

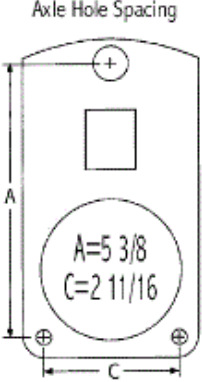
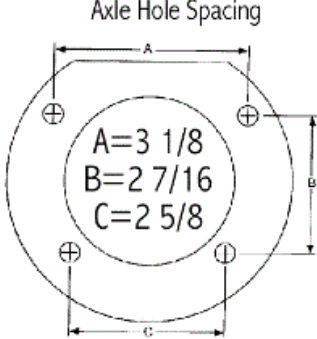


**82-04 S-10 and Midsize GM --- Rear Disc Brake Conversion**





## 82-04 S-10 and Midsize GM --- Rear Disc Brake Conversion

EARLY STYLE	LATE STYLE
<ul style="list-style-type: none"><li>•82-92 S-series trucks</li><li>•78-04 G-body and some F-body</li></ul>  <p>Axle Hole Spacing</p> <p>A=5 3/8 C=2 11/16</p>	 <p>Axle Hole Spacing</p> <p>A=3 1/8 B=2 7/16 C=2 5/8</p>

- Please verify your axle flange with the correct kit, especially if you have a 90, 91, 92 model axle. This was during a transition from the early style to the later style so a certain year doesn't necessarily make it one or the other. All pictures below show installation of a late style kit, except for figure 10, which is the early style. Both kits go together in the same fashion.
- It is the buyer's responsibility to check proper clearance and function of all brake parts to their existing suspension components and wheels/tires before driving the vehicle!
- For any questions or suggestions, email [eric@littleshopmfg.com](mailto:eric@littleshopmfg.com)



**1 & 2**

Remove stock brake drum. If it has never been off then it may require a little persuasion with some penetrating oil on the center bore and a hammer or air-chisel at the outside lip to push it off the axle. Sometimes it helps to spin the drum and work your way around.



**3 & 4**

Remove stock brake internals. Since these aren't being retained, it is easiest to cut springs with a cut-off wheel. (For disc brake kits with emergency brakes, remove stock cable as shown in 4 and 5)





### 5 & 6

Remove emergency brake cable from drum backing plate by squeezing retainer clip. Then remove 4 bolts from axle flange. (early style flanges will appear different)



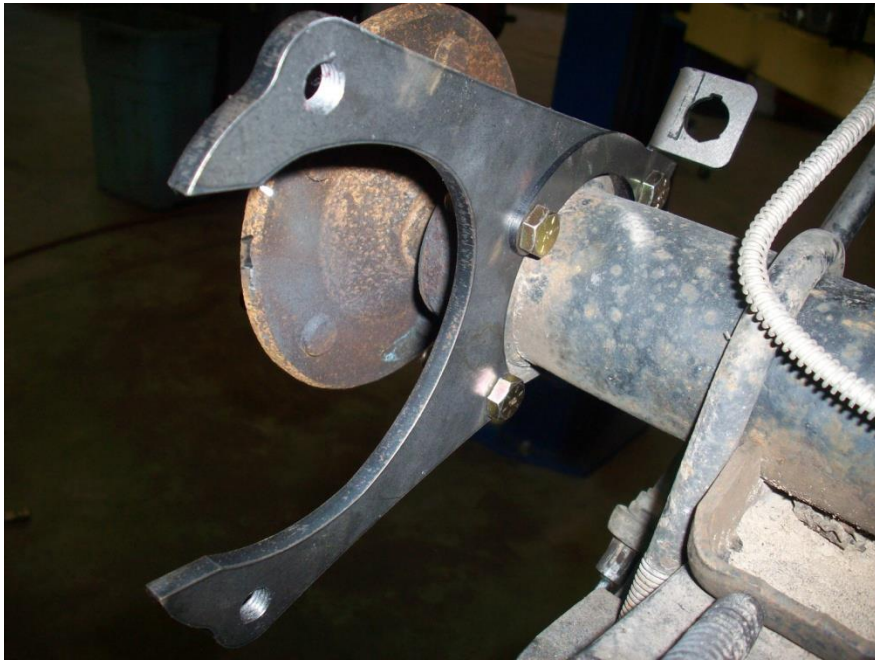
### 7

Since the drum backing plates won't be used and pulling out the axle shafts is a pain, we usually opt for cutting the backing plate into two halves with a cut-off wheel (as shown), plasma cutter, or the good ole cutting torch, aka "fire hatchet."



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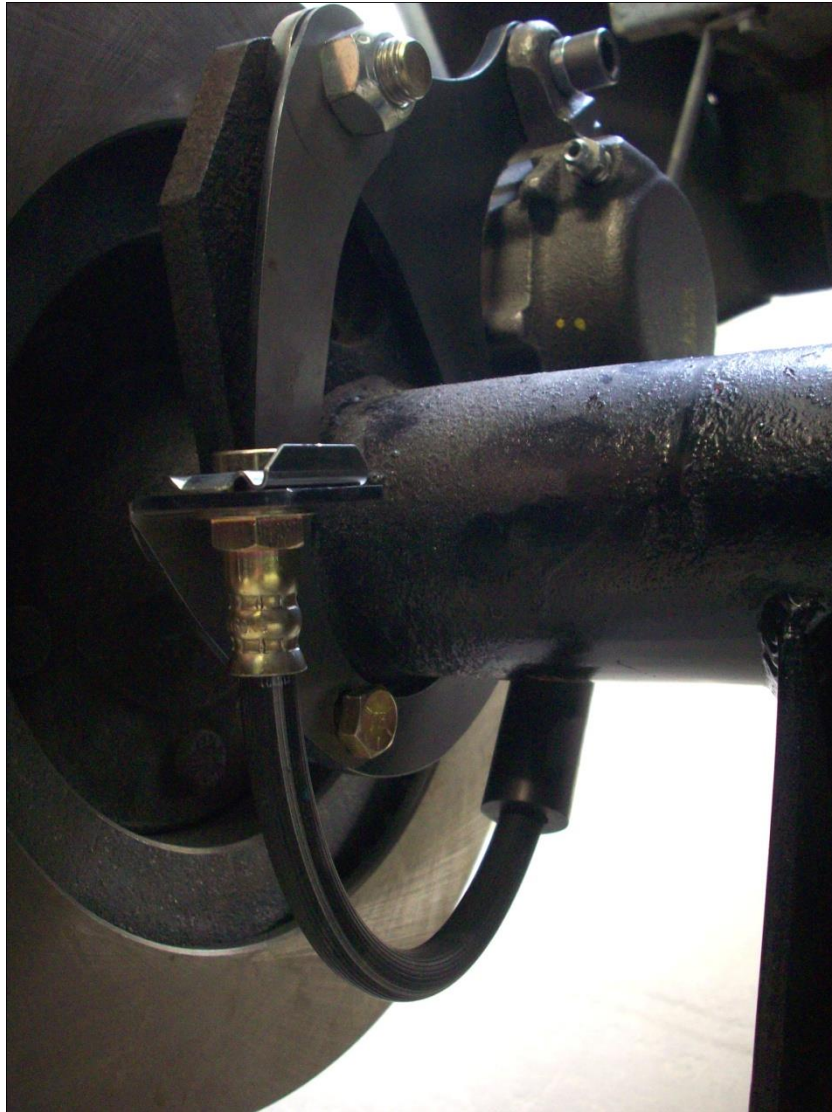
The brake line is disconnected and with that out of your way, you can start to put on the kit.



9

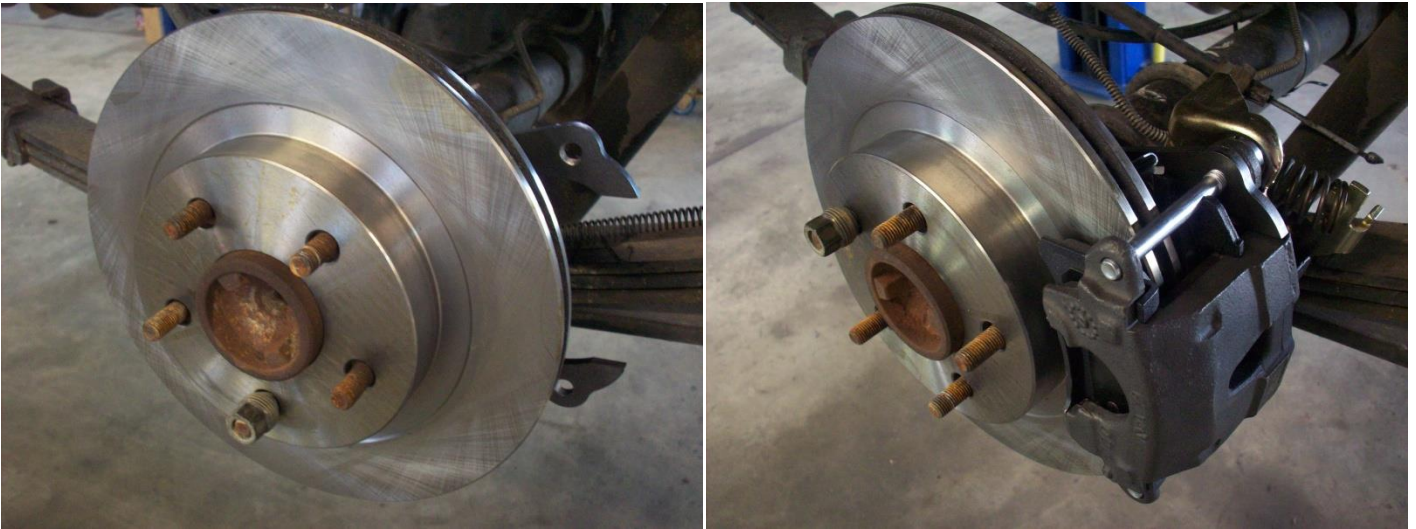
The brake-hose bracket is assembled to the inside of the caliper bracket, which is then assembled to the inside of the axle flange. Caliper should be on the rear of the axle. This image shows the driver side. (Figure 10 shows the early style version)





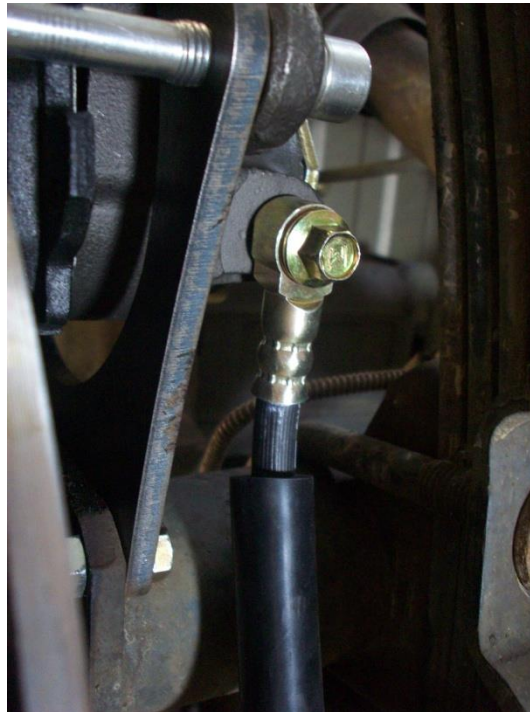
10

Early style kit (passenger side) assembled. Make sure the 9/16 bolt up top goes from the outside-in towards the center of axle. Otherwise the bolt will come in contact with the rotor once assembled. Please note, the 2 lower threaded holes on the stock axle flange must be drilled to 3/8 to accept the bracket. This can sometimes be done from the inside with an angled drill, but if not the axle shaft can be pulled out and it be drilled from that side.



### 11 & 12

Slide the rotor over the studs and hold in place with a lugnut. Then assemble the caliper and pads using the supplied 7/16 brake pins. If yours is a non-e-brake kit, **make sure that the supplied pad spacers are installed in the calipers.**



### 13

Hook up the supplied brake leader hose with banjo bolt and crush washers on each side of the eyelet.



14

The other end of the hose pushes through the hose bracket and is held on by the supplied retainer clip.



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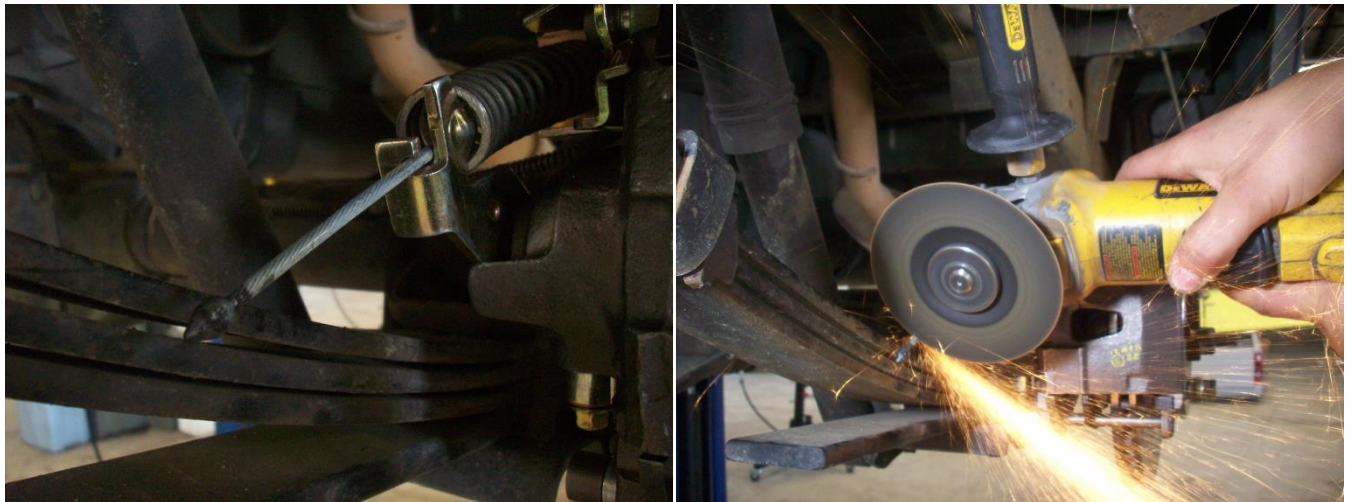
When retightening the brakeline, make sure to use a wrench on both the brakeline **and** hose. Failure to do so could strip out the hose bracket. If your kit is a non-ebrake system, then repeat these steps on the other side of the axle, bleed the system using standard bleeding techniques, and skip to **22**. If you have an e-brake kit, bleed the system and refer to the information sheet inside the ebrake caliper box for proper adjustment of lever.





16 & 17

(Late style only) After adjusting the ebrake calipers per included instructions, remove cable splice on driver side frame rail under cab to gain slack in e-brake system. Then insert driver side cable into caliper until it snaps in.



18 & 19

The passenger side cable will have some extra slack from the caliper to the stock cable stop. Cut the cable just past the cable stop leaving as much cable as possible. Early style cables may require cutting the stops off of both sides, so there are 2 cable stops supplied.



20

The plastic coating on the cable should be removed so that the supplied new cable stop will have contact from its set screw directly into the metal cable. It is best if you leave the extra slack past the cable stop intact until you reconnect the splice and adjust the system. After that, it can be shortened as shown.



21

The e-brake cables can be adjusted using the cable adjusters located on the driver side at the rear cab mount. You want enough cable pressure so that there is a firm e-brake pedal, but not so much that the system has any pressure when the pedal is released.

**\*\*NOTE:** other cable provisions may be necessary depending on suspension modifications and where the axle sits in relation to the frame. It is your responsibility to ensure that all of the brake parts (especially cables and calipers) have proper clearance to the frame and suspension components during complete cycling of the suspension! Make sure your system works properly throughout the suspension's travel before driving the vehicle.

**\*\*NOTE:** most systems with ABS will work perfectly with this set-up as is. However, if you're experiencing rear brake lock-up in hard braking situations, then an in-line proportioning valve can be purchased to fine tune the rear brake bias.

**Congratulations, you're now drum free!**