

13" BIG BRAKE Rear Disc Instructions 11" Rear Disc Instructions GM 10 & 12 Bolt

Note: Not designed to work with C-Clip Eliminator

Axle Flange will need to be machined and wheel studs may have to be removed. (See Pg. 2)

Relocating the brake tab on the trailing arm is required to make the passenger side long enough.

1. Secure vehicle with jack stands.
2. Remove wheels & disconnect parking brake cable from the frame.
3. Remove drum brake **(Photo 1)** (You may need to use a hammer to tap drum to loosen up any rust that may have formed between the drum and axle)
4. Remove the rear differential cover using a 1/2" socket **(Photo 2)**. Place drip pan under differential to catch the oil. **(Photo 3)**
5. Locate the lock bolt and remove using a 1/2" wrench (if needed, remove the cap that holds the carrier into the rear-end). **(Photo 4)**

Note: Size may vary depending on carrier type)



Photo 1



Photo 2

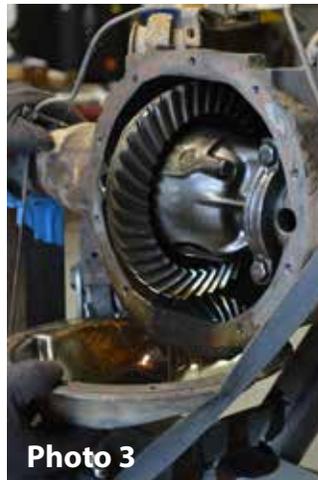


Photo 3



Photo 4

6. Slide shaft down far enough to allow the axles to push in to remove the C-clips. **(Photo 5)**
7. Push axle in toward the center of the vehicle. **(Photo 6)**
8. Remove C-Clip. **(Photo 7)**
(Do not discard - will use again)



Photo 5

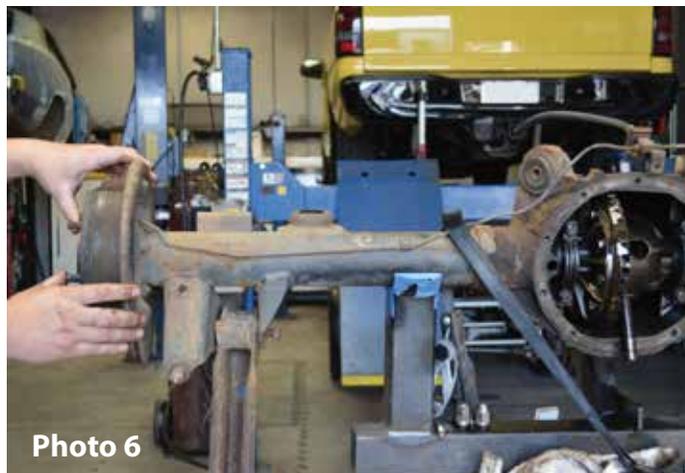


Photo 6



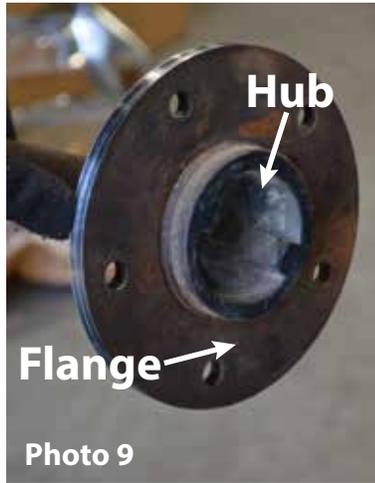
Photo 7

9. Remove Axle (**Photo 8**)

10. Machine axle flange down to 6.0" - May have to remove wheel studs to cut down the flange. (**Photo 9**)

Note: Some kits might require the hub to be turned for the rotor to fit.

11. Remove backing plate using a 9/16 socket & wrench. (**Photo 10**)

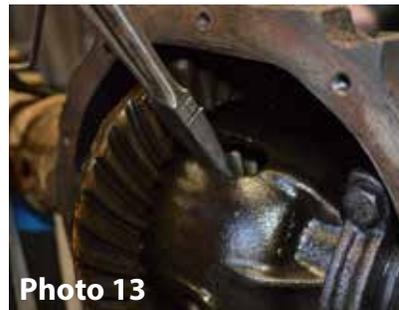


12. Remove the brake line from the brake cylinder with a 3/8 wrench (**Photo 11**). (If dust shield is stuck, tap with a hammer)

--If you need to replace the axle bearings & seals, this is the time to do--

13. Reinstall axle. (**Photo 12**)

14. Reinstall C-Clip (**Photo 13**) & Center Pin (**Photo 14**).



15. Reinstall shaft & lock bolt, then torque to factory specifications. (**Photo 15**)

16. Reinstall differential cover & torque to factory specifications. (**Photo 16**)

17. Clean surface where the bracket will be bolted. (**Photo 17**)



18. Install caliper bracket with mount of caliper facing towards the rear of the vehicle and torque to 45 ft. lbs. **(Photo 18)**
Tighten using a 9/16 socket & ratchet. (See pictures below of the driver side) **(Photo 19, 20, & 21)**



19. Install rotor **(Photo 22)**.
Check fitment of caliper **(Photo 23)** - If brake pads are too close together, follow the following steps below. If it fits, move onto step #20.



Caliper Brake Pad Adjustment Instructions:

- A. Remove brake pads.
- B. On the inner brake pad, remove the small plate on the backside of the pad. **(Photo 24)**
- C. Remove clip from the piston. **(Photo 25)**
- D. Remove the spring from the caliper and remove the nut from the ratcheting arm using a 17mm socket. **(Photo 26)**
- E. Remove the ratcheting arm.
- F. Remove the rubber ring and plastic washer. **(Photo 27)**



- G. Using a 14mm wrench, turn ratchet bolt in a 1/4 turn **(Photo 28 & 29)** (this will allow you to compress the piston)
- H. Using a C-Clamp, compress the piston inward. **(Photo 30)**



I. Turn the ratcheting arm until you feel pressure.

J. Reinstall the plastic washer, then the rubber ring. **(Photo 31)**

K. Reinstall the ratcheting arm and tighten down. **(Photo 32)**

L. Reinstall spring. **(Photo 33)**



Photo 31



Photo 32



Photo 33

M. Remove shim on the front brake pad. **(Photo 34)**

N. Fit outer brake pad to sit flush to the casting of the caliper. **(Photo 35 & 36)**



Photo 34



Photo 35

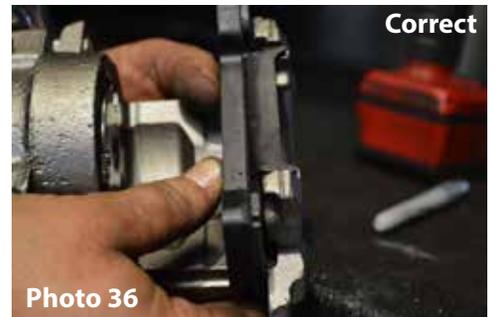


Photo 36

CONTINUE INSTALLATION:

20. Install caliper and caliper pins. Torque to 37 ft. lbs using a 3/8 Allen socket **(Photo 37 & 38)**.

21. Attach brake hose and tighten to 32 ft. lbs. **(Photo 39)**

22. Reattach rubber brake hose to original brake line. **(Photo 40)**

(It is recommended to shorten brake line if you don't have the correct tools to flare tubing. You can change the angle of the brake line and attach like so and tighten down using a 5/8 wrench to hold rubber hose and 3/8 flare wrench to tighten.



Photo 37



Photo 38



Photo 39



Photo 40

Parking Brake Installation:

24. Remove spring. **(Photo 41)** (Spring can be removed, it isn't necessary because the return spring is built into the caliper. It can be easily removed by pulling one end off and rotating around the stopper.)

25. Install cable into front opening of spring **(Photo 42)** and maneuver around the brake lever **(Photo 43)**.
Insert casing into locking mechanism. **(Photo 44, 45 & 46)**

26. Bolt wheel back on & bleed brakes.



If needing longer wheel studs: #610-259 (7/16" wheel stud) & #610-258 (1/2" wheel stud)