

# CB9 and CE1 Specific Rear Hub Installation Instructions

Thank you for your purchase of the FatFour Customs Rear 5-Lug Conversion! The kit you received should consist of the following:

## For the front...

x2 Front FFC Machined Replacement Hubs with OEM spec 90-97 Accord Front Wheel Bearings  
x2 6-point Front CV Axle Nuts  
x8 M10x1.25 45mm Class 10 caliper bracket bolts

## For the rear...

x2 Rear Replacement Hubs with Integral Bearings  
x2 12-point Rear Hub Nuts  
x4 M10x1.25 30mm Class 10 JIS caliper bracket bolts  
x4 M10 zinc plated military spec steel washers  
x2 Machined Rear Brake Rotors  
x1 12 point 30mm ½" drive deep well socket

NOTE: you will need to reuse your OEM Honda safety washer, as well as your rear hub nut dust cover, so retain all of those during disassembly

Once you have inventoried your parts, follow the directions below, and follow the factory torque specifications.

Through completed ordering of the parts contained here within, you have already acknowledged the following:

I hereby acknowledge that I understand the inherent risks and potential liabilities on having my vehicle's repair(s) undertaken. I likewise declare that I have full and legally binding authority to provide consent for the repair of my vehicle on my premises.

I acknowledge the risk of any possible damage that may be incurred during the repair and/or modification of my vehicle and by which I assume the liability and responsibility of such damage.

I hereby release FatFour Customs from any potential risks and liabilities associated with such activity, including any damage to the property whether real or personal.

The above has been explained to me and I acknowledge with full understanding:

There is a risk of spill of oil, grease, and/or other chemicals that may spill to my driveway, lawn, garage and/or any other personal property.

It is my responsibility for keeping away children, pets, relatives and guests away from the work area during the repair in order to avoid or mitigate the risk of personal injury.

I take responsibility for any damage to any property within the premises, whether real or personal, particularly including but not limited to, my driveway, landscaping, home, and/or personal injury, might occur.

The time spent in repairs through this method may take longer than usual. I accept and acknowledge any unforeseen delays or expenses which may accrue for not having the vehicle repaired on time.

During repair, there may be unforeseen damaged parts that might be seen and might get damaged.

I hereby waive my right to sue the FatFour Customs for any and all damages, injuries, or death that I or my family might incur during and in connection with the repair or operation of my vehicle.

Further, I hereby defend, indemnify, release, discharge, and hold harmless, FatFour Customs, its owners, affiliates, employees, agents, and representatives from any liability, injury, loss, damages whether personal or real, expenses, whether tangible or intangible, litigation costs by which they may incur in relation to the repair and/or modification of my vehicle.

I hereby declare that I am at least Eighteen (18) years of age and the legal and registered owner of the Premises or have the full authority to agree to this agreement.



NOTE: These directions are applicable to the rear installation. Front installation instructions can be found in any Haynes, All Data, or other manufacturer supported manual available both online and your local parts store.

Park vehicle on level ground.

Raise the rear of the vehicle off the ground, support with jack stands in appropriate locations, release floor jack, and ensure stability.

Remove rear wheel lug nuts, set aside.

Remove rear wheels, set aside.

Remove slide bolts securing caliper to rear caliper bracket

Remove caliper from bracket and hang safely out of the way so the brake line has no stress

Inspect brake line for cracks, leaks, or other wear that would necessitate replacement. Replace if necessary.

Inspect rear brake caliper slide pins for damage or other wear that would necessitate replacement. Replace if necessary.

Inspect rear calipers for leaks, damage, or other wear that would necessitate replacement. Replace if necessary.

Inspect rear brake pads for damage or other wear that would necessitate replacement of either the pad and/or the caliper. Replace any parts necessary.



Loosen bolts and remove caliper bracket from rear knuckle. Set aside.

Remove the rotor from the knuckle. Time and grime may make this a more difficult task than anticipated, so be prepared. First, remove the Phillips head rotor retention screw with an impact screwdriver, and set aside. Second, slide the rotor off the rear hub. Again, additional effort may need to be applied during step depending on vehicle history, weather, prior residence locations, and wear.



Remove the dust cover located over the center of the rear hub. A small screwdriver, chisel, or other wedge shaped tool is beneficial in this exercise. Be careful not to damage the dust covers as Honda has discontinued their production and new replacements can be difficult to locate.



With the dust cover removed you will see the rear hub nut. Remove the nut with a 32mm socket and discard it. We **HIGHLY** recommend the use of an impact tool to aid in the removal of these nuts.

**DO NOT** lose the safety washer located underneath the hub nut. Use a small screwdriver or magnet to remove the safety washer, and set it aside – you will need it again later. If you find yourself missing the safety washer, or otherwise without a pair, they can still be obtained new from your local Honda dealership.



With the safety washer removed, the hub should slide off the spindle. Again to note, this may prove difficult depending on vehicle history, so work accordingly. However **DO NOT** damage the spindle surface with the tool you choose as this will lead to premature bearing failure and probable injury and/or damage to you and/or others.

Locate the new hub included with your FatFour Customs conversion and slide it over the spindle. Do not force the hub on, and do not use tools to set it in place. It should go on freely by hand. If you find yourself at an impasse, remove the hub, inspect for damage, and retry.



Once your hub is in place, locate your OEM Honda safety washer, and slide it onto the spindle – noting the tab slides into the keyway at the 12 o'clock position on the spindle.



With the safety washer in place, locate the new 12-point nut included with your kit, and thread it on by hand. This too should thread easily into place. If it does not, DO NOT force it on with a tool. Remove the nut, check your threads, and retry. Should you cross thread the nuts you again risk premature failure and probable damage and/or injury to yourself and/or others.



Torque the rear spindle nut to 140 lb ft and use a punch or large bladed screwdriver or other tool to stake the nut into place. Ensure the tangs of the stake are bent into the keyway on the spindle to ensure their retainment once covered.



Locate your new rear brake rotor, clean thoroughly with aerosol brake clean (or a similar degreasing agent), and slide over the wheel studs onto the rear hub.



At this point we recommend using one of the previously set aside lug nuts to hold the rotor in place, as there is no rotor retaining screw for this application.

We recommend taking the time to clean your rear caliper brackets prior to reinstallation. A wire brush will remove surface rust. A cleaning of the bores and a re-greasing of the pins might also be necessary. Follow appropriate directions for cleaning the bores, replacing any gaskets and/or bellows, and re-greasing the bores and pins.

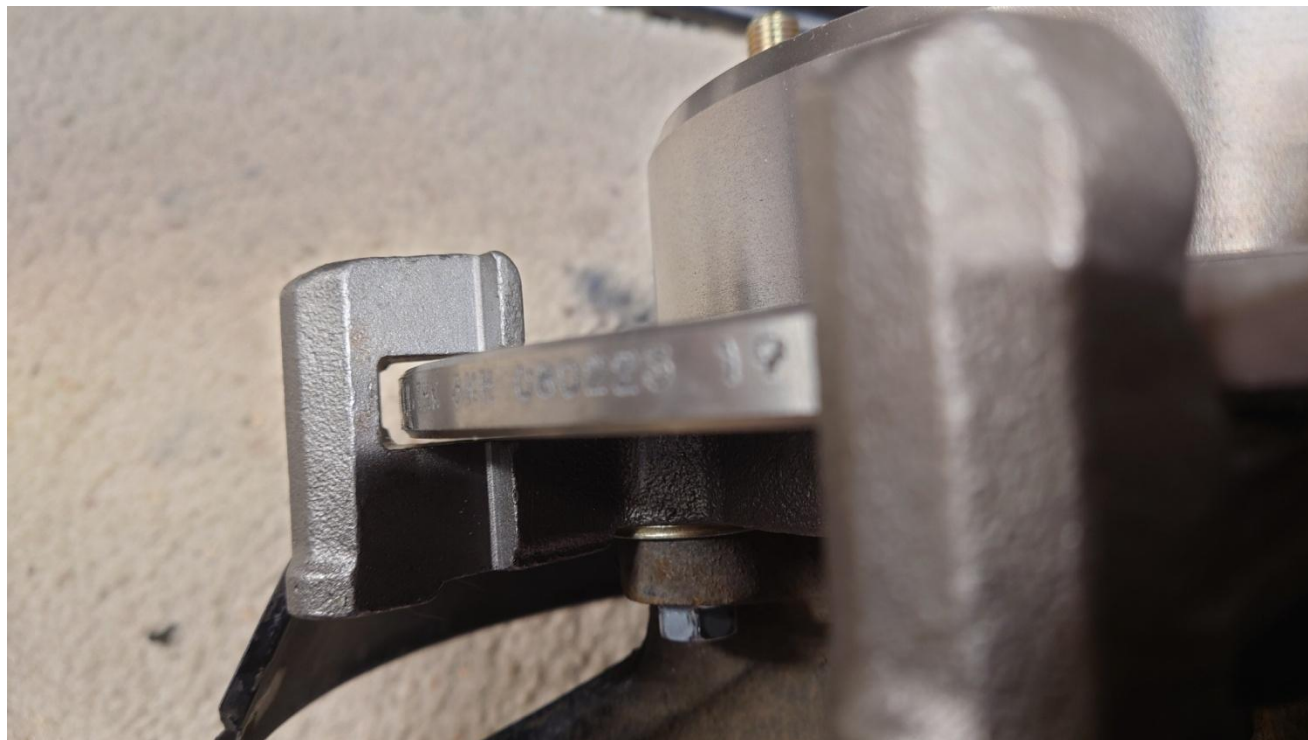
With the rotor secure, locate your caliper bracket, the four 30mm length (shorter, no shoulder) bolts, and the four zinc plated washers included in your kit. Each kit will include four washers. We take the time to mic each one and include matching pairs for each side. Find all four included in your kit, and match up two per the numbers written on the front (i.e.: 975). We do our best to match not only the pair on each side, but left to right as well. There might be very small differences in the spec from side to side, but never on the same side. ENSURE THAT BOTH WASHERS ON ONE SIDE HAVE THE EXACT SAME NUMBER WRITTEN ON THEM (i.e.: x2 990 on the left side and x2 1000 on the right side).

Once you have paired up your washers, and you are satisfied with the condition of your caliper brackets, reinstall them on the vehicle with the gold zinc plated washers sandwiched in between the bracket and the knuckle. Install in this order, from inboard outwards: Bolt > Knuckle > Washer > Caliper Bracket. As demonstrated below:



Torque to 80 lb ft. Use of medium strength thread locker is optional on these four bolts.

Once torque to spec, visually inspect the rotor to ensure it is centered within the bracket. Complete a physical clearance inspection by rotating the rotor several times and ensuring there is no interference with the bracket or any other component(s).



Locate your rear hub dust cover and install. We highly recommend a bit of antiseize around the edge of the dust cover to aid in future removal.

Use a medium weight hammer or shot peen hammer to tap around the edge of the dust cover in a circular motion to seat it into the rear hub. Note the change in audible tone once the dust cover is seated.

Align your rear brake caliper with your caliper bracket – being sure not to catch the edge of the brake pads on the edge of the rotor – and drop your caliper into place. Reinsert your slide pins and begin threading by hand. As noted before, a re-greasing of the pins might be necessary. Follow appropriate directions for replacing any gaskets and/or bellows, and re-greasing the bores and pins. You may need to compress the piston in the rear caliper to allow for pad clearance during installation – take care during these steps, use the appropriate tools,

Tighten your caliper slide pins to 37 lb ft.



Repeat on the other side of the vehicle.

**CONGRATULATIONS!** Your FatFour Customs Rear 5-Lug Conversion is now **COMPLETE!** Pat yourself on the back for a job well done. Now go and enjoy your new wheels on your golden era Honda wagon.

Happy Motoring!  
~ Your Friends at FFC

