

EC-766

Installation instructions for 57-61 Chrysler Products disc brake conversion.

Note: This kit requires the use of DISC BRAKE style wheels.

Note: Check to see that your wheels and / or center caps will fit over the center diameter of the hubs before attempting installation. We advise using masking tape to protect the hubs during trial fitting. Scratched or damaged hubs will not be accepted for return.

This conversion kit uses the following components:

Calipers: 78-81 Camaro / Firebird with 10 mm. hose bolt connections.

Rotors: 78-81 ECI / Camaro / Firebird style rotor with dual bolt pattern (4 ½ and 4 ¾")

Bearings and seals: A2 outer bearings (same as stock)
A6 inner bearings (same as stock)
National 8705S seal (GM)

- 1). Raise the front of the vehicle and support it on jack stands. Remove the wheels and tires.
- 2). Disconnect the brake line from the brake hose at the chassis attachment bracket. Remove the hose anchor clip and the hose from the bracket. Remove the stock brake drum and backing plate assembly along with all the brake parts down to the bare spindle. Retain the stock wheel bearing washer for reuse later.
- 3). Clean the spindle and inspect for any damage etc. Clean the face of the spindle with a wire brush as needed so that the spacers that are installed behind the caliper mounting brackets will fit flush on the mounting surface.
- 4). Attach the caliper mounting bracket to the outer face of the spindle (wheel side) with the caliper opening towards the rear of the car. Install one of the 1/8 in thick spacers between the bracket and the spindle face at all 4 bolt holes. Use the two 7/16-20 x 1-3/4 inch long bolts and locknuts in the top holes, and one each of the 7/16-20 x 2-3/4, and 3-1/4 in. long bolts and locknuts in the bottom holes, longer bolts in the rear holes. The heads of the bolts should be on the bracket side of the assembly top and bottom. Tighten the bolts.
- 5). Thoroughly grease the inner bearings and install them into the aluminum hubs supplied in the kit. Install the grease seals into the hubs and add additional grease in behind the inner bearings. Don't scrimp on the grease, it's cheap, aluminum hubs aren't. Be generous.
- 6). Thoroughly grease the outer bearings and install them in the hubs. Pack additional grease in behind them as above.
- 7). Install the hubs and bearings onto the spindles using the stock bearing washers and the new bearing retaining nuts supplied in the parts pack. Adjust the nuts as required, check that the hub rotates freely, and then install a new cotter pin.

8). Carefully slide the rotor onto the hub (remember the masking tape) and over the studs (use the inner set of holes). Make sure that the rotor goes up against the face of the hub and install a couple of lug nuts to hold it in place. **DO NOT TRY TO PULL THE ROTOR ONTO THE HUB USING THE LUG NUTS.**

9). Make sure that the pads are correctly installed in the caliper and slide the caliper assembly over the rotor and down into the opening in the caliper mounting bracket. Make sure the bleeder screw is point up. Install the caliper mounting bolts and tighten them.

10). Put a small amount of grease on the o-ring supplied in the kit and install it in the groove in the dust cap. Push the dust cover into the hub using hand pressure only – no hammers! If the dust cover comes back out (due to air trapped in the hub) remove the o-ring, cut it with a pair of scissors and remove about 1/4 in from one end. Re-install the o-ring in the cap and put the cap back on, the trapped air will come out through the gap. The o-ring will expand and close the gap.

11). Connect a “banjo” style brake hose of the appropriate length to the caliper using the correct (10mm) banjo bolt and sealing washers, one either side of the banjo. Anchor the other end of the hose to the original hose mounting bracket.

12). Push the calipers all the way inboard so that the outer pad touches the rotor braking surface. Remove the lugs nuts installed in step 8 and install the wheel and tire assemblies (remember the masking tape). Make sure that everything fits correctly and that the wheel turns freely without rubbing or binding. If all is well install a couple of lug nuts and re-check. Turn the wheels full right and left to make sure nothing rubs. Remember the suspension also goes up and down. Check the brake hoses also. Remove the wheels and tires so you can bleed the brakes.

13). Plumb the system as required.

14). Fill and bleed the system, make sure everything is tight and re-install the wheels and tires. Tighten the lug nuts and you are done.