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****Disclaimer.** We are not responsible for any damages or injury that is incurred during installation and use of this product. It is understood that the installer is a professional (with applicable ASE certifications) and abides with standard safety protocols while working on automobiles. Any warranty does not cover installer errors. If the installer has any questions they are welcome to call or email.

Thank you for purchasing our

BMW 2002 250mm Rear Drum Kit.

This kit converts your stock 2002's 230mm rear brake drums to the larger E21 250mm brake drums. This represents a nice bump in braking potential, it fits most applicable 13" and 14" (or larger) wheels.

For supplemental information in regards to the installation of this kit we recommend a copy of the BMW factory service manual and the E21-chassis service manual. In them you will find the proper procedures not outlined below along with the specified torque settings. Bear in mind improper installation could lead to brake failure and potentially death, we recommend professional installation.

- 1) Remove the rear wheels and drums.
- 2) Remove the rear wheel hubs and the rest of the stock brakes (including the backing plates).
- 3) On a workbench assemble your new brakes as follows
- 4) Starting with the first backing plate bolt on the 19mm wheel cylinder.



- 5) Position your components on the table to resemble their position relative to the backing plate.



- 6) Loosely fit your brake shoes into place. Not the e-brake lever arm needs to be positioned opposite the cable access hole on the backing plate.
- 7) Stick the retainer pins in place from the backside of the plate and retain them with the clips (you cannot do this once the backing plate is bolted onto the trailing arm).



- 8) Wedge the thrust rod (6" steel bracket) into place along the top, between the shoes
- 9) Install the springs (these can be a pain). One fairly pain free method is to clip the spring in on one side and slide the other end over an allen wrench or thin screwdriver. Stick the end of the allen wrench or screwdriver into the intended hole and leverage it up and over while sliding the spring down. Once fully leveraged over simply tap the spring in place.

- 10) Now you have completed one side. Copy the same for the opposite side. (please note the lower spring can be installed from the front or from the rear, neither position negatively effects it's function.)



- 11) Now take your assemblies and bolt them onto the trailing arms.
- 12) Clip the e-brake in (this can also be a pain). Start by going into the cabin and removing the e-brake lever boot. You will see each e-brake cable is retained via a pair of jam nuts. Loosen the jam nuts up towards the end of the threaded cable (do NOT remove them) this will give you the extra half inch or so you need to clip the opposite end over the lever arm attached to the brake shoe. (You can again use a screwdriver to cantilever the arm over enough to get the cable clip hooked on).



13) Re-install the wheel hub (rub a thin layer of copper anti-seize on it's face).



14) Place brake drum on. You may need to position the drum adjusters and gently tap the shoes up or down to get the drum to slide on.



15) Bleed your brakes.

16) Lastly, adjust your drums (there are a number of good tutorials online), bolt on the wheels and go out for a test drive.