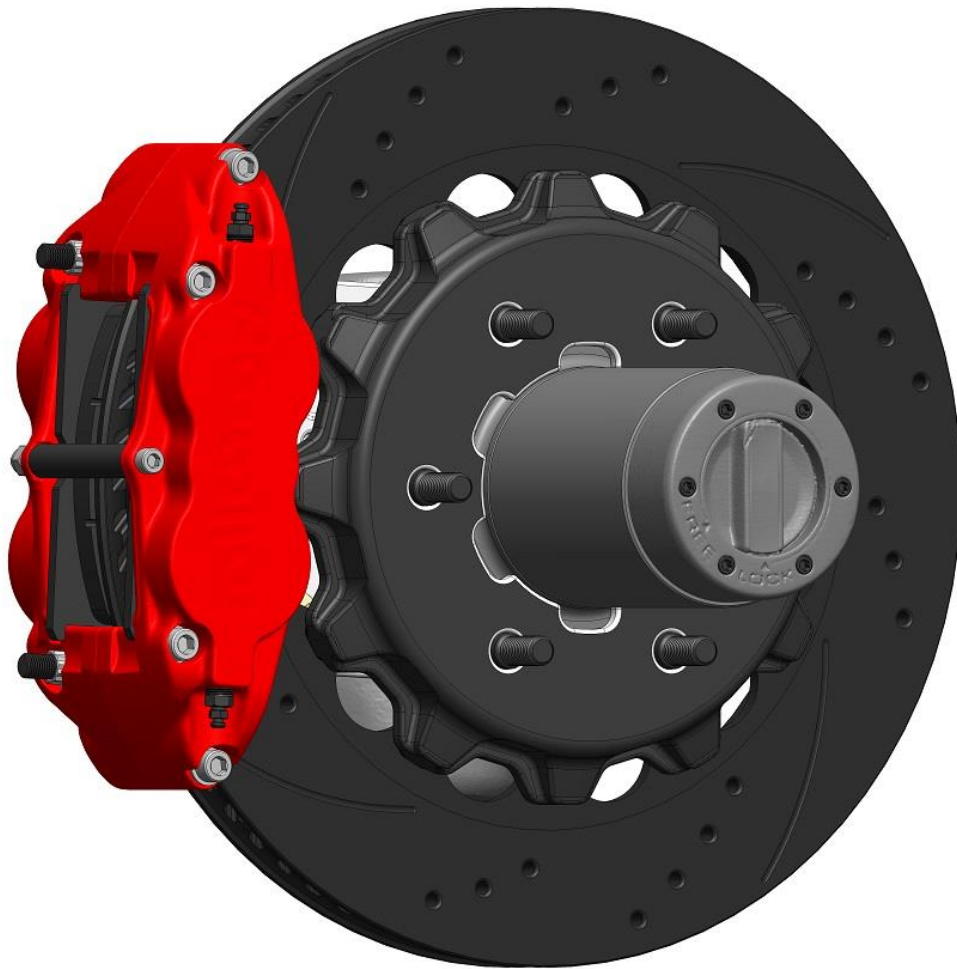




**LSMFG / Wilwood
GM 1971-1991 K10 13" and 14" Front Big Brake Kit
BBK-231117, BBK-201125**



Fitment

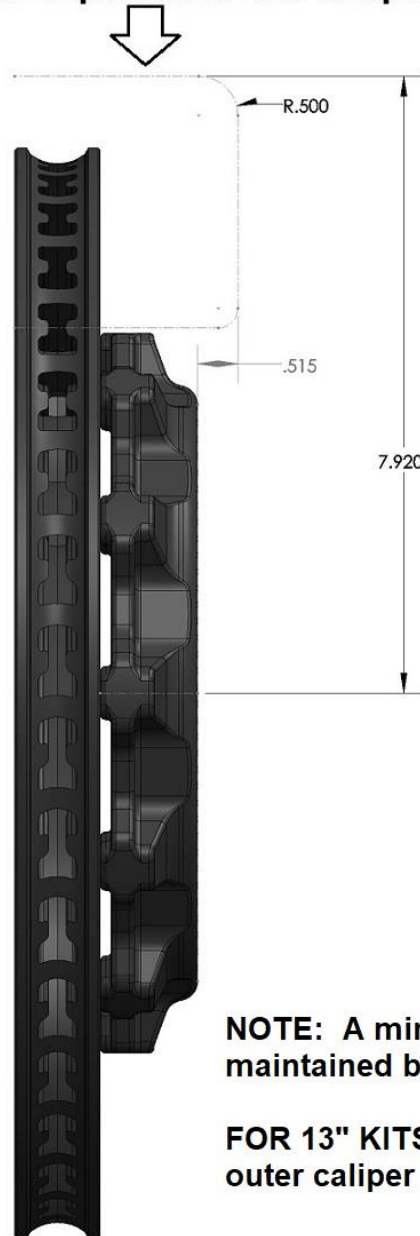
71-87 Chevrolet K10 Pickup
71-87 GMC K15 Pickup
71-91 Chevrolet Blazer, Suburban, Vans
71-91 GMC Jimmy, Suburban, Vans

- Our 13" / 14" 6-lug GM K10 (4WD) brake kit utilizes Wilwood 6-piston FNSL calipers, LSMFG machined aluminum hats, and machined radial brackets which bolt directly to the factory knuckles without drilling. Designed to fit 71-87 (and some models to '91) full size 4wd GM trucks and SUVs.
- It is the buyer's responsibility to check proper clearance and function of all brake parts to their existing suspension components and wheels/tires before driving the vehicle!

OE Hub Offset: Increase/Decrease Track Width	+ .25
Caliper Type:	FNSL 6-Piston
Rotor Diameter:	13" or 14"
Min. Wheel Diameter:	17" (13" brakes) 18" (14" brakes)

Wheel Clearance Diagram

Dotted line represents the caliper body



NOTE: A minimum of .125" clearance must be maintained between the wheel and caliper in all areas

FOR 13" KITS: Subtract .563" from the inner and outer caliper height dimensions

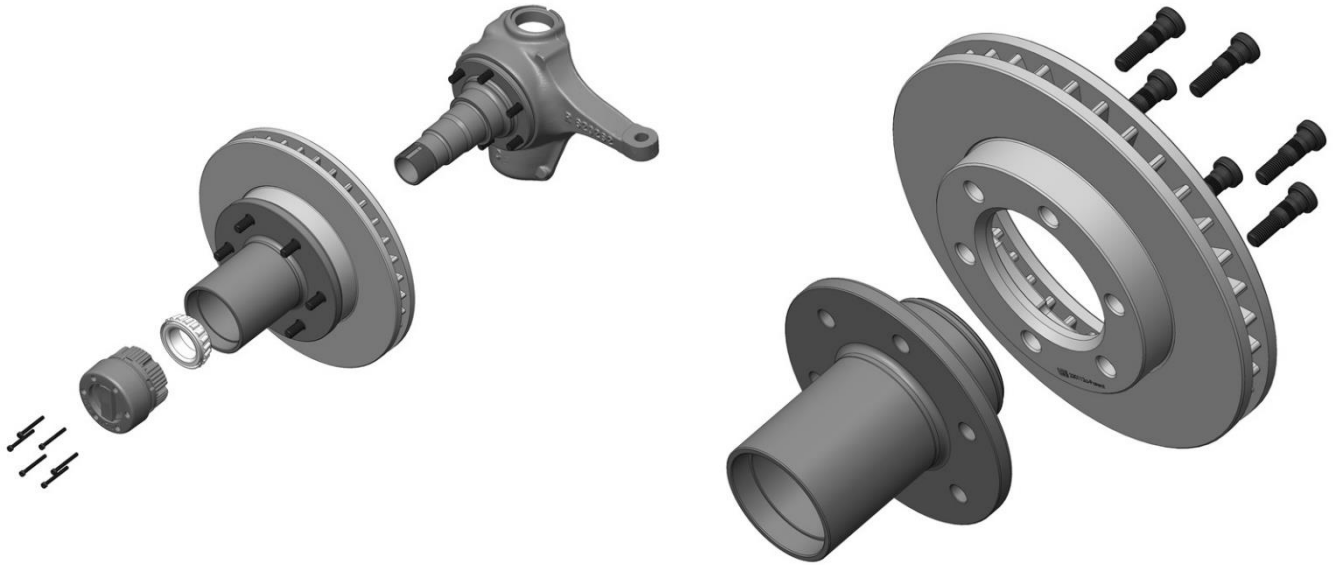
Warning

- Disc brakes should only be installed by someone experienced and competent in the installation and maintenance of disc brakes.
- If you are not sure of how to safely use this brake component or kit, you should not install or use it.
- Do not assume anything. Improperly installed or maintained brakes are dangerous. If you are not sure, get help or return the product.

Notes

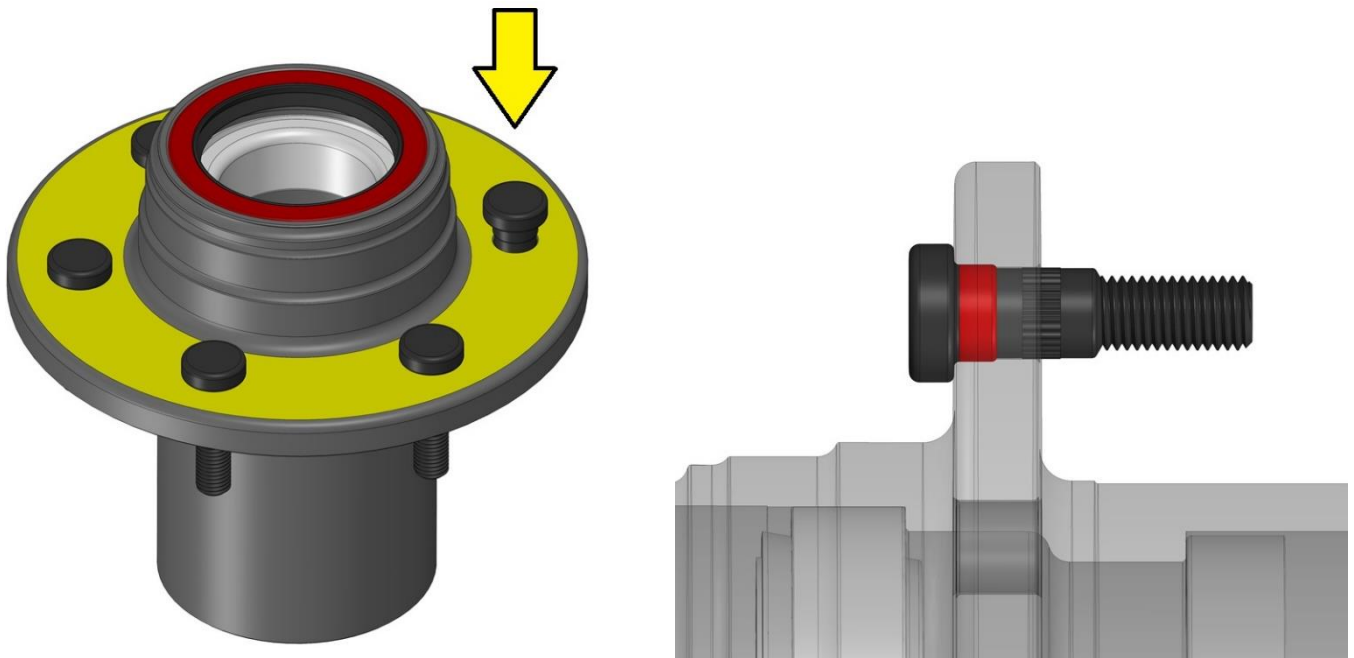
- As with most suspension and tire modifications (from OEM specifications), changing the brakes may alter the front to rear brake bias. Your specific needs will depend on other modifications to the system.
- For added user control, the factory proportioning valve can be swapped to an adjustable proportioning valve such as [Wilwood 260-10922](#) or [Wilwood 260-11179](#). Installation of a Wilwood adjustable proportioning valve will require brake line work on your end to install since it is not a direct swap.
- Stainless steel braided hoses are necessary for the installation of this kit. They are available to fit the factory chassis fittings here: [Braided Stainless Hoses - 63-91 GM C10/K10 for 14/16 inch Front Kits](#)
- Our 13" kit fits most 17-inch diameter wheels and larger. Our 14" kit fits most 18-inch diameter wheels and larger.
- Use of Loctite® 271 to all threaded bolts is recommended.
- This kit will move the wheel out from its original position by .25" per side.
- It is the responsibility of the buyer and installer of this kit to verify suitability/fitment of all components and ensure all fasteners and hardware achieve complete and proper engagement. Improper or inadequate engagement can lead to component failure.
- This kit will retain the stock wheel studs. Optionally, you can use Dorman 610-168 studs which have the knurl under the head of the bolt, and no shoulder. However, they're a little shorter and may not be long enough for all wheels.

1 & 2

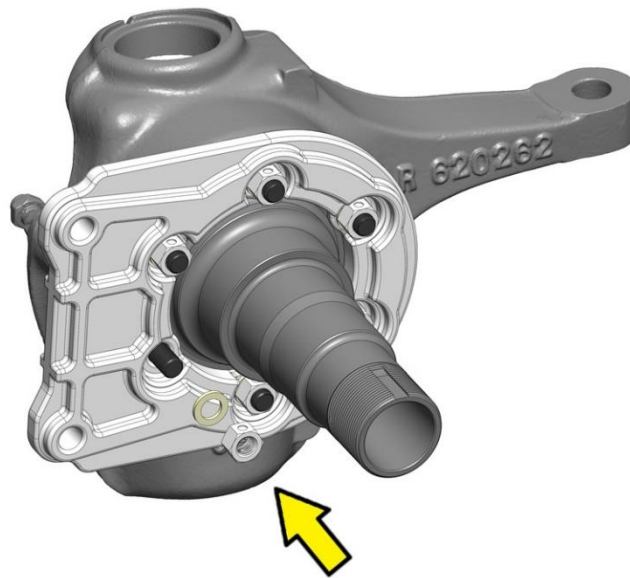


This installation refers to the **passenger side**. All steps are to be repeated on the driver side. For instruction purposes, the knuckle is shown as being removed, but it's not necessary to remove the knuckle to install new brakes. First, remove the stock caliper from the knuckle, then disassemble the hub, spindle, caliper bracket, and remove the stock rotor by pressing out the wheel studs. After the rotor is removed, the stock wheel studs will be pressed back into the hub.

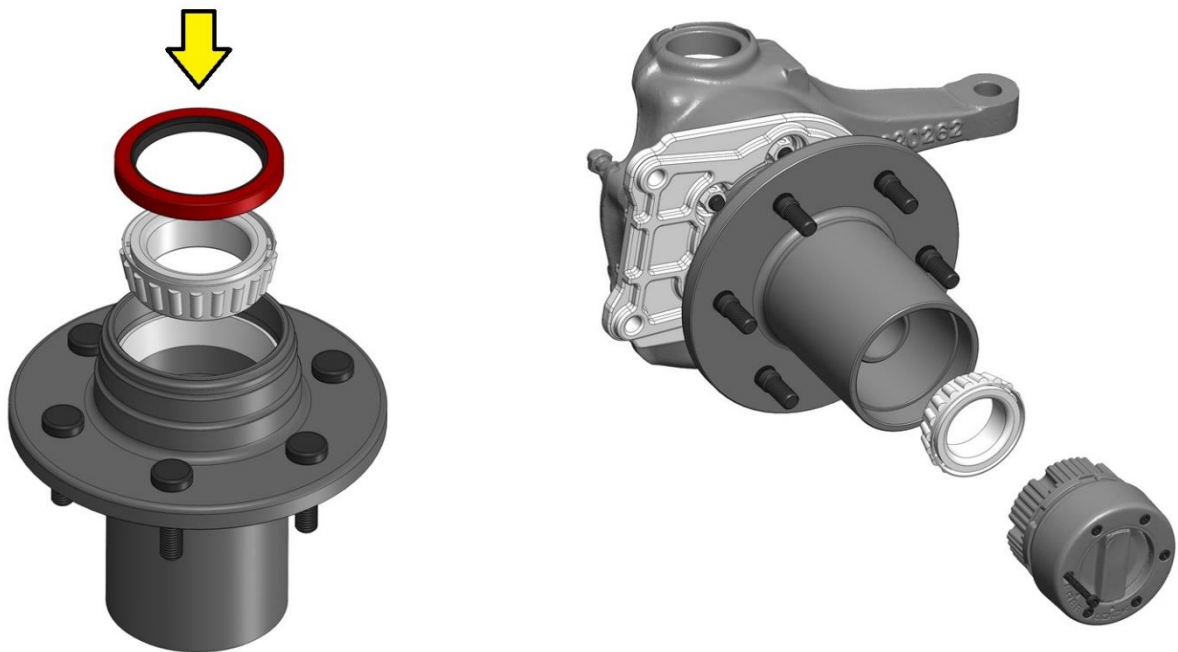
3 & 4



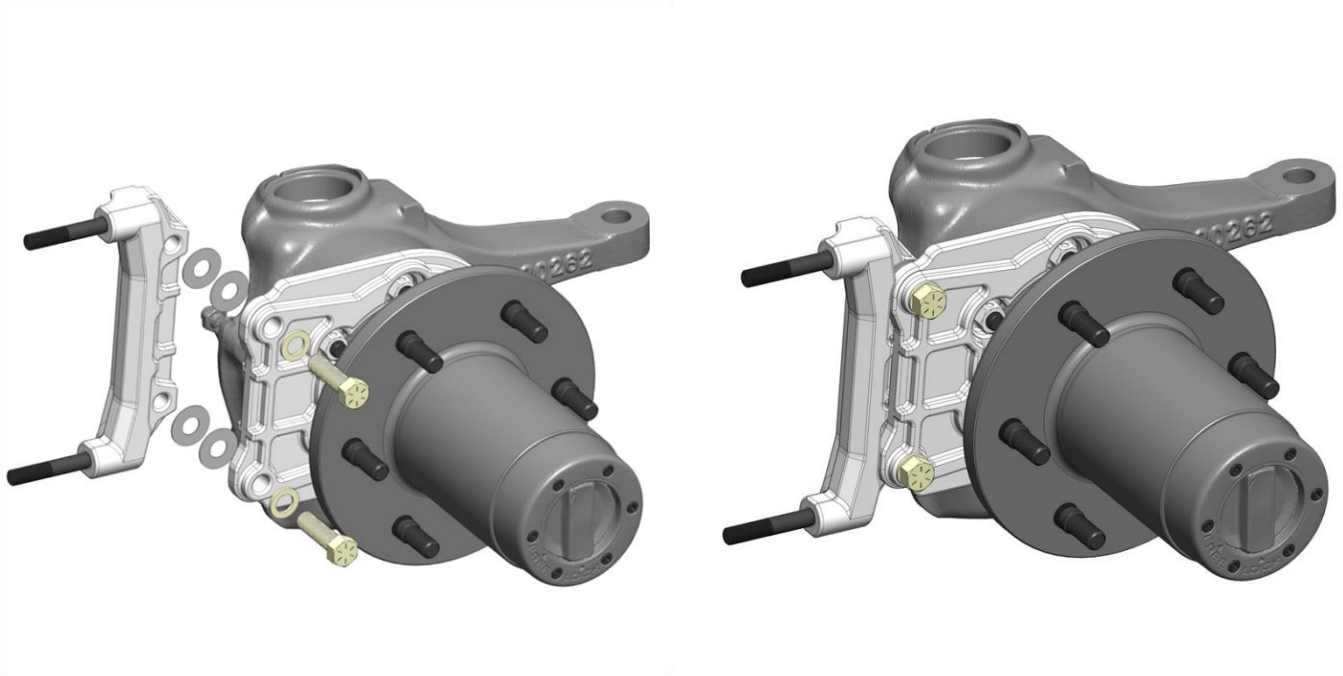
Note that the studs will be pressed past their shoulder (shown here in red) so that the heads seat completely against the flange. A hydraulic shop press will be required for this, with the flange properly supported underneath. Once the studs are reinstalled, a portion of the knurl and shoulder may protrude past the face of the hub.



The stock spindle snout can be reinstalled onto the knuckle, followed by the machined aluminum intermediate bracket. Install as shown with the provided flat washers and center lock nuts. Torque to 40ft-lbs.



Pack the supplied inner bearing with high temperature disc brake bearing grease and install new seal as shown. Install the hub onto the spindle with greased outer wheel bearing and all factory hardware.



The radial brackets can temporarily be installed at this time using the supplied 7/16 bolts with flat washers and two 1.00x.438x.030 shim washers between it and the intermediate bracket as shown in Step 8. It is not necessary to torque them at this time.



Arrange the rotor and hat in the position shown ensuring the arrow noting rotation direction is correct for its position on the vehicle. Note that the hat should be installed on the flat side of the rotor. Start the first few threads of all 12 of the ¼-20 12-point bolts. Using an alternating sequence, apply red Loctite® 271 to the threads, and torque to **155 in-lbs**. The rotor can be installed on the hub at this time using two lug nuts to hold the hat flat against the hub. It may be necessary to use washers so the lugnuts don't bottom out on the shank of the stud. Confirm that the hat is seated completely flat.



This kit contains distinct right and left-hand calipers that must be mounted in the correct direction. They should be positioned so that the largest pistons are at the rotor exit end of the caliper. There is an arrow on the face of the caliper noting rotation direction. Lubricate the caliper mounting studs with lightweight oil. Initially place two .875x.375x.035 shim on each stud of the bracket. Mount the caliper using lock nuts and washers and ensure that it seats on the bracket and does not contact the spindle.

Remove the bridge bolt, nut, and spacer tube and install the pads at this time. Temporarily tighten the lock nuts and view the rotor through the top opening of the caliper. The caliper will need to be centered on the rotor by adding or subtracting the .750x.438x.030 shims between the intermediate bracket and the radial bracket. Always use the same amount of shims on each of the two mounting bolts.

Once the caliper alignment is correct side to side, check that the top of the brake pads are flush with the outside diameter of the rotor. If not, adjust by adding or subtracting .875x.375x.030 shims between the caliper and bracket.

After the caliper pad height is set, check that there is no pre-applied pressure when spinning the rotor. If so, make adjustments as necessary. Then remove the bracket mounting bolts one at a time, apply red Loctite® 271 to the threads, and torque to **40 ft-lbs**. Torque the caliper lock nuts to **30 ft-lbs**. Then secure the brake pads in place with the center bridge pad retainer tube, bolt, and locknut. The locknut should be snug without play in the bolt or tube. However, be cautious not to over tighten.

Temporarily install the wheel and tighten the lug nuts. Ensure that the wheel rotates freely without any interference or contact to the caliper.



OEM rubber brake hoses generally cannot be adapted to Wilwood calipers. These Wilwood calipers utilize a 1/8 NPT fitting. **DO NOT** thread any OEM tube-nuts into the caliper directly without adapting to 1/8 NPT.

LSMFG offers [Braided Stainless Hoses - 63-91 GM C10/K10 for 14/16 inch Front Kits](#) to go between the caliper and the factory hard line fittings at the chassis. When used, apply a small amount of thread sealant such as Loctite® 545 to the adapter fitting before installing the adapter into the caliper.

Note: It is the installer's responsibility to confirm that all fittings and hoses are the correct size and length, to also to ensure proper sealing and that they will not be subject to crimping, strain and abrasion from vibration or interference with suspension components, the brake rotor, or wheel. In absence of specific instructions for brake line routing, the installer must use their best professional judgment on correct routing and retention of lines to ensure safe operation. After properly bleeding your brake system, test the system per the "Brake Testing" procedure stated within this document before driving. After road testing, inspect for leaks and interference. Initially after install and testing, perform frequent checks of the vehicle brake system and lines before driving to confirm that there is no undue wear or interference not apparent from the initial test. Afterwards, perform periodic inspections for function, leaks and wear in an interval relative to the usage of vehicle.

Additional Information and Recommendations

- As with most suspension and tire modifications (from OEM specifications), changing the brakes may alter the front to rear brake bias. Rear brakes should not lock up before the front. Brake system evaluation and tests should be performed by persons experienced in the installation and proper operation of brake systems. Evaluation and tests should be performed under controlled conditions. Start by making several stops from low speeds then gradually work up to higher speeds. Always utilize safety restraint systems while operating the vehicle.
- For optimum performance, fill and bleed the new system with Wilwood Hi-Temp[®] 570 grade fluid or EXP 600 Plus. For severe braking or sustained high heat operation, use Wilwood EXP 600 Plus Racing Brake Fluid. Used fluid must be completely flushed from the system to prevent contamination. **Note:** Silicone DOT 5 brake fluid is **NOT** recommended for racing or performance driving.
- To properly bleed the brake system, begin with the caliper farthest from the master cylinder. Bleed the outboard bleed screw first, then the inboard. Repeat the procedure until all calipers in the system are bled, ending with the caliper closest to the master cylinder. If the caliper is fitted with bleed screws on four corners, make sure the bottom bleed screws are tight. Only bleed from the top bleed screws. **Note:** When using a new master cylinder, it is important to bench bleed the master cylinder first.
- Test the brake pedal. It should be firm, not spongy, and stop at least 1 inch from the floor under heavy load. If the brake pedal is spongy, bleed the system again. If the brake pedal is initially firm, but then sinks to the floor, check the system for leaks. Correct the leaks (if applicable) and then bleed the system again. If the brake pedal goes to the floor and continued bleeding of the system does not correct the problem, either air may be trapped in the system, or a master cylinder with increased capacity (larger bore diameter) may be required.

Brake Testing

- Make sure your pedal is firm: Hold firm pressure on pedal for several minutes, it should remain in position without sinking. If the pedal sinks toward the floor, check the system for fluid leaks. **DO NOT** drive the vehicle if pedal does not stay firm or can be pushed to the floor with normal pressure.
- At a very low speed (2-5 mph) apply brakes hard several times while turning steering from full left to full right, repeat several times. Remove the wheels and check that components are not touching, rubbing, or leaking.
- Carefully examine all brake components, brake lines, and fittings for leaks and interference. Make sure there is no interference with wheels or suspension components.
- Drive the vehicle at a low speed (15-20 mph) making moderate and hard stops. Brakes should feel normal and positive. Again, check for leaks and interference.
- Always test vehicle in a safe place where there is no danger to (or from) other people or vehicles.
- Always wear seat belts and make use of all safety equipment.

Pad and Rotor Bedding

- Once the brake system has been tested and determined safe to operate the vehicle, follow these steps for the bedding of the pads and rotors. These procedures should only be performed on a racetrack, or other safe location where you can safely and legally obtain speeds up to 65 MPH, while also being able to rapidly decelerate.
- Begin with a series of light decelerations to gradually build some heat in the brakes. Use an on-and-off the pedal technique by applying the brakes for 3-5 seconds, and then allow them to fully release for a period roughly twice as long as the deceleration cycle. If you use a 5-count during the deceleration interval, use a 10-count during the release to allow the heat to sink into the pads and rotors.
- After several cycles of light stops to begin warming the brakes, proceed with a series of medium to firm deceleration stops to continue raising the temperature level in the brakes.
- Finish the bedding cycle with a series of 8-10 hard decelerations from 55-65 MPH down to 25 MPH while allowing a proportionate release and heat-sinking interval between each stop. The pads should now be providing positive and consistent response.
- If any amount of brake fade is observed during the bed-in cycle, immediately begin the cool down cycle.
- Drive at a moderate cruising speed, with the least amount of brake contact possible, until most of the heat has dissipated from the brakes. Avoid sitting stopped with the brake pedal depressed to hold the car in place during this time. Park the vehicle and allow the brakes to cool to ambient air temperature.

COMPETITION VEHICLES: If your race car is equipped with brake cooling ducts, blocking them will allow the pads and rotors to warm up quicker and speed up the bedding process. Temperature indicating paint on the rotor and pad edges can provide valuable data regarding observed temperatures during the bedding process and subsequent on-track sessions. This information can be highly beneficial when evaluating pad compounds and cooling efficiencies.

POST-BEDDING INSPECTION: After the bedding cycle, the rotors should exhibit a uniformly burnished finish across the entire contact face. Any surface irregularities that appear as smearing or splotching on the rotor faces can be an indication that the brakes were brought up to temperature too quickly during the bedding cycle. If the smear doesn't blend away after the next run-in cycle, or if chatter under braking results, sanding or resurfacing the rotors will be required to restore a uniform surface for pad contact.

For any questions or suggestions, please [CONTACT US](#)

