

## Installation Instructions for 1982-1992 Factory Camaro/Firebird Disc Brakes on Moser Engineering 9" Ford Bolt-In Housing

Please read instructions thoroughly before assembly.  
See Figure A for the order of assembly.

Step 1) Counterbore the housing side (side opposite the wheel) of the larger hole in the caliper mount plates to 3.150" and a depth of .110".

Or Alternate

Step 1) Machine the large hole in caliper mount plates to 3.150" (good fit on the OD of the bearing). If you use this step, you will need to fabricate a 1/8" thick shim with about the same OD as the bearing. This should be made from tubing.

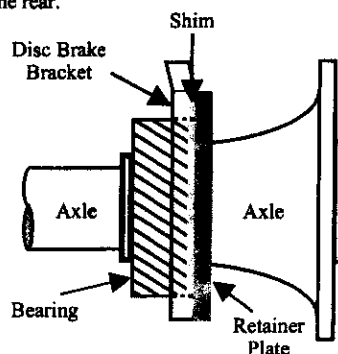
Step 2) Slide the axle through the caliper mount plate. Install this assembly into the housing. Make sure the bearing is fully seated in the housing end. The bearing should extend outward from the housing end approximately 1/8".

Step 3) Hold the caliper mount plate firmly against the housing end and use the bearing to locate or center the caliper mount. Use the Ford end as a pattern and transfer mark or punch the Ford pattern on the GM caliper mount plate.

Step 4) Using a 13/32" drill bit, drill the caliper mount plates to the new pattern.

Step 5) The brakes are now ready to attach. If you used Alternate Step 1, you will need to use the shim on the wheel side of the bearing along with the retainer plate to hold the axle in the rear.

Figure A:  
Order of Assembly



## Installation Instructions for 1993 & Newer Factory Camaro & Firebird Disc Brakes on Moser Engineering Bolt-In Housing with #7900FM housing ends

Your new housing has been assembled using Flush Mount housing ends so there is no machining necessary to install on your factory brakes. The wheel bearings, press rings, and two 1/8" shims have been sent loose so you can finish the assembly.

**NOTE:** You will only use the 1/8" shims with the 1993-1997 disc brakes. If you are using the 1998-newer brakes, you will not use the shims.

Please read instructions thoroughly before assembly.  
See Figure B for the order of assembly.

Step 1) Slide the caliper mount plate onto the axle shaft. Be sure it is on the correct direction.

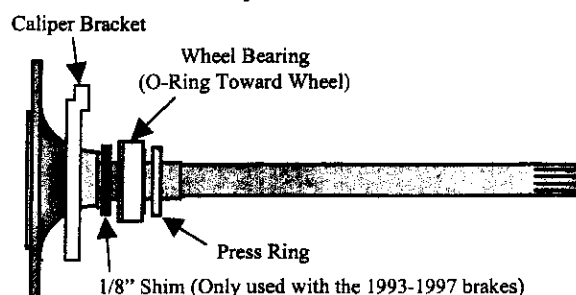
Step 2) If needed, slide the 1/8" shim onto the axle and then slide the wheel bearing and then the press ring onto the shaft. Make sure the o-ring on the bearing goes toward the wheel.

Step 3) Using a press, install the bearing and the press ring on the axle.

Once you have finished installing the wheel bearings and press rings, the axles are ready to slide into the housing. The axle should slide all the way in so that the bearing is flush with the end of the housing and the caliper mounting bracket is used to retain the axle.

Check to make sure your rotor is lined up in the center of your caliper. If it is not, you may need to use washers between your caliper and caliper bracket to move the caliper inwards until it is aligned properly.

Figure B: Order of Assembly

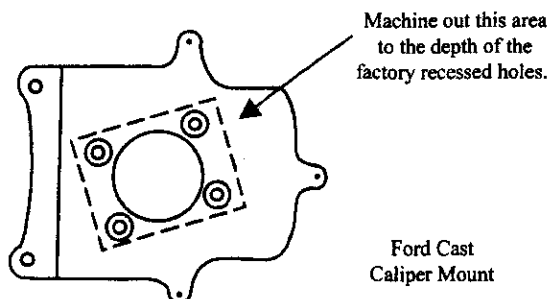


## Machining Instructions for Moser 8.8" Ford Housing Ends to fit 1993 Mustang Cobra or 1994 or newer Mustang with factory disc brakes (GT or Cobra)

**Note:** On the 1994 and newer models with anti-lock disc brakes, the anti-lock feature will not function with this housing end.

1. The factory cast caliper mounts require machining to fit the factory disc brakes on your new housing ends.
2. Overlay your retainer plate on the wheel side of the caliper mount plate making sure the bolt holes are properly aligned.
3. Using the retainer plate as your template, make an outline of the retainer plate on your caliper mount plate.
4. Machine/Mill out the area inside the newly drawn line to a depth equal to that of the factory recessed holes. (See Figure C.)
5. You should now be ready to install your axles and brakes on your new housing ends.

Figure C:



## Moser Ring & Pinion Gears Break-In Procedure

A new ring and pinion installed with new bearings will initially generate higher than normal operating temperatures. It is advisable to use whichever of the following break-in procedures matches your application.

### STREET:

- 1) With car still on jack stands and rear end filled with proper amount of **NON-SYNTHETIC** lube, run in forward and reverse for approximately 2 to 3 minutes.\*\*
- 2) Drive vehicle approximately 10 miles at normal operating speed. Accelerate and decelerate several times conservatively, then let cool for one hour.

### OVAL TRACK:

Note: For oval track applications, add 2-3 extra pints of gear lube.

### DRAW RACING:

- 1) Repeat step one above.\*\*
- 2) Pull to line.

- 1) Repeat step one above.\*\*

- 2) Run several laps at slow to medium speeds; let cool.

- 3) Run several hot laps; let cool.

**\*\*WARNING: OPERATOR MUST REMAIN IN DRIVER'S SEAT AND ALWAYS MAKE SURE FRONT WHEELS ARE BLOCKED AND JACK STANDS ARE SECURED BEFORE ATTEMPTING THIS PROCEDURE -- NEVER EXCEED 2000 RPM WITH WHEELS OFF GROUND. FAILURE TO FOLLOW THIS WARNING COULD RESULT IN SERIOUS DAMAGE, PHYSICAL INJURY, OR DEATH!**

### Gear Noise:

All Moser Engineering gears and other aftermarket gears (non OEM) are designed mainly for strength and may be noisy. The noise may be especially noticeable in vans and quiet passenger cars.