

# Drop 'n' Stop

## CPP DISC BRAKE UPGRADE AND 2-INCH DROP

**O**ne of the reasons why C-10 trucks and their SUV counterparts are so popular is thanks to nearly 30 years of similar platforms having many of the same underlying components throughout model year changes. This not only makes a large quantity of parts available, but it also makes the platform attractive to aftermarket companies because they can produce a single part number that covers a wide range of years, and as a result, a larger customer base. One of the companies that has hit the C-10 and classic truck market by storm is Classic Performance Products, better known as CPP.

If you own a C-10, chances are one of the first upgrades you'll do is replace those awful drum brakes. Not only are they a pain to service and adjust, but you'll have extreme leg fatigue after a few hours behind the wheel, especially if your truck isn't equipped with a brake booster. Lucky for us, CPP has several disc brake conversions and upgrades for its stock drum brakes. Combine one of those brake kits with the company's 2-inch drop spindle and you can improve the ride height of your truck at the same time.

Moving on to the rear, it's a bit more complicated than a simple replacement job because it's actually necessary to convert the tired and inefficient drum brakes to discs. The axles need to be removed to replace the drum brakes with a new mounting plate and disc brakes. The CPP rear



brake kit calipers offer a built-in emergency brake cable for the utmost safety. As always, with fresh brake installations a full system bleed is necessary, and it's important to bed the brake pads when making this upgrade.

The first thing we did on our '69 Chevy Suburban was to pick up a 12-bolt rearend. We dropped it off at our local go-to for rearends, AZ Differential. Nate sandblasted, painted and reassembled

our differential. We had him re-gear from the stock 3.08 to 3.73 in preparation for our LS swap down the road. Continue reading to see how we upgraded the brakes and achieved a 2-inch drop.



# TACKLING THE REAR



**01** In order to swap from drum to disc brakes on the rearend, the axles must come out. Getting ready for the installation, we removed the diff cover. We already had the rearend removed, but this job can be done while it's still attached to your truck.



**02** Once the cover is removed, locate and remove the bolt that holds the cross shaft in place, then remove the cross shaft. Now you can slide the axles toward the center of the differential and remove the C-clips.



**03** Once the axles are out, check to see if the new wheel studs are longer than the existing ones. If so, remove the old studs and replace them with the new versions. Hammer out the old studs and then hammer the new ones in their place.



**04** Slide the axles back into the housing. You may have to turn the axle a bit to line up the gears.



**05** Install the C-clip into the axle. Be careful not to drop it into the differential. Then gently pull the axle back out away from the center of the housing. Repeat this on the other side.



**06** Slide the cross shaft back into place; this will hold tension on the C-clips. Reinstall the bolt that holds the cross shaft in place.



**07** Reinstall the gasket and diff cover. Typically you'd use a good RTV silicone, but we're foregoing this step until we install the rearend.



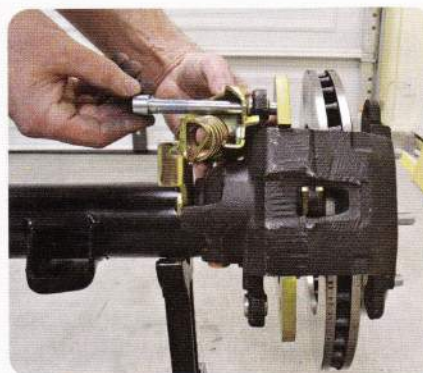
# THE REAR DISCS



**08** It's time to slide the rotor onto the axle. Make sure it's fully seated on the studs and axle.



**09** Using the hardware provided, install the spacer on the inside of the axle housing. Now install the caliper bracket and tighten them down with a washer, lock washer and nut.



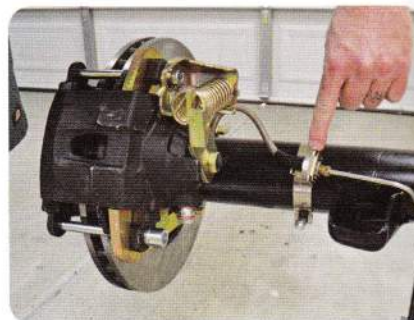
**10** Install the caliper on the caliper bracket making sure the bleed screw is at the top. The CPP caliper slides in easily. We had no trouble with fitment at all and no need to shim the caliper. Tighten the bolts that hold the caliper in place, and make sure the rotor and axle can spin freely.



**11** Install the brake hoses using a crush washer on each side of the banjo fitting. Don't tighten them, just snug them up on the rearend until the hard lines are in place and all of the brake line connections are made.



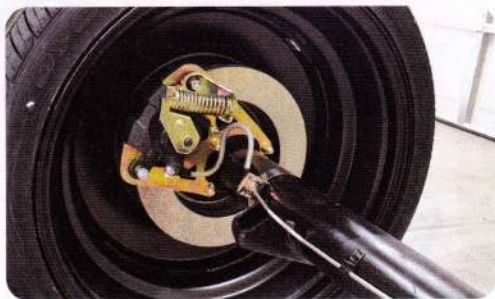
**12** Attach the hard lines to the rearend and connect the brake hoses. Keep in mind that you will need to leave enough slack in the brake hoses to remove the caliper when it's time to replace the pads.



**13** Tighten the clamp that holds the brake hose clamp in place, and then secure the brake hose to the caliper and hard line.



## ➤ NEW ROLLERS



**14** Remember to install the new emergency brake cable included with the kit. This was completed once the rearend was installed in our vehicle. Finally, you can install wheels and tires. We're running a set of 22-inch GM Transit wheels and 265/35R22 Toyo Proxes ST II tires. The Toyo Proxes ST II tires are directional, so pay attention when installing them on your vehicle.

## ➤ UPGRADING THE FRONT



**15** Before beginning, make sure your truck is secure on a set of jack stands. To accommodate a larger wheel and tire combination, first remove the inner fenders. Start by removing the tire and then the bolts that hold the inner fender in place; the fender will drop right out.



**16** Disconnect the outer tie rods to replace the spindles. Remove the original spindle by taking off the castle nuts on the upper and lower ball joints. Take a minute to inspect the ball joints and replace them if necessary. Our lower ball joint is in terrible shape and must be replaced; however, since we will be replacing the arms and ball joints later, we decided to forego the additional cost right now.



**17** The new CPP 2-inch drop spindle was installed, and the upper and lower castle nuts on the ball joints were tightened. Pack the inner and outer wheel bearings with grease. Take your time with this step; it will prevent premature bearing replacement. Place the inner bearing in the backside of the rotor and then install the grease seal. You may need to tap it into place lightly.



**18** Slide the rotor onto the spindle. Install the outer bearing, washer and spindle nut.





**19** Tighten the spindle nut so that it's snug. Don't over tighten it! Spin the rotor forward to make sure the bearings are seated properly. Check the spindle nut. If it's still tight, move on, if not, tighten it again and repeat this step. Install the cotter pin to hold the nut in place.



**20** Install the front caliper assembly making sure the bleed screw is at the top. Again, our CPP calipers fit like a glove. Tighten the caliper bolts.



**22** Install the brake lines using two crush washers, one on each side of the banjo fitting just like the rear. Tighten the brake lines. Next, install the outer tie rod end on the new CPP spindle.



**21** Cap off the rotor. You may need to tap it in place with a rubber mallet.



**23** As you'll notice, we converted the front from a five- to a six-lug to accommodate our GM Transit wheels and Toyo Proxes ST II tires.

## ➤ NEW BOOSTER AND MASTER



**24** The last step was to replace our old brake booster with a new 11-inch brake booster and master cylinder from CPP. We started by removing the existing unit. Be sure to save your hardware; you'll need it to secure the new CPP setup to the firewall.



**25** Bench bleed the master cylinder and slide it into place along with the booster, aligning the holes with the mounting bolts. Secure it in place with the original washers and nuts.



**26** Connect the booster push rod to the brake pedal. Make sure that the booster push rod is the correct length. Make any changes if necessary. Finally, you'll need to hook up the brake lines, fill the system with fluid and bleed the system.