

1998-02 F-Body 4 channel ABS Brembo conversion

340mm rotors / 4 piston Brembo caliper

Thank you for your purchase! Before beginning be sure you have

- A way to lift the vehicle and suspend it safely (jack and stands)
- Drain pan for the rearend oil (replacement oil and gasket / silicone to re-seal the cover)
- Tools to remove and re-install the axle shafts
- Tap handle or socket, blue Loctite thread locking compound
- Brake fluid to bleed the new calipers
- Examined the rearend for axle shaft endplay (a good axle will have .010-.020 of movement typically) above .025 some amount of noticeable pad knockback will occur; extra endplay is typically a result of a worn carrier.
- Wheels that fit over this brake system (18 inch diameter)

Brake swap outline:

This brake swap was developed exclusively to allow a rear 4 piston caliper from 2016-2024 Camaro SS's to fit and function with your stock parking brake and ABS system (PBR) The swap utilizes the 2006-13 C6 corvette Z06 rear rotor, the 6th gen Camaro ss's rear caliper. These 6th gen 4 piston calipers originally were used a 339mm rotor and the C6 Z06 uses a 340mm rotor. Most of these rotors will be found with drilled surfaces as that's how they were done from the factory, aftermarket rotors can be found with other surfaces, slots, drill and slots etc. Even some plain finish (smooth) exist at this time from the aftermarket. The supplied bracketry and hardware of this conversion retains the Abs 4 channel function, (anti-lock brakes and your traction control "ASR"). The small modification to the backing plates are reversible and the stock brake system can always be reinstalled. Alternative 4 piston calipers that GM offered can be used as well, these calipers always came on 339 MM rotors, so the C7 corvette base JL9 and Z51 rear calipers, the 6th gen Camaro SS 1LE (not to be confused with the 17+ ZL1/1LE which has a cross over tube) and there was use of the same caliper on the ATS-V Cadillac as well. If you have any question about fitment, refer to our "[identify your caliper](#)" post on the website's front page or just contact us with your questions.

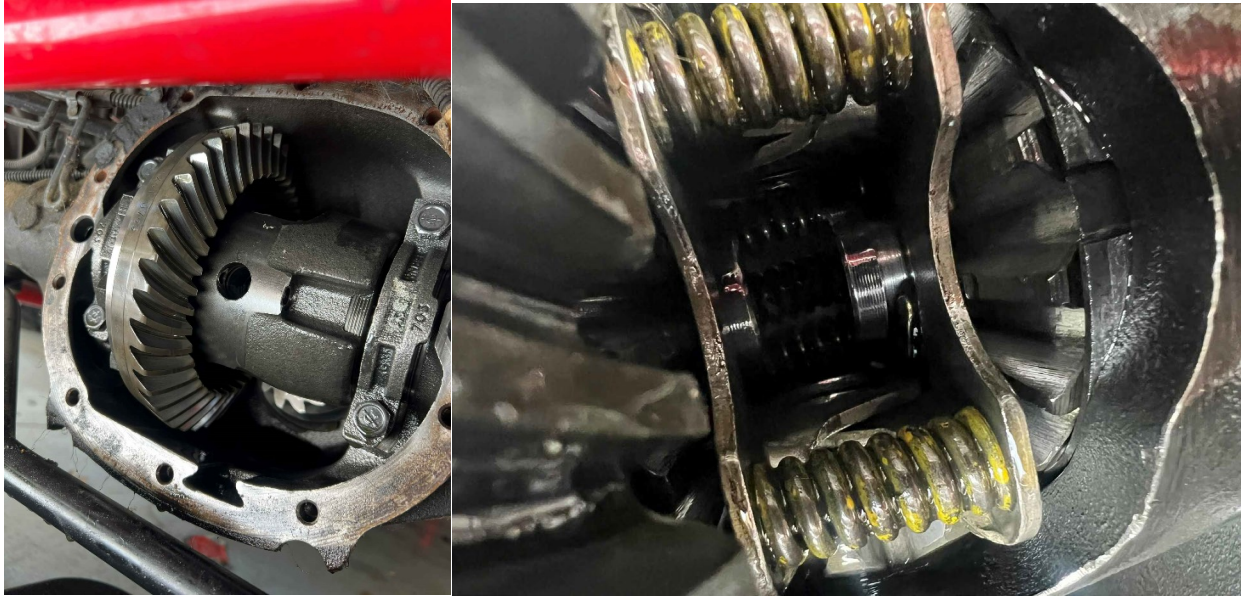


This brake swap requires the backing plates be removed; thus, the axle shafts will need to be pulled to get the backing plates removed off the rearend. With a suitable location, lift the vehicle and place safety stands under the frame to gain access to the rearend in a drooped position. Begin by unbolting the caliper assemblies, hang or lay

aside connected to the brake hose still. Remove the original rotors and set aside.



Remove the rearend cover draining and safely disposing of the used axle oil. Access and remove the lock bolt in the carrier's cross pin, before removing the cross pin rotate the differential so the pin slides out toward the ground or on a 45° angle downward (this position leaves the diff's window exposed to allow access to the c-clips) With the pin removed do not rotate the axles or the carrier past this point or else your side gears can be rotated out of the differential.



Pushing “in” on the axle shaft of either side will expose the c-clip in the differential and usually they will slip out and fall into the carrier’s center window section where you can use a magnet to retrieve and put it aside. Inspect your axles as they are removed for wear on the bearing surfaces or signs of leaks near the axle tube seals, this is a good time to address any concerns with those.

With the axle shafts removed you can now release the parking cables from the hooks or actuators on each backing plate, unclip your abs sensor harness and remove the sensors and set aside with the original bolts that secured them to the backing plates. [Parking shoe removal, the park shoe can be removed pulling or prying it upward, the clip at the top is made to allow the park shoe to slip under it and the actuator at the bottom is slotted to allow for this.]



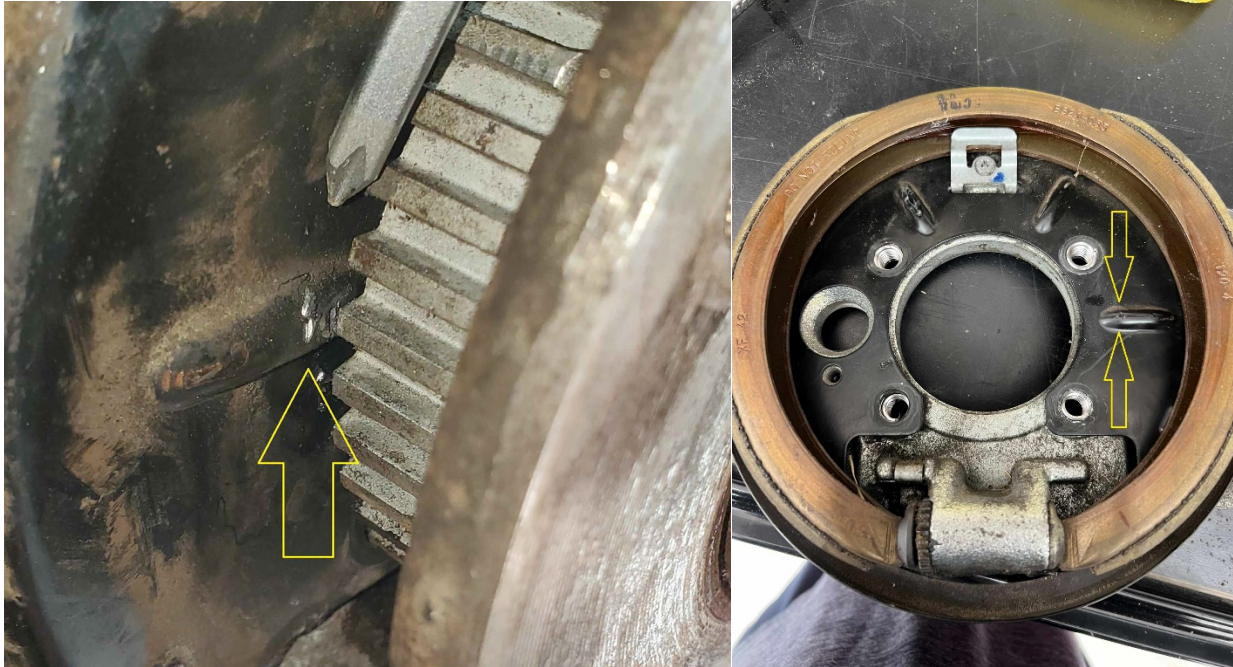
Unbolt the backing plates from the housing ends.

Now with the backing plates removed we need to install threaded inserts into the each backing plate on each mounting hole (4 per plate). This is necessary to allow enough room for the axle shaft tone ring (abs) to live approximately ½ inch closer to the backing plate than before, there is no room for a head of a bolt or a nut to live here any longer. The hat or park drum on our C6 Z06 rotor is shallower than the LS1 rotor hat. This allows us the room to install a conversion bracket behind the original backing plate so no modifications are required to the original plate besides the thread inserts, which can be removed if you ever needed as well.

With the provided thread insert tap, thread each mount hole for the thread inserts, no drilling needed here, the holes are the perfect size right from GM. With each backing plate hole threaded now install the thread inserts to complete the modification. Test each threaded hole with a provided bolt to ensure your threads are good to go.



While the backing plates are off !!- A POINT OF POTENTIAL CONTACT- has been identified; the backing plate has a embossed area to strengthen the tin plate. This bead is on the side opposite of the ABS sensor. This portion or bead of the backing plate can run into the tone ring and prevent gaining enough space to install both components of the conversion bracket. The bead bump in the backing plate should be lowered to prevent the interference upon assembly. Area(s) of concern depicted in the photos below. There are a total of 3 beads that can possibly inhibit but the one at 3 or 9 o'clock definitely needs to be addressed for rears with extra low or lower offset available to work with.



Loosely install you backing plates back into the original locations on the axle tubes, do not bolt them down at this point. Next install your axle shafts, doing one at a time, insert each axle only slightly turning them to engage the splines of the diff, once engaged push the axle toward the diff to expose the c-clip groove, install the c-clip and pull outward to retain it in place. Repeat for the opposite side. Now with the C-clips installed reinsert the differential's cross pin and bolt.



The new 4 piston caliper will mount on the opposite side of where the original caliper mounted (now trails the axle) With the conversion bracket in hand you can now slide the original backing plate outward and slip the conversion bracket up from the bottom over the axle tube between the original backing plate and housing end flange, then set it in place on the flange over the stepped register. The next part to go on will be the shim, in the same manner slip it over the tube and then align it with the caliper bracket and housing end pattern holes. The shim will

have a side with a relief to account for the abs sensor, be sure that it is installed in that manner. Now with a few of the provided $3/8 \times 1 \frac{1}{2}$ bolts align and insert through the conversion bracket and shim, align your backing plate and thread the bolts into the backing plates newly installed threaded inserts.



We are doing a dry fit to assure fitment first but upon final assembly be sure to use blue Loctite on the housing / backing plate bolts. Now with your brackets and backing plates loosely reinstalled, check the abs tone ring for any interference, install the abs sensor using the original bolt and verify fitment for that with the abs tone ring. Once the ABS sensor is installed and sitting where it should be go ahead and tighten everything down to continue the mock up. Reinstall your park cables to the actuators and with your 340mm rotor, place it over the axle shaft and bolt it down with 3 lug nuts and tighten by more than fingers to secure the rotor to the axle. (parking brake shoe adjustment maybe needed with the new rotor, adjust up or down on the actuator adjustment wheel)

Preferably with an empty (no pads) caliper (bleeders facing up). Install the caliper over the rotor and using the provided bolts and tighten it down temporarily with more than fingers to check the rotor position in the calipers window of operation. Not all rear ends are exactly the same for axle offset, some differences exist between each one so here is where we need to make adjustments possibly. The brackets were designed to allow for low offset rears (so $2 \frac{5}{8}$

axle offset). Specification for offset was $2\frac{3}{4}$ so if your axle is closer to spec some amount of shim is going to be required to align the caliper over the rotor.



Once centered push in and pull out on the axle to show its max travel, adjust the shims if needed.



Once everything is trial fit and good to go, Loctite your housing end bolts and torque into place @ 35 lbft, install your calipers and torque to 85 lbft with blue Loctite. You can now lube & load the pads into the caliper from the top sliding them down between each side of the rotor, pads with warning tabs need to be on the outboard side, they will not fit into the inside cavity. Install your pad spring and pins to complete.

Break loose and remove the original caliper at its hose connection on the rear end's hardline, leaving the hose attached to the caliper itself. Install the new hoses provided along with new

crush washers and banjo bolts and bleed the calipers, passenger side rear first bleeding the outside bank first then the inside bank second. Repeat for the driver's side rear next. With the system bled and a good pedal, reseal the axle cover and install, fill the diff with new oil and any posi-traction treatment required. Place the car back on the ground, slowly in a safe area, test the brakes before leaving the install site, with caution, slowly check the brakes to assure they are functioning correctly and test drive. Once you are confident about the installation bed your pads and rotors & allow a few days to become accustomed to the new braking.



If you have any Q's or concern please just let us know at Bigbrakeupgrade@gmail.com