



**Classic Performance Products 378 E Orangethorpe Ave., Placentia CA 92870**



**Improved Rear Braking From Classic Performance Products  
Modern Disc Braking for Classic GM Trucks**  
By Mike Self



CPP's kit is available with or without emergency cable ready calipers.

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After driving around in our Suburban for a while, we had come to the conclusion that the present brake situation just wasn't cutting it anymore. The problem started with a pinhole leak in one of the rear flexible brake lines (which quickly drained the rear portion of the master cylinder), so after we fixed that problem we became a little worried about the condition of the rest of the braking system. True, the truck had already been outfitted with front disc brakes and a rear end out of a 78 Chevy, but that's not really saying much considering that the newest parts were still close to a quarter-century old! Once we got the brakes patched up at IF Customs, we decided that it would be in the truck's best interest (and the best interest of anyone driving it) to replace the outdated parts with some quality aftermarket stuff.

So, a call to Classic Performance Products in Buena Park, California, confirmed that there was indeed a front and rear disc kit available for the 78 components that were already installed on the Suburban, and best of all the parts were bolt-on. The components are available plain, cross-drilled, slotted, or cross-drilled and slotted. In a future issue, we'll be upgrading the original front rotors with cross-drilled and slotted CPP units (we already installed a set of CPP drop spindles when IF Customs 'bagged the Suburban), and we will also swap out the rusty master cylinder and brake booster with a 9-inch CPP combo.

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The 78 rear end we had installed in the Suburban had drum brakes that were a bit better than the originals, but they were still pretty outdated.



Luckily for us, the drums came off with little effort. A firm tug on each side had them off in no time, exposing the antiquated internals, which looked like they had seen better days.



Since the complete drum assemblies are to be removed, including the backing plates, the brake lines are loosened up and removed. They are then gently moved out of the way. You don't want to damage the hard lines, as doing so will net you a trip to the auto parts store and some repair work.



The rear end inspection cover is next to be unbolted, the axle shaft retainers must be removed from the differential to allow the axles to slide out.



Once the inspection cover is pried loose, the gear oil is drained.



With the retaining clips removed, the axles should easily slide out of the axle housing.



A quick way to remove the entire brake and backing plate assemblies is to simply unbolt the backing plates and disconnect the emergency brake cables. Each unit will come off in one big piece.



After positioning the new CPP caliper mounting brackets, they are bolted onto the axle housing flanges.



The brake calipers are now prepared for installation by attaching the new flexible brake line extensions.



From here, installing the disc setup moved quickly. The axle shafts are reinstalled, the new CPP rotors are slid on, and the calipers are bolted on.



After attaching the new flexible brake lines to the hard line and bleeding the brakes, the installation is complete. After heating up the brakes a few times, we noticed a considerable improvement in braking and reduced pedal effort, equating into a much more confident driving experience.



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