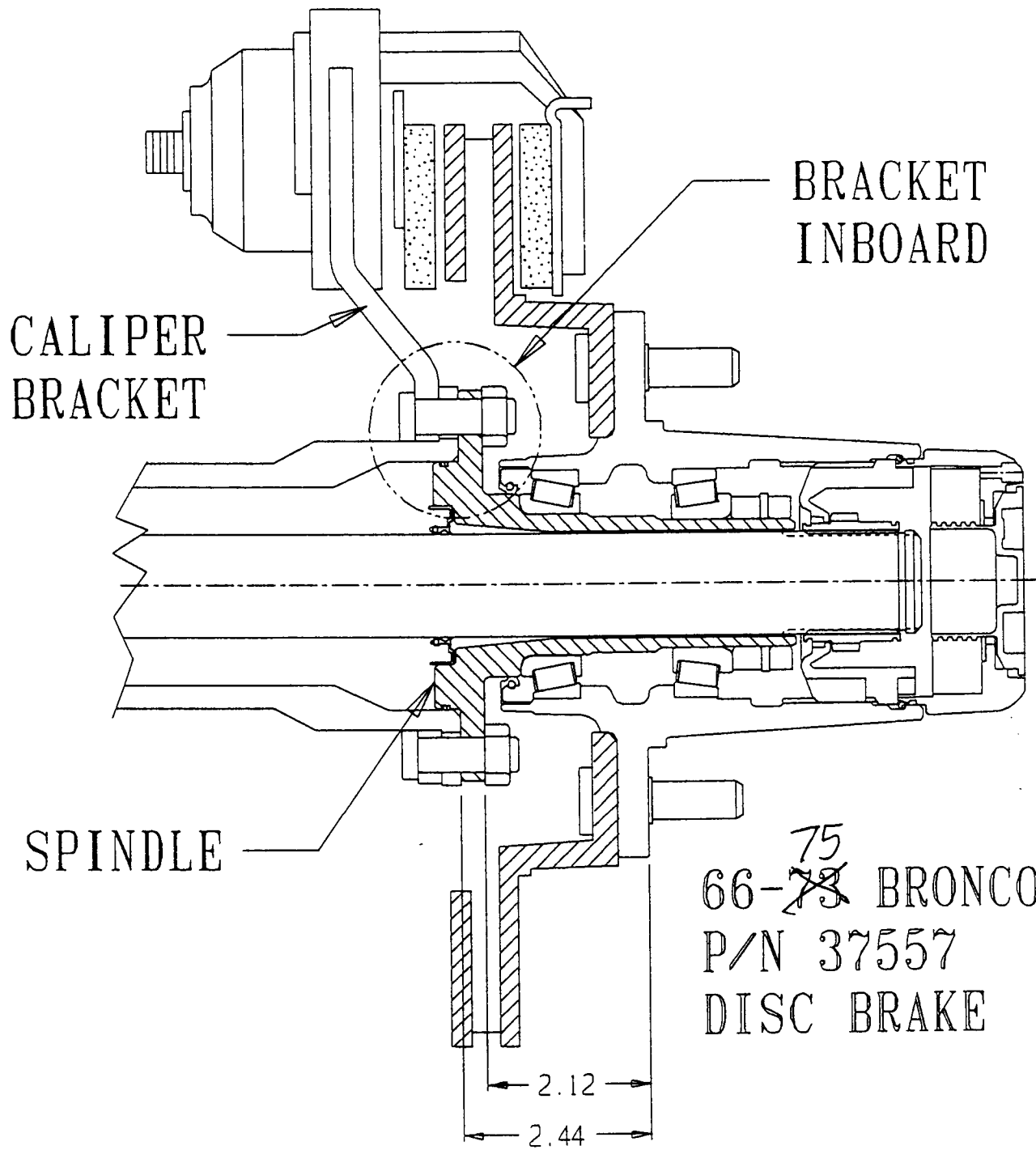
1. 1979- 1985 Cadillac Rear Calipers with E-brake lever (**Bendix L55311 & L55312**)  
Call Gene at Bayview 4x4 ( 360-377-7383 ) for "Roycebilt" spacers so your stock CJ brake cables will bolt right up to the Cad caliper with no modification.
2. 1979- 1989 GM "metric" caliper without E-brake lever (**Bendix L55264 & L55265**)  
Note! Both of the above calipers use mounting pins that are 5.47 inches apart.  
Be sure you use this size caliper.
3. 1980 CJ7 front rotors, (**Bendix 141257 or equivalent**) approx. 0.88" thick disc rotor
4. Master cylinder with no check valves from an OE vehicle with front and rear disc brakes  
( I use a 1979 Cad Fleetwood Brougham but a good brake shop can usually remove the check valve from your existing master cylinder).
5. Kelsey Hayes adjustable proportioning valve.

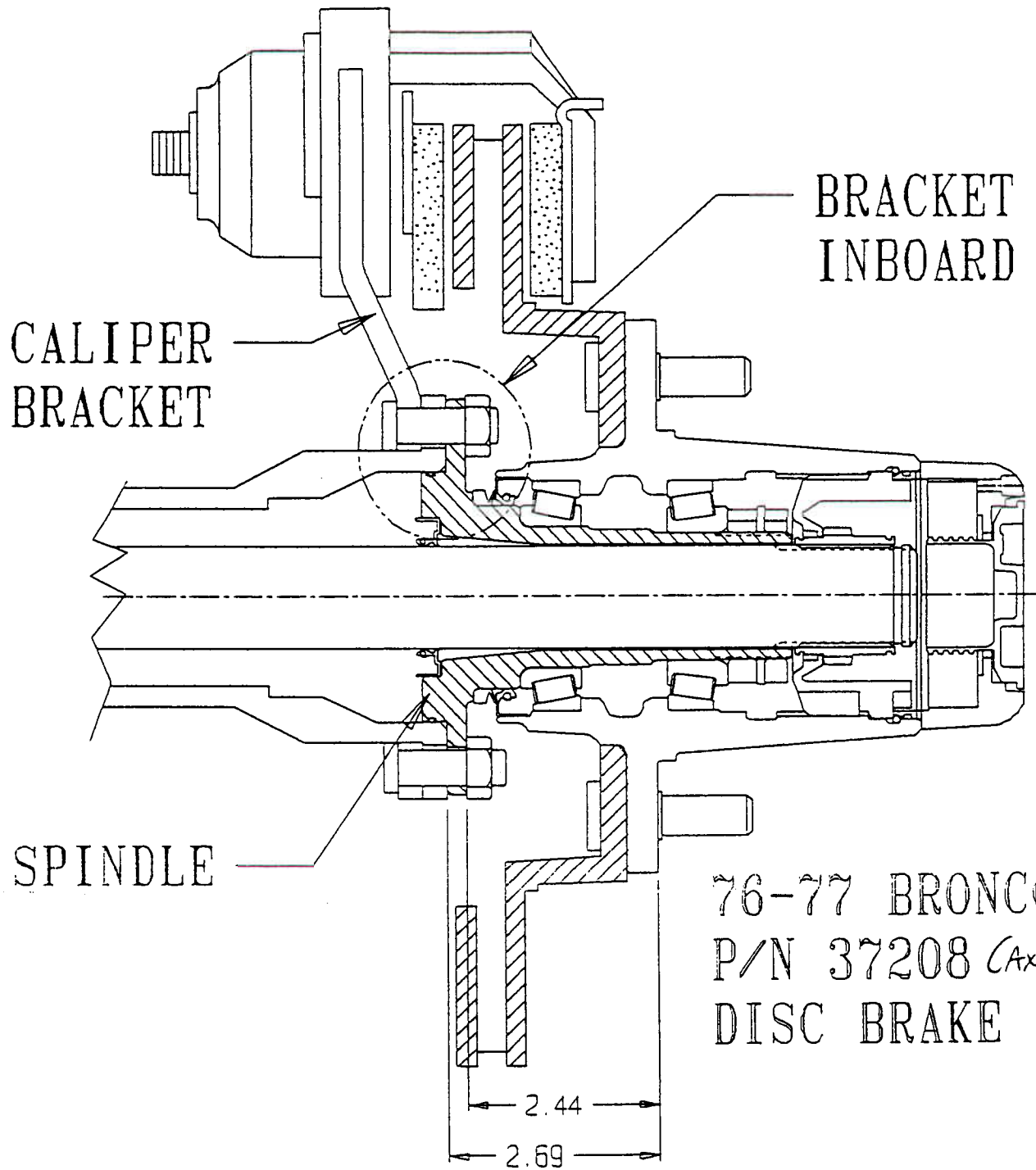
Table 1

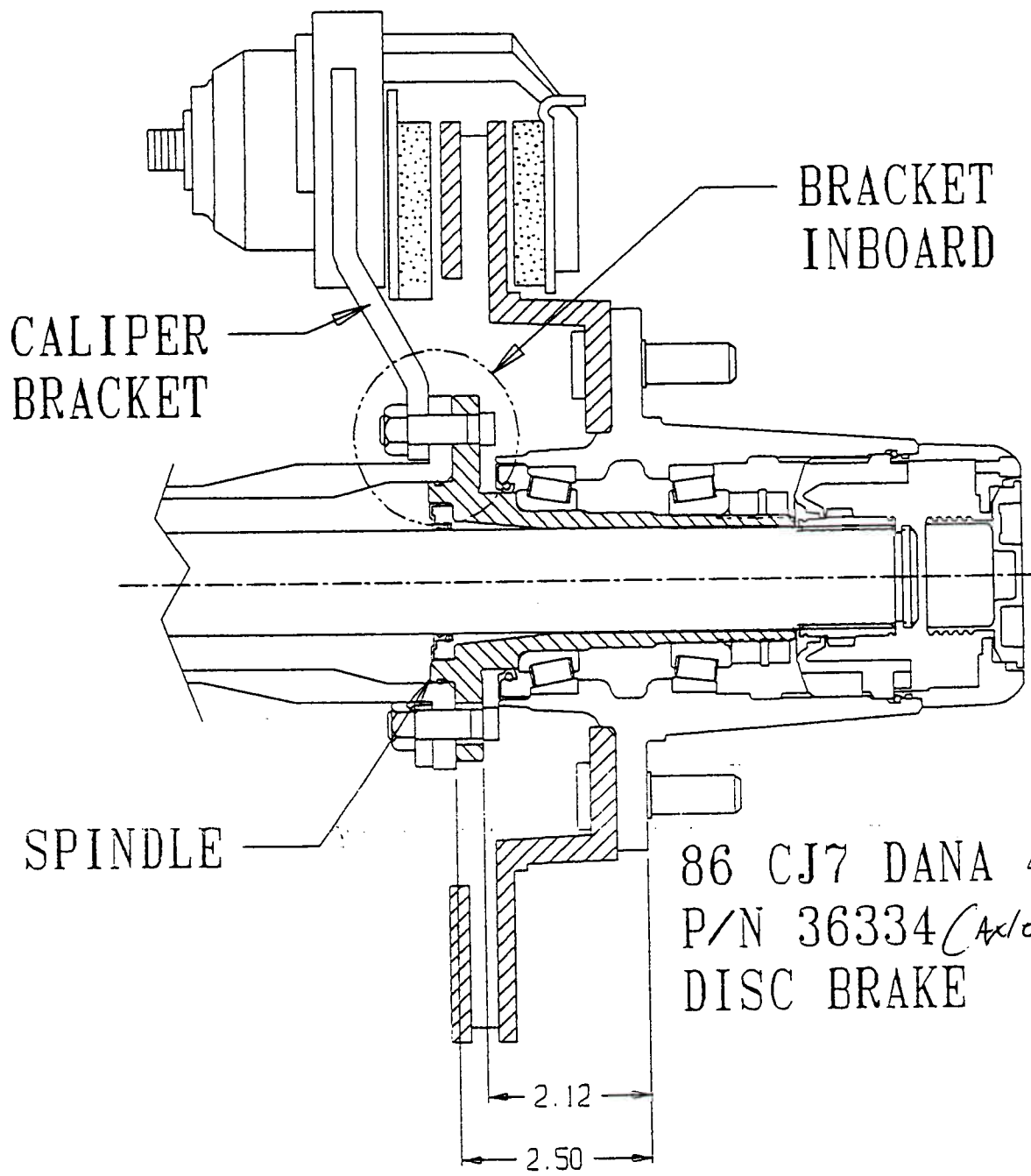
DISC BRAKE BRACKETS FOR FULL FLOATING AXLE KITS



VEHICLE/AXLE	AXLE KIT PART NO.	BRAKE BRACKET PART NO.	LOCATION	KEY DIMENSIONS		
				A	B	C
72-75 CJ DANA 44	36315	37738	OUTBOARD	2.72	2.97	.25
71 & PRIOR CJ DANA 44 (19 spline Diff)	37348	37738	OUTBOARD	2.72	2.97	.25
69-71 CJ DANA 44 (30 spline Diff)	37587	37738	OUTBOARD	2.72	2.97	.25
86 CJ7 DANA 44	36334	37763	INBOARD	2.12	2.50	.38
71-80 SCOUT DANA 44	37407	37764	INBOARD	2.12	2.50	.38
82-86 CJ7 AMC 20 &	36333	37739	INBOARD	2.12	2.50	.38
76-81 CJ7 AMC 20 & 76-83 CJ5 AMC 20	37111	37739	INBOARD	2.12	2.50	.38
76-79 CJ AMC 20 QUADRATRAC	37110	37739	INBOARD	2.12	2.50	.38
76-77 FORD BRONCO (big brng, 1/2" bolts)	37208	37765	INBOARD	2.44	2.69	.25
66-73 FORD BRONCO (big brng, 1/2" bolts)	37557	37766	INBOARD	2.12	2.44	.31
74-75 FORD BRONCO (big brng, 3/8" bolts)	N/A					
66-73 FORD BRONCO (small brng., 3/8" bolts)	N/A					
87-89 WRANGLER, DANA 35	38354	38360	INBOARD	2.23	2.61	.38
90+ WRANGLER, DANA 35C	38355	38358	INBOARD	2.16	2.54	.38
97+ WRANGLER, DANA 44	37965	37998	INBOARD	2.12	2.50	.38







CALIPER  
BRACKET

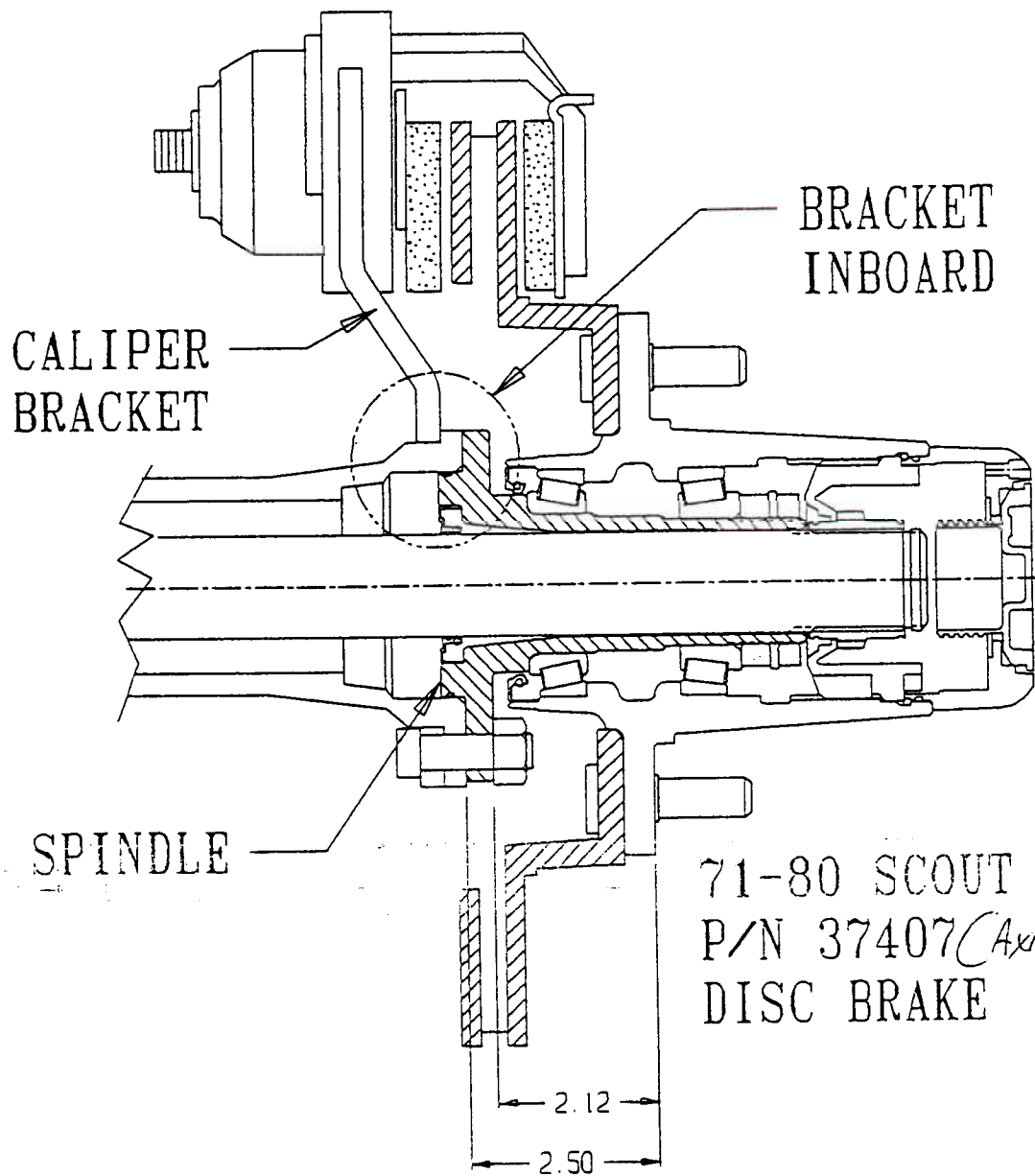
BRACKET  
INBOARD

SPINDLE

86 CJ7 DANA 44  
P/N 36334 (Axle #)  
DISC BRAKE

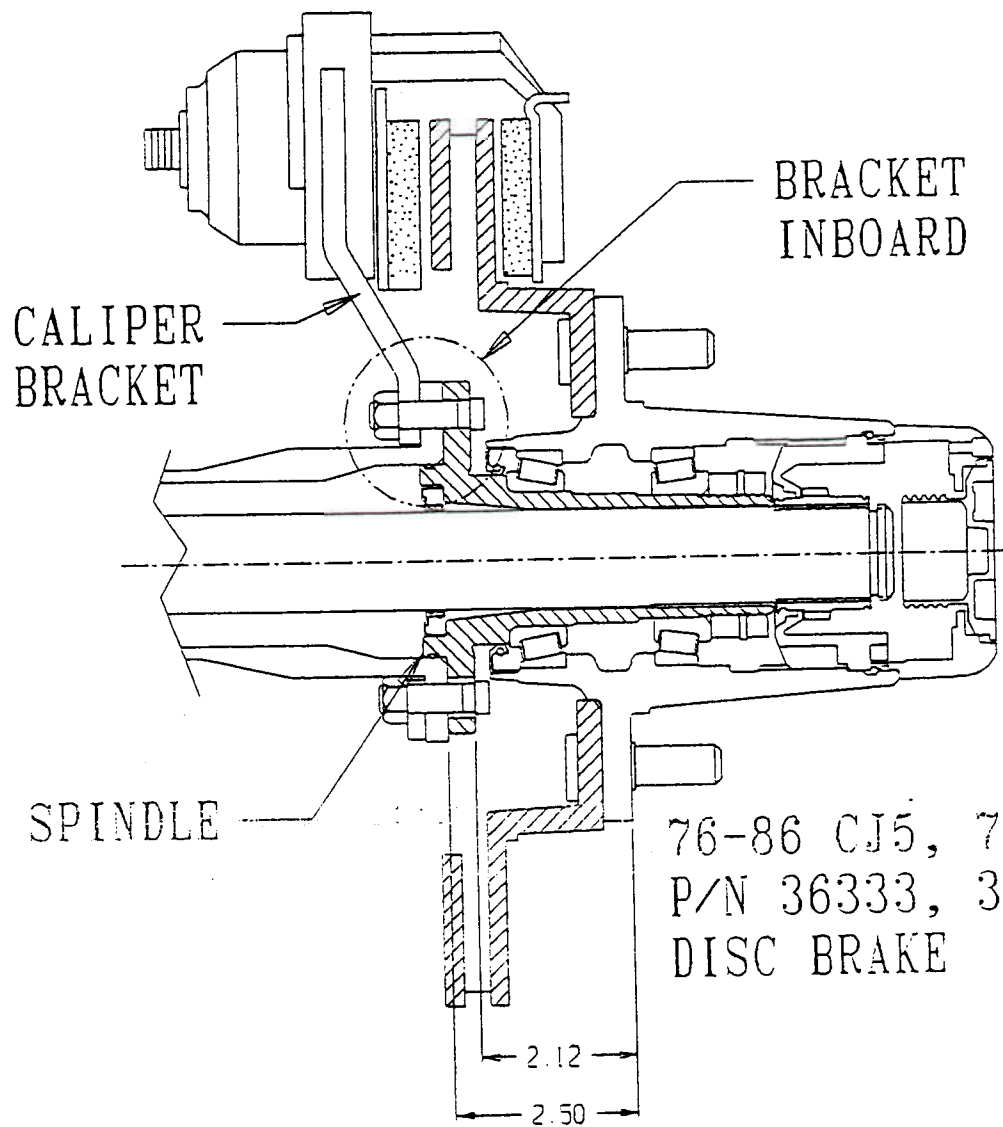
2.12

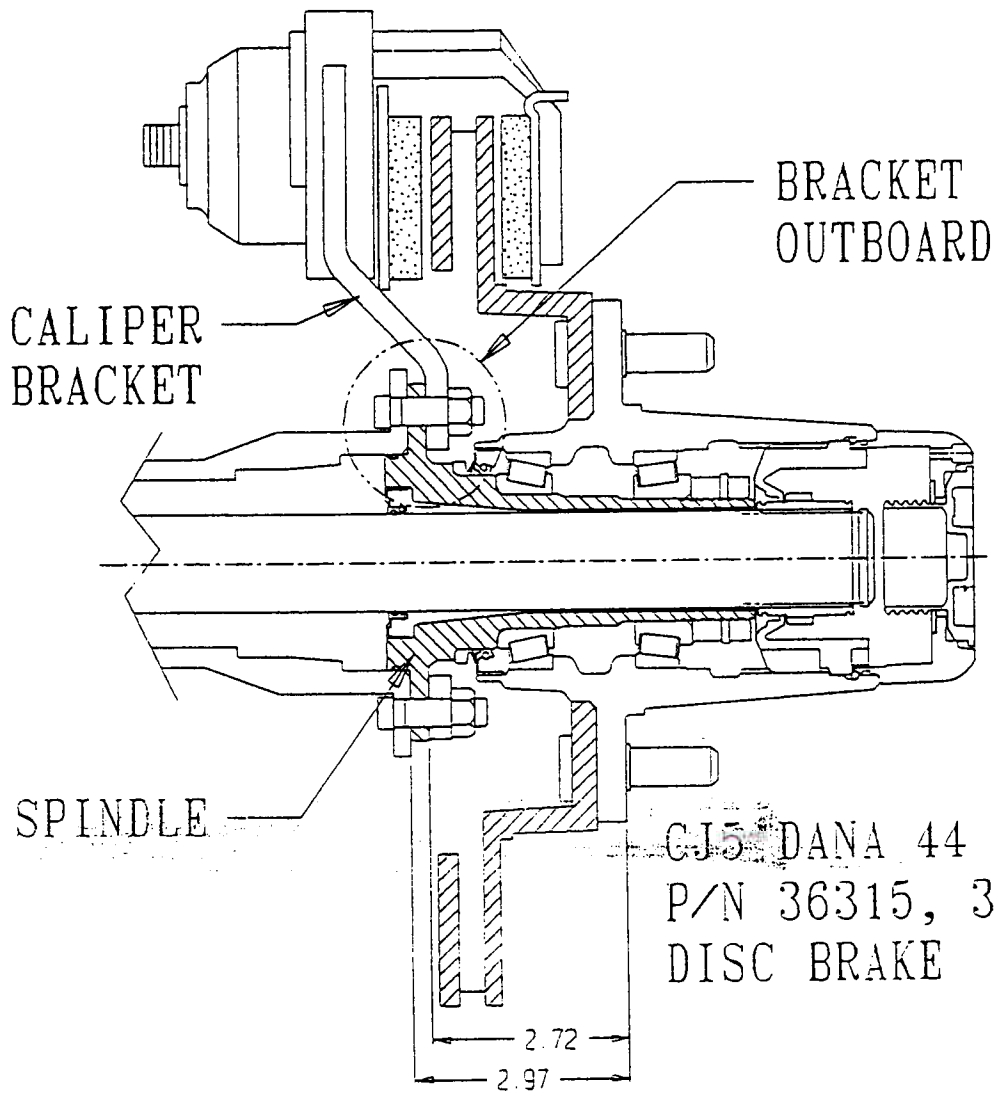
2.50



71-80 SCOUT DANA 44  
 P/N 37407 (Axle)

DISC BRAKE





G15 DANA 44  
 P/N 36315, 37348, 37587 (Axc#)  
 DISC BRAKE