STERLING 10.25 - 10.5 DISC BRAKE INSTALLATION

PART#: R2055

DISASSEMBLY:

1. On a level surface, chock the front wheels and jack up the rear of the vehicle and rest the rear axle on jack stands in a level area. You only need to go high enough to get the wheels off the ground. Remember to release the parking brake at this point if you haven't already.

2. Remove the wheels/tires and the brake drums. Generally rear axles are not serviced as much, and with the age of the unit there is bound to be rust holding the drum on. This portion can be the most difficult portion of the whole job, use a large hammer or sledge. The vibrations will help loosen the rust.

3. Grab a spill pan and place it under the ends of the axle, remove the eight (⅝ socket)bolts that hold the axle shaft and remove the axle. (This often requires force, hit the axle end in the same way you would install it and with enough force it will “pop” out.) Another option is to use a soft punch and hammer, and drive the axle out from the backside flange.

4. Now it’s time to remove the hub, this requires a special tool available at most auto parts stores. It is a ½” drive. Part # W83008.

NOTE: The drivers side hub retaining nut is reverse threaded, turn right/clockwise to loosen.

With the retaining nuts removed, the hub is now free to slide off.

5. Grab your drain pan or small bottle, remove the brake lines and place the containers to catch the fluid. The parking cables must be removed as well. (Tuck them up in the frame or remove rear cable assembly completely if you are not running parking brake calipers) If you are running parking brake cables, now is a good time to inspect and experiment with utilizing your OEM cable ends of the parking brake lever. If your OEM cables will not work, we have had great luck with Lokar cables part # EC80-FU. These will fit our parking brake levers and can be installed into the cable equalizers from the mid vehicle back. (See image)

6. Remove the brake backing plate and brake shoes.

7. Disassembly is done, and you will only be reusing the hub, bearings, (if you don’t want to replace them while they're out) the locknuts, and the axle shafts.

ASSEMBLY:

1. Install the caliper brackets on the backside of the axle flange, the most common configuration is to have the bracket “ears” face the rear of the vehicle, leaving the threaded holes for the calipers almost vertical. This is a dry fitment, snug the bolts down for now.

2. Slide the hub back on and tighten the lock nut to 55-65 ft lb, back off five clicks for new bearings, and eight clicks if you're reusing bearings. (OEM Service manual)

3. Wire wheel or brush the surface of the hub that contacts the rotor, any rust here may cause premature and improper wear of the rotor.

4. Slide the rotor over the lug studs (this is not a press on unit) and secure it with a minimum of two lug nuts.

5. Now it’s time to grab a tape measure and measure the distance from the rotor to the bracket. The appropriate distance is between ¾ and ⅞ of an inch. If the bracket is too close to the rotor, install the spacer between the bracket and flange. (Etched R1146-01)

*** Generally models from 1985-1992 will require the spacer, models from 1993-1997 often do not require them.***

Once your measurements and clearances have been checked, tighten down the caliper bracket for final assembly.

6. If using dual bleeder calipers, it doesn't matter what caliper goes on what side. If using the parking brake calipers, ensure that the bleeder is facing upwards (towards the sky), with the cable actuating arms at the bottom, otherwise you will not be able to bleed the brakes.

7. Reinstall the axle shaft, inspect your retaining bolts and replace if necessary. Tighten the axle shaft bolts in an alternating pattern to evenly distribute the pressure. These bolts are notorious for coming loose from vibration, it is recommended to use permanent/red threadlocker. Torque the axle retaining bolts to 60-80 ft lbs.

8. Install the brake hoses with the new banjo bolts and crush washers. One washer on each side of the brake line.

9. Attach the soft lines to your hard line, check to see if the lines will fit onto your existing fittings. If they are different threads, cutting the flare off and reflaring with the appropriate fitting will be required (3/8"-24 inverted flare). You can pick up brake line fittings at any auto parts store.

10. Adjust your parking brake arms BEFORE bleeding your brakes (See our parking brake adjustment instructions) and Reinstall parking brake cables (if applicable).

11. Bleed the brakes thoroughly, and ensure everything is in working order before doing a test drive. With the tires/wheels back on and still on jackstands, put the vehicle in neutral and have a friend spin the tires. While they are spinning, hit the brakes to ensure they are functioning properly.

12. Torque wheel nuts, remove the vehicle off jack stands and enjoy.