

Moser Engineering 6300G/GD Explorer Brake Kit



6300 G



6300 GD

6300G - Solid Rotor Kit

6300GD - Cross Drilled and Slotted Rotor Kit

This kit includes the following components:

<u>Qty.</u>	<u>Description</u>
2	Rear Rotors
1	RH Rear Caliper (Identification is critical to assy to non c-clip axles)
1	LH Rear Caliper (Identification is critical to assy to non c-clip axles)
1	RH Adapter/Park Brake Assy.
2	LH Adapter/Park Brake Assy.
4	Caliper to Adapter Bolts
8	Adapter To Axle Housing Hex Head bolts
8	Adapter To Axle Housing nuts (for stock 8.8 and some 9")
2	Preload Spacers (For 9" axle installations)

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INSTRUCTIONS

NOTE A: 1996 EXPLORER COMPONENTS

- These components will fit 8.8" truck and late 9.0" axle assemblies with 2.00 x 3.56" brake/housing end mounting pattern (Big Ford New Style/Torino), 3.15" OD axle bearings, 2.50" brake gap. The gap is from outside of housing end to outside of axle flange (shown in figure A). 5 x 4.5" bolt pattern is standard. All others require the rotor to be redrilled. **RH&LH Rear Caliper Identification is critical to assembly of non c-clip axles!**

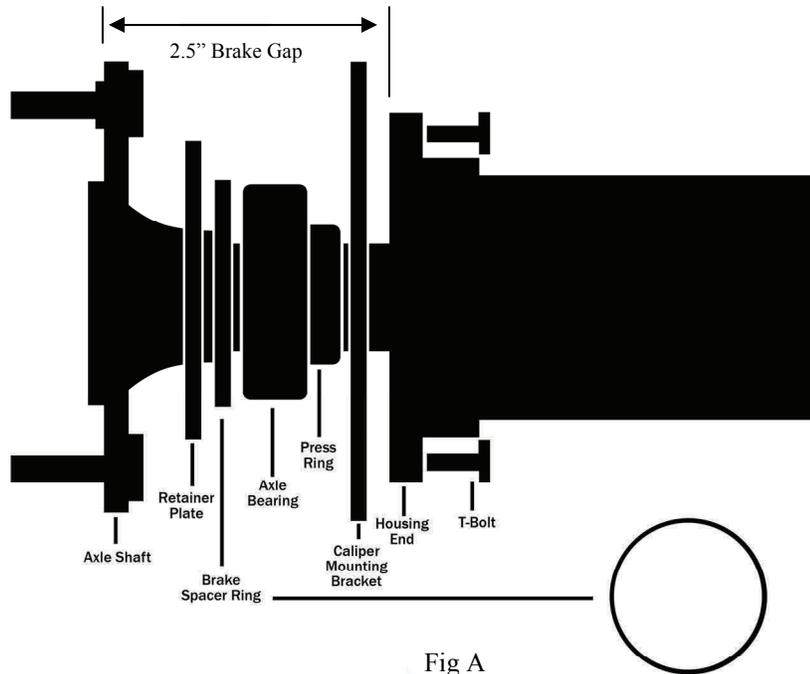


Fig A

- If brake gap is not 2.50" it will be necessary to modify/replace axle shafts or axle housing ends to obtain this dimension. If this is required please contact Moser Engineering to get correct shafts.
- Installations on 8.8" truck axles are relatively easy since the axles are retained by a c-clip at the differential, use the hex headed bolts to secure the adapters to the axle housing.
- Installations on 9.0" axles **requires extra care as left and right calipers must be installed correctly** since the axle shafts are retained at the axle shaft bearings using a press ring and cant be removed easily if a mistake is made during assembly. The preload spacers **MUST** be installed on the axle shafts **BEFORE** the bearings are pressed on. Axle bearing retainers will then be used to hold the preload spacers in place. **With a 9" axle and housing typically the long axle goes on the passenger side.**
- Check for clearance between the heads of the axle shaft studs and the parking brake components. OEM style press in studs should provide enough clearance but any aftermarket studs should always be checked especially if they are a screw in style stud. If this is an off road or race only vehicle and the parking brake is not required then it may be removed from the adapter. If the parking brake feature is required then custom cables will have to be fabricated for your particular installation since this is a universal kit and not specified for any one application.
- Hydraulic connections can be made at the calipers with custom brake hoses and a banjo bolt (Ford service part # 385116-S2) and (2) copper washers (Ford service part # EOAZ-2149-B).