



Installation Instructions

Product: Revelator Rear 13" (yrs 64-87) C10 / SUV & 13" (yrs 88-98) GM Truck / SUV Rear

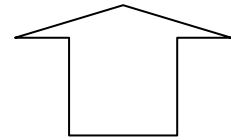
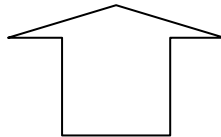
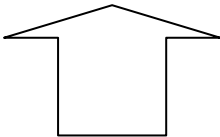
Instruction Part Number: 6000492

Revision Date: 23 November 2021

Vehicle

Make: GM
Model: GM Axle with Bearings in Housing
Year(s): 634-98

ATTENTION: Read this before going any farther! Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care to prevent cosmetic damage when performing wheel fit check. In the event that a product must be returned, please contact Pro Performance Customer Service for a RMA Number.



Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

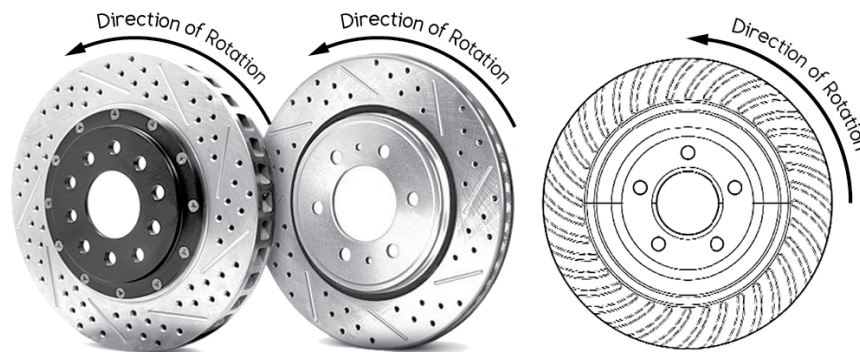
- All installations require proper safety procedures and protective eyewear.
- All installations assume basic mechanical skill and a factory service manual for the vehicle on which the installation is to be performed.
- All references to the “left” side of the vehicle correlate to the driver’s side of the vehicle.
- Any installation requiring you to remove a wheel or gain access under the vehicle requires use of jack stands appropriate to the weight of the vehicle. In all cases, jack stands rated for a minimum of 2-tons is recommended.
- A selection of hand tools sufficient to engage in the installation of these products is assumed, and is the responsibility of the installer to have in his/her possession prior to beginning this installation. All installations, which require removal of hydraulic hoses and/or bleeding of the brakes, require appropriate fitting/line wrenches, safety catch can, and protective eyewear. Other than these items, if unique or special tools are required they will be stated appropriately in the installation step.

Pro Performance Mesa Arizona 85212
www.azproperformance.com
480-420-8175 Monday-Friday (8am - 4pm)

- ALWAYS CONFIRM WHEEL FIT PRIOR TO BEGINNING INSTALLATION OF ANY BRAKE SYSTEM OR "UPSIZED" ROTOR UPGRADE! In addition to checking wheel fitment, always place the actual corner assembly or a combination of the caliper assembly onto the rotor, and into the actual wheel. This procedure will reconfirm proper clearance between the caliper and the wheel before proceeding with the actual installation.
- Returns will **not** be accepted for systems that have been partially or completely installed. Use extreme care when checking wheel fitment to prevent any cosmetic damage.



- When installing new rotors, be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, or an "L" for left, or an "R" for right, or both. "L" or left always indicates the driver's side of US spec vehicles. Images shown are "L" left rotors:



- A proper professional wheel alignment is required for any system requiring replacement of the front spindles, or tie rod ends. Follow factory prescribed procedures and specifications unless otherwise indicated.
- At any point, stop the installation if anything is unclear, or the parts require force to install. Consult directly with Pro Performance Technical Staff in such instances to confirm details. Please have these instructions, as well as the part number of the component (part numbers are machined into the brackets) that is proving difficult to install, as well as the make, model, and year (date of vehicle production is preferred) of your vehicle available when you call. Pro Performance's Technical Staff is available from 8:00a.m. - 4:00p.m. Mountain Standard Time (Arizona does not observe Daylight Savings Time) by phone: (480)-420-8175 Monday through Friday.

Pro Performance Mesa Arizona 85212
www.azproperformance.com
480-420-8175 Monday-Friday (8am - 4pm)

INSTALLATION:

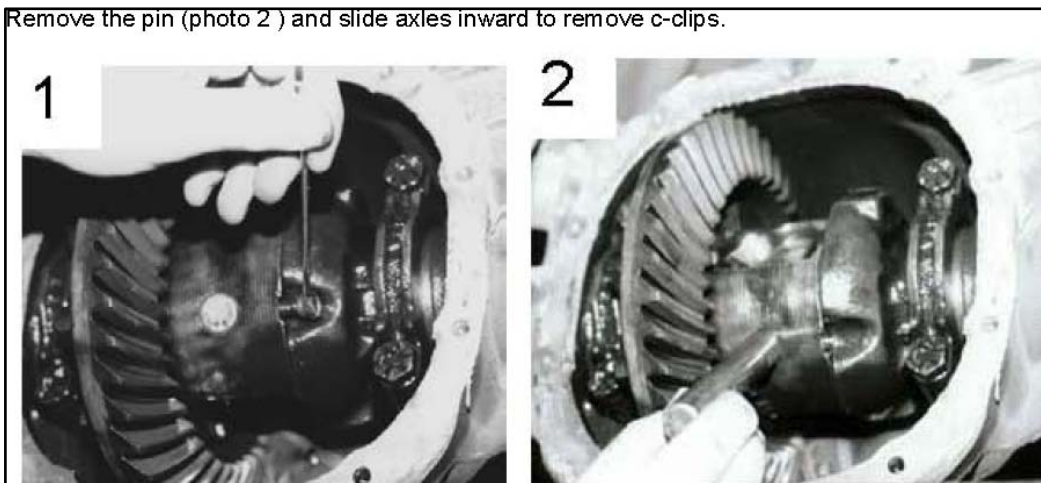
Pulling axles can be avoided if you decide to cut off original drum backing plates.

(You can then cut an opening into the base bracket provided to allow it to slip over the axle)

This will of course destroy them and can't be re-installed or used again.

1. Support the vehicle with properly rated jack stands and remove the rear wheels. Place a drain pan under the differential and remove the cover.
2. Remove the drum. Sometimes the drum will adhere to the axles from rust. If this is the case, tapping on the outer edge of the drum with a hammer will shock this loose and allow removal of the drum.
3. Remove the differential pin lock bolt from the carrier (photo 1). Most GM vehicles use 5/16" or 1/2" bolt head. It is best to use a 6 point wrench on this as it may be very tight.

Remove the pin (photo 2) and slide axles inward to remove c-clips.



4. Remove the axle, taking care not to damage the seals. This is a good time to inspect the seal, axle and bearing, replacing as necessary. Also, measure the outside diameter of the axle flange. **To properly seat in the rotor, the flange diameter cannot exceed 6.50" for the 13" rotor.** If yours is larger, a machine shop can turn these down for proper fit.
5. Disconnect the fluid line from the backing plate and cap with supplied vinyl caps. Leaving all drum brake components attached, remove the brake backing plate. Save the fasteners as these will be reused for the base bracket. Disengage the park cable from the frame and front primary cable. **Note:** Be sure to take note of factory routing because many vehicles use an adjustment equalizer. This can easily be re-installed incorrectly if not noted.
6. The base brackets are different between model years 63-87 and 88-98 but they are basically installed the same way. See Figures 2, 3 and 4 for reference.
7. Install the base bracket to the axle flange using the original fasteners. Torque each fastener to 45 ft-lbs.

NOTE: The base bracket is designed so that it can mount in either the leading or trailing position. This means that the caliper will mount in front of the axle centerline (if the base bracket is mounted as a leading setup) or behind the centerline of the axle (if the bracket is mounted as a trailing setup). See Figure 2 for reference.

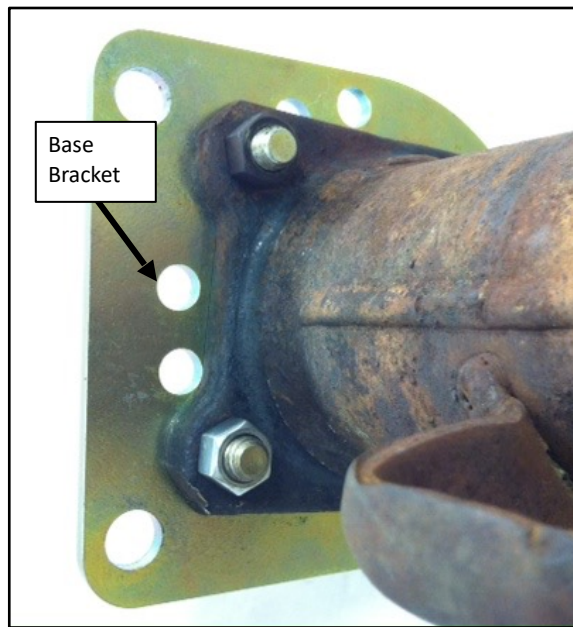


Figure 2: Base bracket (representational only), trailing position (inboard view)

8. Install the intermediate bracket using the supplied bolts, washers, nyloc nuts, and steel spacers. Torque each bolt to 85 ft-lbs. See Figure 3 for reference.

NOTE: Model years 63-87 use 0.400" spacers and M12-1.75 x 50 mm bolts
 Model years 88-98 use 0.150" spacers and M12-1.75 x 40 mm bolts

Years 88-98 **vary widely** in axle offset, so spacers made need to change location, or some added (user supplied). Most importantly you want to center the caliper over the rotor. To do so, this may require additional shims or washers required outside this kit (it is rare though). We supply the correct spacers for the most widely seen axle offset.

IMAGES BELOW ARE REPRESENTATIONS AND SPACER IS NOT THAT LARGE. REFERENCE ABOVE FOR SPACER SIZES.

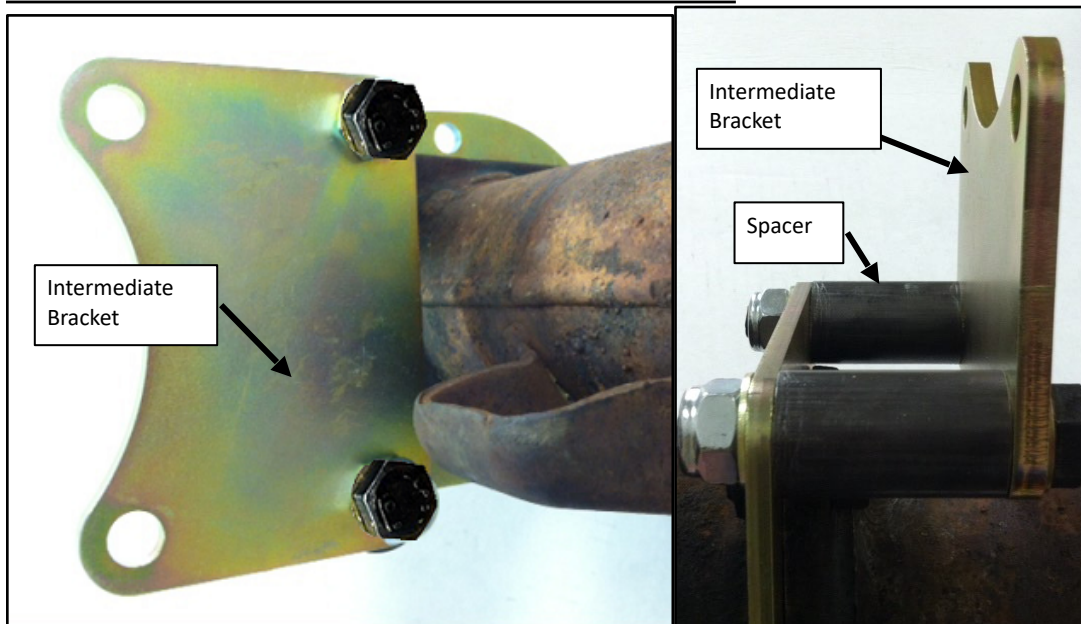


Figure 3: Intermediate bracket (representational only)

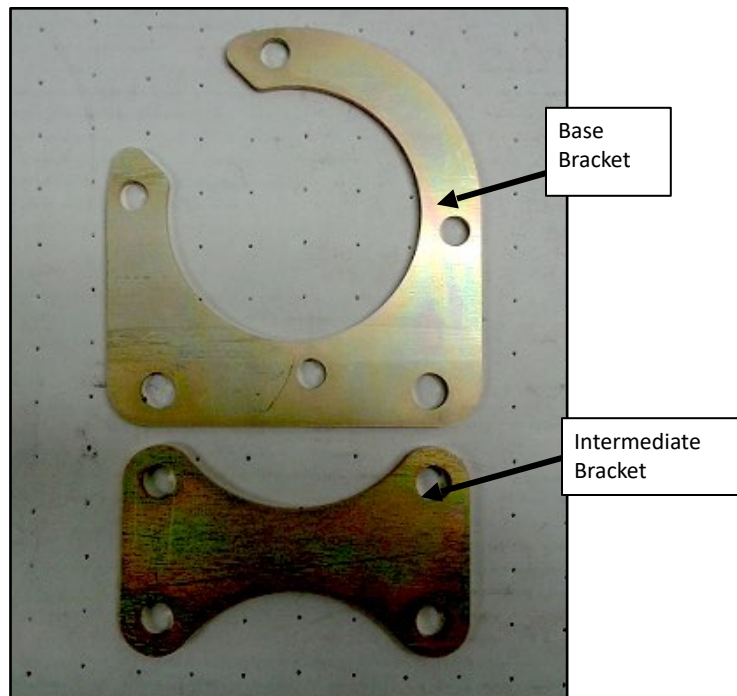


Figure 4: Base (63-98)

9. Repeat Steps 4-8 for the other side.
10. Install the axles, c-clips, differential pin, and retaining bolt. Install the differential cover and refill with proper gear lube.
11. Install the correct side rotor and secure with three lug nuts and washers to prevent scratching the surface. **NOTE: To properly seat the rotor the maximum diameter of the axle flange cannot exceed 6.25".** If it's larger, a machine shop can turn it down for proper fit.

****IMPORTANT:** Before proceeding to Step 13 with the caliper installation, the orientation of the system must be verified:

- If the base bracket was installed in the trailing position (caliper mounts behind the centerline of the axle), the right-hand side caliper (denoted with an "RH" on the park cable mount) must be mounted on the driver's side and the left-hand side caliper must be mounted on the passenger side.
- If the base bracket was installed in the leading position (caliper mounts in front of the centerline of the axle), the right-hand side caliper will remain on the passenger side of the vehicle and the left-hand side caliper will remain on the driver's side.

13. Install the correct side caliper onto the intermediate bracket using the supplied M12-1.75 x 25mm bolts and washers. Ensure that the bleed screw points upward on the caliper. Torque each bolt to 80 ft-lbs. See Figure 5 and 6 for reference.

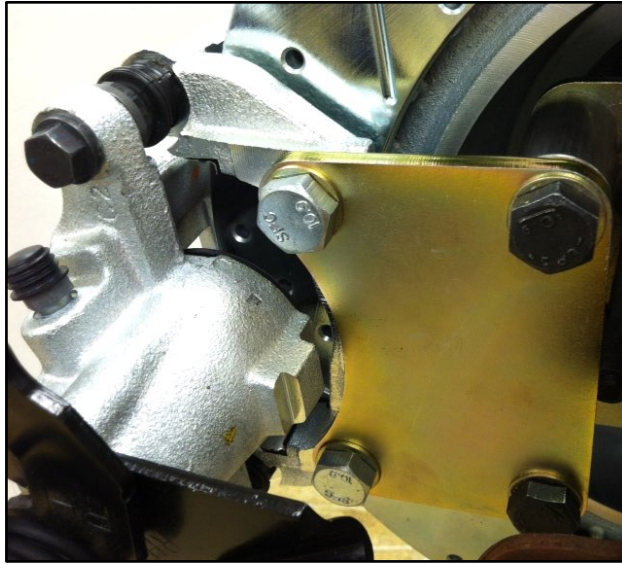


Figure 5: Inboard view of assembled components (driver's side)



Figure 6: Outboard view (drivers side)

14. Install the brake hose to the caliper using the supplied banjo bolt and copper washer (one copper washer on each side of the banjo fitting). Finger tighten the banjo bolt. Connect the hose to the hardline using one of the supplied fittings and install the hose lock. *****IMPORTANT: Position the hose to avoid interference with the wheel and suspension components through the entire range of motion.** Tighten fitting and banjo bolt to 15-20 ft-lbs.
15. Attach the park brake cables.

Refer to Bleeding and Pad Bedding & Rotor Seasoning Procedures contained on a separate sheet.

For service components and replacement parts contact Pro Performance.

Pro Performance Mesa Arizona 85212
www.azproperformance.com
480-420-8175 Monday-Friday (8am - 4pm)