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MOSER 6100 SERIES ECONOMY DISC BRAKES



INSTRUCTIONS FOR INSTALLATION FOR KITS#6100/TR/TREB/BF/BFEB/GM/GMEB/(-S/-C)

-S FOR STAGGERED SHOCKS
-C FOR METRIC/G BODY CARS TO CLEAR SUSPENSION,
EB IS FOR EMERGENCY BRAKES

***** Be sure to retain all packaging until after installation is complete*****

It is important to test fit all components and check for clearances before modifying or painting any parts. This kit is designed to fit most 15" or larger wheels. Due to the designs and styles available from wheel manufacturers, some wheels may not work with this kit. The brake kit cannot be returned if it has been modified

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Steps for a quick and safe installation

1. Prepare your work area.

A safe working environment is required to protect yourself and your vehicle from damage and/or harm. Do not attempt to install these products on an unstable surface like grass, soil or gravel. Make sure the vehicle is supported on all four corners by secure jack stands on a smooth and level surface like concrete or compacted asphalt. Failure to make sure the vehicle is secure can lead to death and/or severe injuries.

2. Remove the wheels, axles and old brakes.

After removing the wheels, brake lines and brake cables you will need to determine the axle retention that is being used by your application. If you have a bolt in axle then you just need to remove the four nuts behind the axle flange that hold the retainer plate and backing plate on the housing end. If you have a c-clip style axle then you will remove the cover on the back of the housing end to gain access to the c-clip that retains the axle. Once the c-clip or retainer plate is removed the axle should slide outward away from the housing end. If the axle is tight it may require the use of a rubber or rawhide mallet to gently tap the axle out. In some rare cases it may require the use of a slide hammer. If the housing still has fluid in it, some may escape from the housing once the axle is removed. Be prepared to catch any fluid and dispose of properly.

Once the axles have been removed the backing plate can be gently pried loose from the housing end as one complete unit and does not need to be disassembled.

3. Preparation and installation of the new caliper brackets.

On older housings or used housings, it is a good idea to prep the flat end using a wire brush to clean any rust or sealant off the end. Be careful not to scratch or scrape the pocket of the housing end where the axle bearings and seals ride. This can cause the rear end fluid to leak and contaminate the brake pads and can lead to extended stopping distances or brake failure. Once the ends are clean you can start the assembly of your new Moser Economy Disc Brake kit. Start by looking at the caliper brackets that bolt to

your housing ends. You will notice that one has an “R” for right and one has an “L” for left. You will also notice that both have a notched out area to the center of the bracket on one side. The notched out area goes toward the housing end to cover any of the bearing that protrudes from the end of the housing on bolt –in axles. If you do not have a bolt-in axle it will still go on the same way for c-clip axles. You will now take 4 spacers, 4 bolts and 4 nuts along with 1 of the Universal Caliper adapter brackets and bolt them together. When assembled the bolt will slide thru from the front thru the caliper bracket thru the spacer and then thru the caliper adapter bracket with the nut going to the inside of the caliper brackets closest to the center of the car. The assembled caliper bracket will look like fig. 2.



Fig 2

You can now reinstall the old axles by reversing the removal process. Slide the axles into the housing and reinstall the c-clip. Use the t-bolts and nuts that retained your old drum brake backing plate and use them to bolt the new caliper bracket into place. The open part of the U-shape of the caliper bracket will face down towards the floor. The caliper bracket slides over the axle between the bearing and the axle flange.

4. Installing the calipers and rotors and pads.

Slide the rotors onto the axle flange. If the axle is used you may have to use a wire brush to clean up the hub on the end of the axle to allow the rotor to slide on easily. You can now install the calipers using the supplied caliper bolts that accompany the caliper in the caliper box. The caliper goes on the outside of the caliper bracket and the bolts feed in



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from the back. Tighten them down securely. You can now install the pads into the calipers.

Installing brake hoses and emergency brake cables/adjustments.

Remove the banjo bolt from the caliper and slide the banjo bolt thru one of the copper washers. Then slide it thru your flex hose and then thru the second brass washer and back into the caliper and tighten securely. Be sure the hose is seated squarely to the back of the caliper. You can now install the emergency brake cables if your kit has this option. Once the E-brake cable is installed the E-brake must be cycled until you can no longer spin the wheel with the E-brake applied.

Bleeding the brake system

It is important to bleed your brake lines in a certain order to prevent getting air in the lines. The proper pattern to follow when bleeding a brake system is to start at the caliper farthest from the master cylinder and work your way in. This means start with the back passenger's side first, then over to the back drivers side. Proceed then to the front right passenger's side and finish with the front drivers side. Always make sure to keep the reservoir full to prevent air from getting into the system.

You can now install your wheels and check your clearances. Always test the brake system in a controlled environment until you are sure it is operating correctly. This is the installer's responsibility to make certain of this. If you are unsure then locate a shop or persons that can help you complete this safely.

Customer Support and Technical Information:

Our technicians are always available to help with your installation if you have any difficulty or questions with the install.

Moser Engineering
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KIT NUMBERS

- 6100-TR Torino end, 2.771" hub, 6.200" flange, standard 2.5" offset, (predrilled 5 x 4 3/4")
- 6100-BF Big Ford BRP end, 2.771" Hub, 6.150" Flange, standard 2.375" offset, (predrilled 5 x 4 3/4")
- 6100-GM Small GM end, 2.810/2.771" hub, 5.800" flange, standard 2.75" offset, (predrilled 5 x 4 1/2")
- 6100-TREB Torino end, 2.771" hub, 6.200" flange, standard 2.5" offset, w/external parking brake (predrilled 5 x 4 3/4")
- 6100-BFEB Big Ford BRP end, 2.771" Hub, 6.150" Flange, standard 2.375" offset, w/external parking brake (predrilled 5 x 4 3/4")
- 6100-GMEB Small GM end, 2.810/2.771" hub, 5.800" flange, standard 2.75" offset, w/external parking brake (predrilled 5 x 4 1/2") (EB is for emergency brake applications)

All kits are available with the following options when required for your application

- S is for staggered shock applications
- C is for G-body/Metric chassis cars requiring caliper clearance

6100-01RHB



6118840X



6100-01LHB



6100-02RHB



618841XX



6100-02LHB



6100-03RHB



6100-CAB



6100-03LHB



6100-CRH



638082XX



6100-CLH



6100-CRHE



6100-RW/RN



6100-CLHE



6100-S110



6100-S550



6100-S770



Replacement pads Part# IMD154-7070



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