



All Pro Rear Disc Brake Instructions

Important notices:

These instructions are intended only as a general guide for installing All-Pro products. For some items, specialized mechanical skills, metal fabrication and/or welding skills may be needed for proper installation. If you have any doubts or questions about installing these or other parts please call us at the shop 406-961-0126 or contact a competent mechanic, fabricator, welder or other appropriate professional.

Aftermarket accessories are intended to modify and/or prepare a vehicle for uses that exceed conditions anticipated by the vehicle manufacturer. These uses may include high performance demands and negotiation of rough terrain. These conditions have extreme variance and cannot be controlled by the vehicle manufacturer or aftermarket accessory manufacturer. Therefore, the safe control of your vehicle is entirely your responsibility. Do not purchase parts from All-Pro Off Road unless you are willing to accept this responsibility. Do not install any All-Pro part that you do not feel competent at installing without causing present or future injury to yourself or others; consult a professional installer.

All parts sold by All-Pro Off Road are for off road racing use only and are not intended for use on the street. Modification of your vehicle to enhance performance with the parts sold by All-Pro Off Road can result in dangerous situations that may result in bodily harm. The buyer hereby assumes all risks associated with any such modifications. All-Pro Off Road will not accept responsibility for personal injury or property damage arising from the failure of any parts manufactured or sold by All-Pro Off Road.

In an effort to provide both durability and safety, All Pro Off Road recommends you carefully read the entire installation procedure before beginning, then rigidly follow these instructions during installation. Also, it is extremely important that you abide by proper safety procedures including the use of jack stands, setting the parking brake, wearing eye protection, etc.

Before You Begin:

Your new All Pro rear disc brake kit contains 2 custom machined vented brake rotors, 2 loaded GM metric brake calipers, 2 stainless steel braided brake hoses, and 2 caliper brackets with hardware. The calipers will already have banjo bolts screwed into the threaded fittings along with 2 small brass washers per bolt; along with the sliding caliper mount bolts attached. Please make sure you have these parts before tearing apart your truck to begin the install. In addition to normal garage tools, you will also need access to a hydraulic press and bearing puller to remove the bearings and retailers from the stock axles. We also recommend using the All Pro transfer case mounted parking brake with this kit if you have a 84-95 4cyl, manual transmission vehicle, as the rear disc kit has no provision for a parking brake on the axle.

Installation Procedure:

1. Jack up and secure the vehicle on jack stands. Remove the wheel and tires.

2. Use a brake line clamp on the frame to axle brake hose to prevent excess brake fluid from escaping from the axle brake lines once the fittings are removed.
3. Disconnect the brake lines from the drum brake backing plate.
4. Remove the brake drums and the 4 bolts holding the bearing retainer to the axle housing on each side
5. Remove the rear axles from the housing.
6. Using a press and bearing puller, press off the bearings and retainers, remove the brake backing plate, and re-install the bearing and retainer.
7. Re-install the axle back into the housing
8. Bolt the calipers to the disc brake conversion brackets
9. Slide the rotors onto the axle flanges over the studs
10. Bolt the brackets with the calipers attached to the housing, making sure the caliper bleeders are pointing up.
11. Remove the hard brake lines from the factory “Tee” on the axle and replace with the supplied stainless braided lines, and attach to the calipers at the outer ends.
12. If desired, the brackets can be rotated up so the calipers are at the top of the rotor, but the brakes will need to be bled on the rotor, but off the bracket and then bolted to the bracket after bleeding for better clearance.
13. If you purchased the FJ80 Master Cylinder and haven’t already installed it, bleed & install it now. The stock truck master cylinder will work with the GM metric calipers; however, pedal travel is fairly long due to the high volume of fluid required by the disc calipers. Pedal effort with the larger bore master cylinder is increased somewhat, but fluid movement is also increased by about 30% for the same pedal movement.
14. Remove the brake line clamp
15. Bleed the brakes, check for leaks, and test drive
16. It is possible to tune the stock load sensing proportioning valve to help properly bias the rear brake calipers. This can be done by changing the bracket height where the rod from the load-sensing valve attaches to the rear axle housing, or by bending the rod itself. Raising the end of the rod increases fluid pressure to the rear. Lowering the end of the rod decreases fluid pressure to the rear. For even finer tuning, a variable brake-proportioning valve can be placed in the line going to the rear brakes. These are available at most speed shops.