

# DIY Rear Disk Brakes

BY MATTHEW MINER, NORTH CAROLINA

Lets face it, drum brakes are just too ineffective for stopping a big tire'd 4wd, especially if, like me, you have beefed up the motor quite a bit. However, with only a few kits available rear discs are not always in the budget. There is a solution to the more expensive bolt on kits, but there is one requirement; If you plan to drive the truck on the street be sure to have a qualified welder do the final welding. I cannot express this enough, it may be your life or the life of those who drive around you that you save by having some one do this step correctly.

it real easy to find the new ones.

Drive the new studs into the holes in the rotor NOT the axle. Now install the rotor from in behind the axle flange, not on the outside of the axle flange (the knurled part on the stud is longer than the rotor is thick so they will stay together). Now reinstall the axle back into the housing. This step can be a little harder if your staying with your stock axles. The stock axle bearing retaining plate is meant to mount over the backing plate. You will need to cut a square piece off the backing plate (roughly the same size as the retaining plate). Install the cut portion on the shaft last so the bearing plate will mount thru it to the axle. This maintains a proper preload on the axle bearings.

**3**You should now have an axle with just rotors mounted to the inside of the shafts. Now you need to run new caliper hoses. I recommend upgrading to braided stainless steel hose, however stock rubber hoses can be used (use the same application as the caliper donor car). You can either drop long hoses down from the frame on each side or run new steel lines from the stock point on the axle and then use rubber to the caliper. I chose to add a longer braided hose at the center (stock mounting point) and new steel line out to each side. From there I used braided lines with banjo fittings to go to the calipers.

1 First you need to strip the rear axle down, including pulling the axle shafts out of the housing. Grind the paint/rust/dirt off the end of the axle tube so you will have a clean welding surface. This is a good time too put on new axle bearings or upgrade to better shafts. In my case I chose to upgrade to new Dutchman 31 spline axles. These come with a slide in axle bearing retaining plate which will make the reassembly easier.

**4**With all the new hose run you can now install the pads in the calipers, attach the brake hose. Depending on were you plan to mount the caliper you may need to bleed the system, use a block of wood stuffed between the pads and bleed the lines. Slide the caliper on the rotor, then mount the caliper to the weld on bracket.

Dry fit the caliper to see what clears the best (do not weld anything yet), be sure to have the bleeders facing up. Even if you have to put the left caliper on the right side to do so.

## Parts List:

### Caliper Bracket (GM)

A&A Manufacturing  
www.aa-mfg.com  
Item# AA-113A  
\$8.66  
fits GM metric style caliper  
(95 Chevy S10 Blazer 4x4)  
5 1/2" Between hole centers

### Calipers (1992 Chevy S 10 pickup)

Driver side part No.: C134  
FENCO REMAN  
\$13.99 (\$11.00 core)

Passenger side part No.: C135  
FENCO REMAN  
\$13.99 (\$11.00 core)

or for an E-brake setup 85 Eldorado

### Rotors (1977 Jeep CJ7)

Driver side part No.: C242  
FENCO REMAN  
\$63.00 (\$61.99 core)

Passenger side part No.: C243  
FENCO REMAN  
\$63.00 (\$61.99 core)

### Brake Caliper Bolt/Pin

Part No.: 5109  
DURALAST  
\$79.99 (no core charge)

Part No.: Front H5004  
BRAKEWARE  
\$7.99 each

### Semi-metallic pads

Part No.: MKD154  
DURALAST  
\$20.99



The stock shaft after removal, the studs will need removing, and the drum backing plate should be cut the same size as the retaining plate. Now is a good time to put in new bearings.

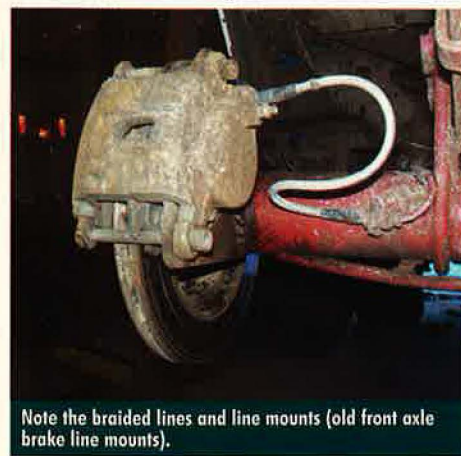


The original stock axle and the finished assembly. I chose to run Dutchman axles.

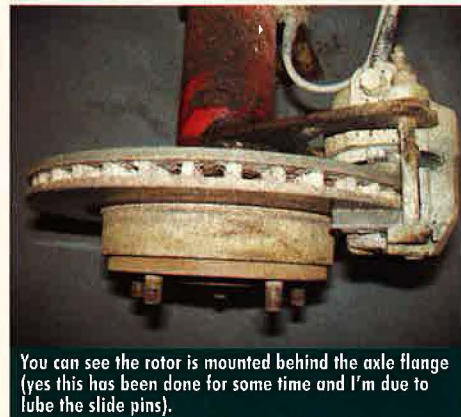


Installed axle shaft with rotor mounted. To make life a little easier, drill a 1" hole in the rotor and line it up with the axle flange hole (if present). This hole allows you to place the retaining plate nuts on and tighten them to specs. You are now ready to mount your caliper.

If you pump and hold the pedal with a stick (prybars work great for this, If your helpers are in the house). The caliper will be centered on the rotor, the bracket should



Note the braided lines and line mounts (old front axle brake line mounts).



You can see the rotor is mounted behind the axle flange (yes this has been done for some time and I'm due to lube the slide pins).



Finished assembly. I am currently running the S10 calipers with Lever Lok's.

be on the axle tube. Tack weld the caliper on, try to be sure its solidly tacked.

**5**Now take it all back apart again, the axle bearing and caliper should not be mounted while finish welding is being done, this could damage the seals. Run small welds as not to distort the tube or the bracket, however you do not want to use too little heat or wire speed as this could cause weak, shallow welds. Be sure to treat the welds with a rust preventive and then paint. Reassemble, bleed the calipers again.

**6**If you want disk brakes but you also want an emergency brake you are in luck, the late 70's to early 80's Cadys had rear calipers that are the same size as the S10 calipers. However, take the e-brake cables into account when mounting the calipers/brackets. The cables will need to be run forward. I used a universal cable and tied it into the stock pedal assembly. I have since removed the caddy caliper as their e-brake holding capabilities can be somewhat less than they need to be. The Cady caliper e-brake mechanism can also be a pain to get adjusted properly and stay adjusted. (I only used one since I used to run a spool). I prefer to use Lever Lok's with the S10 calipers.



**-4X4 Is Our Specialty-**  
**Extreme Rock Crawler to Stock**



*-Custom is in our Name-*  
*Quality is in our Product*  
*Service is in our Reputation*

Superior Parts & Custom  
Features = Strongest  
& Longest Lasting  
Drive Shaft



Easy Service  
Forged Yokes  
Steel Housings

### -Specialty Products-



"Super-Flex"<sup>™</sup>  
Universal Joint  
Gain 10° Flexibility With a  
Simple Joint Change

"Gold Seal"<sup>™</sup>  
Universal Joint  
Easy Service  
Best Warranty Anywhere

See what makes our Drive Shafts  
"The Best Drive Shafts in the World"

**-Contact Us-**

On the Web - [WWW.4XSHAFT.COM](http://WWW.4XSHAFT.COM)

**US Toll Free:** Ph. 1-877-497-4238  
**World-wide:** Ph. 801-737-0757  
Fax 1-877-495-6468 Fax 801-737-0768  
2147 N. Rulon White Blvd. # 103 Ogden, Utah 84404