

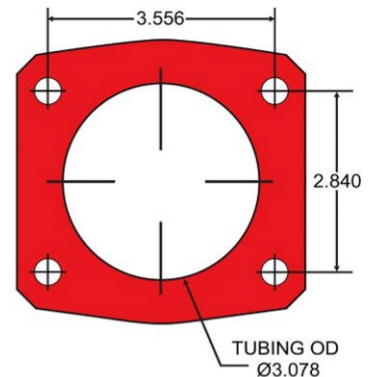
DBK8800 GM TRUCK Disk Brake Conversion Instructions for Trucks with 10" rear drums

88-99 Chevrolet/GMC C1500 Pickup / 92-00 Blazer, Tahoe, Suburban / 92-00 GMC Yukon, Denali, XL 1500



Prep the truck

1. Jack up rear of the truck. Make sure it is on solid ground.
2. Put jack stands under the leaf springs or the axle itself.
3. Do not set the emergency brake.
4. Remove the rear wheels and keep the lug nuts for re-assembly.
5. Remove brake drums. (access the star adjusters to relax the shoes).



Choose from the two methods to install this kit...

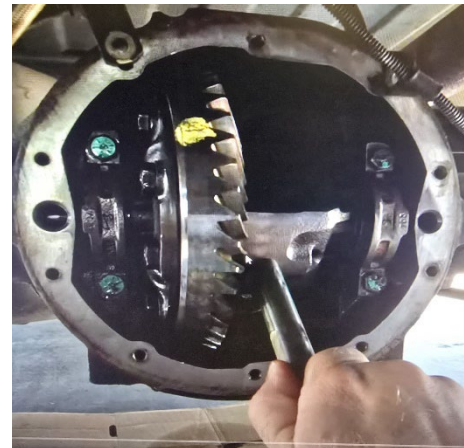
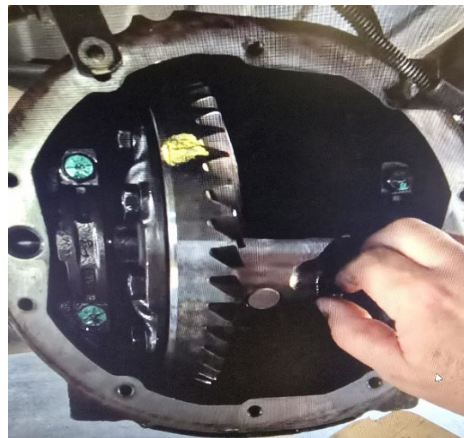
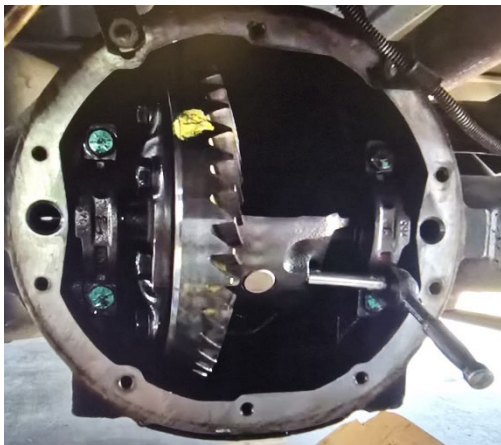
Question 1) Do you have **ANY** reason to service a leaking differential cover,

change the fluid, or replace noisy bearings or leaking seals? If so, use **Method One.**

Question 2) Are there any fluid leaks or bearing noises? If there are no issues, use **Method Two.**

Method One: Involves removing the differential cover and pulling the axles.

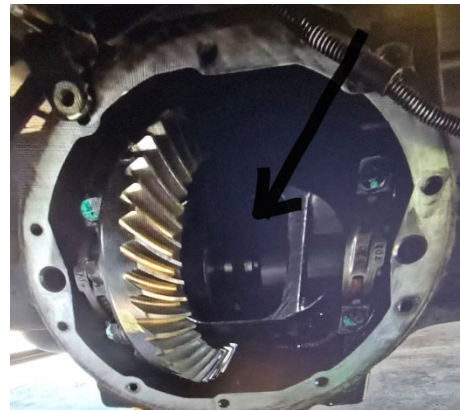
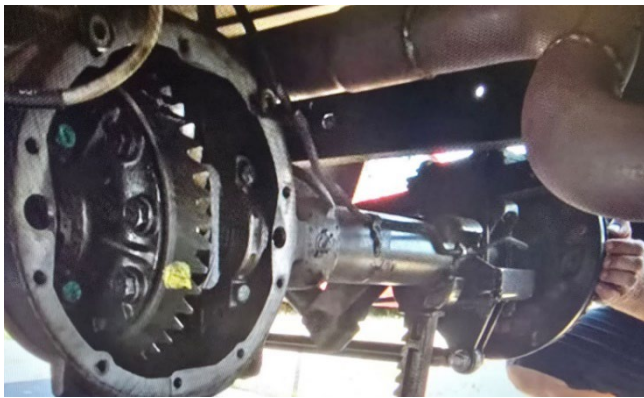
1. Put on safety glasses and gloves.
2. Place a catch pan under the differential cover.
3. Starting at the bottom of the differential cover, loosen the bolts incrementally.
4. When they are loose, use a flat head screw driver to pry away the cover to break the seal.
5. Be ready...check the position of your drain pan.
6. Let it drain.
7. Remove all bolts and keep together for re-use.
8. Remove the cover.
9. Remove all gasket material carefully and avoid scratching the housing.
10. Find the pinion shaft lock screw bolt (5/16" head) that holds the pinion shaft in the center of the differential case. (rotate the axles to access it)
11. Remove the differential shaft lock bolt, put in safe place to use later.
12. Rotate axle shafts as needed to reach the differential pinion shaft and push it out with your fingers.



13. Locate and remove two metal blocks from the carrier if equipped. Many differentials may ONLY have the clips in step 15.



14. At the axle ends, push each axle shaft into the housing slightly.



15. Look in the center for the "C" clips on the ends of the shafts in the center.
16. You may use a magnet or long needle nose pliers to pull them out.
17. Put in safe place for later use.
18. Mark axles for left and right sides.
19. Remove them carefully.
20. Inspect the splines and the shafts for damage. Replace if necessary.
21. Inspect the seal and bearing and replace if necessary.
22. Proceed to the drum system tear down section.



Drum system tear down: Remove all components that make up the drum brake system.

1. You should have already removed the brake drum.
2. Disconnect the hard brake line on the wheel cylinder.
3. Using pliers, collapse the expansion clip on the brake cable and feed it back through the plate.



4. Locate the 4 bolts that hold the drum backing plate to the flange.
5. Remove these bolts and the drum plate.



You should be looking at the bare drum backing plate at this point.

6. Clean the end flange and inspect the seal for signs of damage or leaks.
7. Inspect the end seal for signs of leaking.
8. Replace the seal or axle bearings if needed.

9. Reinstall the axle shafts now, or install the caliper brackets first. Proceed to steps 10-19 now, or You can skip to steps 20-29 first, then do 10-19. The only difference is whether you want the shafts in at this point.

10. Next, move to the center of the differential unit.

11. Insert the C clips on the axle shafts.

12. Insert the two retainer blocks in the carrier.

13. Install the differential pinion shaft.

14. Install the pinion shaft lock bolt.
Torque to manufacturer's spec.

15. Install new differential cover gasket and seal.

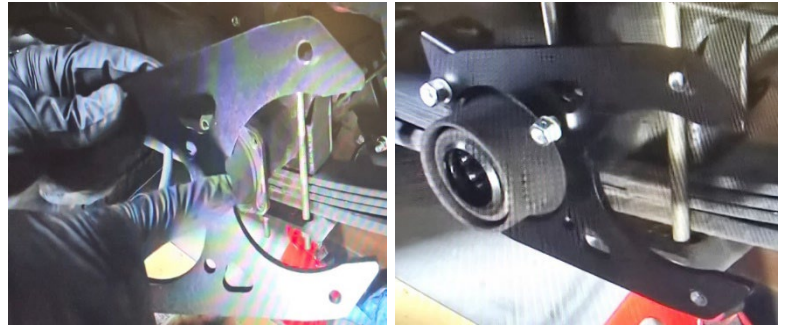
16. Tighten all bolts.

17. Add differential fluid

18. Inspect for leaks.

19. Locate the new caliper brackets, bolts, nuts and washers.

20. Mount the bracket on the outer face of the flange towards the wheel.



NOTE* Locate the notch on the bracket, it must be towards the top when mounted.

21. The bracket mounts so that the caliper will be trailing or behind the axle.

22. Locate the brake hose holding bracket.

23. From the backside flange face, place the hose bracket with it facing the opposite of the bracket.

24. From the backside of the flange, Insert the top bolts through the hose bracket, then through the flange and finally through the new caliper hose bracket (THE BOLTS ENTER FROM THE BACK)

25. Add the washers and nuts and tighten all.

26. From the same direction, insert the lower two bolts through the flange and new bracket.

27. Add the lock washers and nuts. Tighten all.

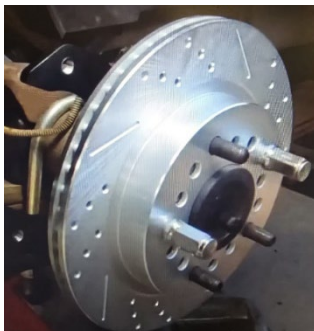
28. If you have yet to install the axle shaft from steps 10-19, do those steps now.

29. Make sure you have the notch in the bracket on the top as shown in the pictures above.

30. Test fit the rotor on the axle shaft. You may need to use a file to deburr surfaces.

31. Mount the rotor and add two lug nuts in a staggering position.

32. Proceed to INSTALLING THE CALIPERS.



Method two: Don't open the differential cover or remove axles.

(Cut off the drum backing plates.)

1. Make sure to wear safety goggles and gloves.
2. Make sure nothing flammable is nearby.
3. Disconnect hard line from the wheel cylinder
4. Detach the emergency brake cable from the drum lever.
5. Remove the brake shoe springs and levers.
6. Remove the brake shoes.
7. Do not remove the 4 bolts that hold the backing plate to the axle housing.
8. Use the cutoff wheel to cut the backing plate in sections.
9. Be careful to not cut the axle flange face.
10. Use pliers to snap the remnants of the backing plate.
11. Remove the 4 bolts.



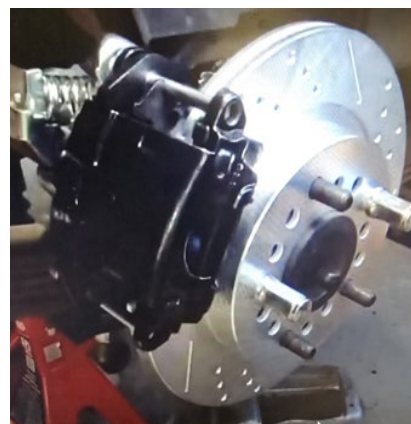
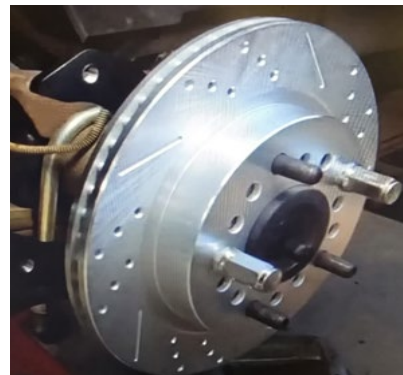
12. Install the bracket on the outer flange face as shown.

13. Review steps **19-32** in **Method One** section to complete the bracket and caliper installation.

14. Proceed to and complete the section on **installing the calipers**.

15. Review and complete the **Emergency cable installation section**.

16. if you have a non-emergency brake calipers, you would only need to mount the calipers and bleed the brakes. RR, LR, RF, LF.



Installing the Calipers

Note* YOU MUST TO ADJUST THE CALIPER TO SET THE EMERGENCY BRAKE PROPERLY.

1. Ready the caliper by removing the mounting bolts.
2. Add slide grease to the pins and slide sleeves.
3. Test fit the caliper into the bracket and over the rotor.
4. You may need to adjust the lever to retract the pads to allow clearance.
5. Remove the pads and clip.
6. Install a disc pad spreader and adjust to contact the face of the piston. Do NOT push it in. It is on a worm gear and rotates.
7. Remove the spring.
8. Remove the nut on the lever arm.
9. Remove the lever itself.
10. Observe the hex shoulder on the bolt in the caliper and rotate it inward. (Do not lose the nylon washer).
11. Once you have screwed the bolt in, you can use the disc pad spreader tool to put the piston assembly inward further. This only works if you rotated the central bolt in the previous steps.
12. Install the lever back on to the central bolt and install the nut.
13. Make sure the lever contacts the bump stop on the casting of the caliper body.
14. Install the spring.
15. Remove disc spreader tool.
16. Install the pads again.
17. Test fit the caliper with the spring riding on top closest to the body of the truck.
18. Tighten the caliper mounting bolts to spec.
19. By hand, pull the lever to make sure the pads do cinch down on the rotor.
20. Adjust as necessary.
21. Install the emergency brake cables into the calipers.
22. Route the cables to the body or chassis and connect to the main cable system.
23. Connect the rubber flex hoses to the caliper and make sure to use copper washers on both sides of the banjo bolt end.
24. The brake hose will underneath the axle tube and connect to the hose bracket.
25. Tighten the hose to the bracket with the hose clip.
26. Connect to the hard lines to the brake hose.
27. YOU MAY BE ABLE TO BEND YOUR ORIGINAL LINES OVER TO THE HOSE BUT...
28. You may need to cut and flare, or install new hard lines here.
29. Add brake fluid to master cylinder.
30. Bleed system RR, LR, RF, LF...working furthest to closest to the master cylinder.
31. Test brake pedal action.
32. Mount the wheels.
33. Install and tighten all lug nuts.
34. Remove jack stands.
35. Torque the lugs to factory specs.



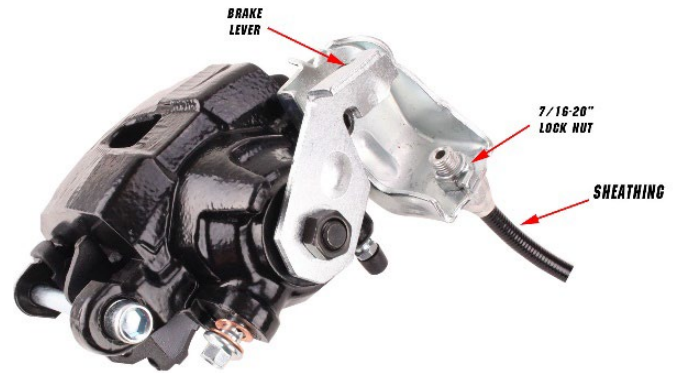
36. Proceed to the section on **EMERGENCY BRAKE CABLE INSTALLATION** at the end of this manual.
37. Remember to test brakes in a safe location away from objects, etc.

EMERGENCY BRAKE CABLE INSTALLATION

This kit is intended to be installed **ONLY** after the emergency brake adjustment has been performed on the calipers.

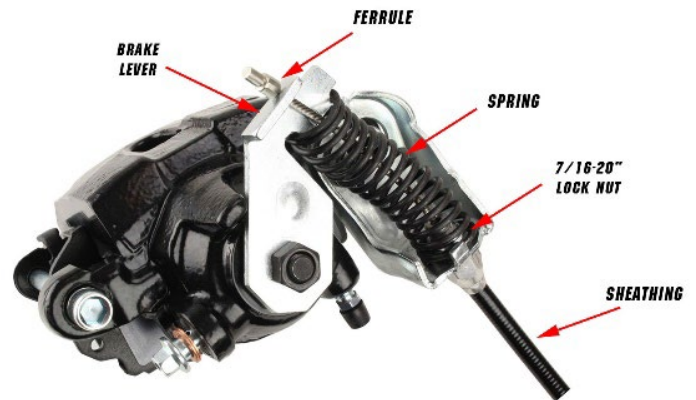
Before proceeding, verify that the pads cinch down on to the rotor and hold it still when you engage the brake cable lever(s) on the caliper(s). If further caliper adjustment is still needed, complete that before proceeding.

17. Remove the **brake lever springs** from both calipers.
18. Remove the **cable cores** from the black **cable housing** or sheathing.
19. Remove the lock nuts from the black **cable housings**.
20. Install the cables through the **cable mounting bracket** on each caliper and secure the lock nuts.



21. Replace the **brake lever springs** for both calipers from step 1.
22. Choose the cable routing paths most suitable for your suspension and exhaust components.

Keep in mind that the factory routing is the most preferable. Avoid bending or binding in the cables. Do not keep a cable path that uses bends less than 7" diameter.



23. Feed both cables to the location of the original **cable stay bracket**. The location of your original bracket may be ideal and the bracket re-usable, but if not, use the **cable stay bracket** provided.
24. If your old bracket is missing or damaged, mount the **new bracket** in this location.
25. Mount the silver colored **cable adjusters** into the bracket as shown. The end that accepts the cable support sleeves must face towards the rear cables. Tighten the nuts on both sides of the guides to secure it into the bracket.
26. Once the **cable stay bracket** is secure, pull the cables into the preferred length. Be sure to allow the wheels to hang so you can see the full range of travel before modifying the overall cable length.
27. Using the **cable mounting tabs** provided, secure the cable to the chassis. Mark the **black cable sheathing** on the location you intend to cut them at.

Using an appropriate saw, cut the **black cable sheathing**.

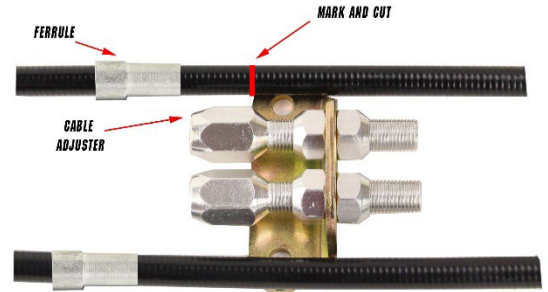


28. Place the **silver cable housing ends** on to the newly cut ends and feed into the cable adjusters.
29. Feed the **cable cores** through the openings in the levers, though the brake lever springs, and back into the black cable housings.

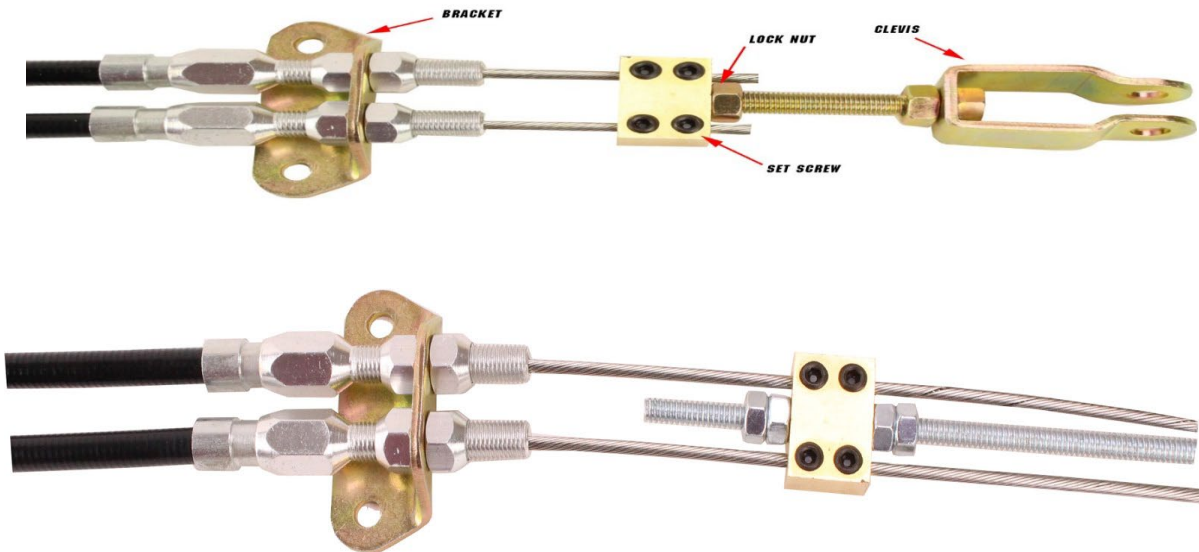
Do not cut the cable cores at this time.

30. Locate the **brass block** used to secure the cables.
31. Determine how you will connect the brass block to **your pre-existing system or intermediate cable**.

You may or may not use the clevis or rod provided, which is used when connecting directly to the handle pull system. Some applications will not use these parts, but will drill through the threaded block instead. If this is the case, secure the original threaded cable end through the block and secure lock nuts to either side of the block.



32. Feed the cable cores through the brass block.
33. In the brass block, tighten the socket nuts on to the cables. Mark the cables on either side of the block with paint. **Do not cut** the cable cores.



At this point the emergency cable system should be completely connected.

34. Test the emergency brake system by depressing the foot pedal or using the pull handle.
35. Make sure the cables are not slipping in the set nuts in the block. Tighten as necessary.
36. Now cut off the excess cable cores that are in the brass block.
37. At this point, you can make any final tension adjustment in the system.
38. In a safe location, test engaging and dis-engaging the emergency brake system.
39. This completes the disc conversion & emergency cable system installation.
40. Remember to test brakes in a safe location away from objects, etc.

