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Disc Brake Conversion Kit, GM 10.5” 14 Bolt

<u>Quantity in kit</u>	<input checked="" type="checkbox"/>	<u>Part</u>
2		Caliper brackets, u-shaped
4		Circular spacers
8		1/2” x 2” Fine thread bolts
8		1/2” Lock washers

The ORD 14 bolt disc brake bracket set provides a very durable, easy to assemble and economical way to increase your braking reliability. This kit works for axles that require disassembly of the wheel bearings to remove the drums, it does not work for axles that have drums that can simply slide off.

We often get asked about brake bias and our best advice is to get the truck together and try it, most are happy with the factory master cylinder. It is possible to install a proportioning valve to dial back the rear brakes if necessary.

Parking Brake

If you use a front caliper, you’ll lose your emergency brake. Many people just go without one, but if you’d like to retain a parking brake there are a few solutions:

El Dorado rear calipers have a mechanical emergency brake built into them, they work great if you need to pass inspection but they don’t have as much holding power as the other options.

Several companies make a driveline mounted emergency brake

You can also use a line lock (often called a roll control device as well), they’re cheap, easy and extremely effective but they are a parking brake, not an emergency brake. They are intended for short use only.

Parts Needed

Front brake rotor from any 73-87 GM ¾ ton 4wd

Calipers. There are a few that fit our brackets, we usually recommend the smaller calipers for vehicles with a ¾ ton front end and vehicles that are lighter in the rear (i.e. pickups, etc.). The bigger calipers work better paired with the bigger D60 front brakes, as well as on vehicles that are heavier in the rear (i.e. Suburbans, etc.). Applications are:

‘73-‘87 Chevy 4WD ½ ton or light duty ¾ ton front calipers (JB6)

’73-’87 Chevy ¾ ton 4WD front calipers with the heavier duty brakes (JB7)

‘76-’78 Cadillac Eldorado calipers, these have a mechanical emergency brake.

Note that calipers from 1978 and older use a 7/16" banjo bolt and calipers from 1979 and newer use a 10mm banjo bolt. We typically recommend you match the banjo type from the front brakes just so the parts interchange if necessary, there isn't any advantage to one type over the other.

Flexible brake lines (ORD carries braided stainless line kits)

Brake Fluid

1. The first step of the installation is putting the rear axle on jackstands and removing the rear wheels. Next, pull the axleshafts out (8 bolts secure the shaft to the hub, then it slides right out) and remove the wheel bearing retaining nuts. Hopefully the drums will simply slide off at this point, however, if the drums are extremely rusted you can cut a circle in the backing plate to take the entire brake assembly as one unit.



2. Drive the wheel lugs out of the assembly, this can be done with a brass punch and hammer or a press. This should allow the drum to be separated from the hub.



3. At this point you can assemble the new rotor to the wheel hub by pressing the wheel studs through the rotor and into the back of the wheel hub. The rotor goes on the backside of the hub. The knurl on the studs will likely fit a bit loose on the rotor, this is ok.



4. Disconnect the factory hard brake line and remove the factory drum brake backing plate. Bolt our new caliper mounting bracket to the housing using the supplied grade 8 hardware. Make sure BOTH spacer plates are between the housing and the caliper mounting bracket. Torque the mounting bolts to 105 ft-lb. Typical mounts sets the caliper at about 2 o'clock looking from the driver's side and at about 10 o'clock looking from the passenger side, but there are options.



5. Re-install the wheel bearing hub and rotor assembly and the axle shaft

torquing all the parts to factory specs. Install the brake caliper onto the bracket with the bleeder screw facing upward and bolt your flexible brake line to the caliper.

6. Bleed the brakes and you're ready to go