

EC-701 & EC-705 INSTRUCTIONS

INSTALLATION INSTRUCTIONS FOR G.M./EARLY FORD DISC BRAKE CONVERSION KIT PLEASE READ THESE INSTRUCTIONS COMPLETELY PRIOR TO INSTALLATION.

This kit is designed to use the following General Motors Rotors and Calipers:

Buick Apollo 76-77	Chevrolet Chevelle 73-76	Pontiac Firebird 70-77
Buick Skylark 73-76	Chevrolet Monte Carlo 73-77	Pontiac Grand Prix 73-77
Buick Regal 77	Chevrolet Nova 77	Pontiac Ventura 75-77
Cadillac Seville 75-77	Oldsmobile Cutlass 73-76	Chevrolet El Camino 71-77
Chevrolet Camaro 70-77	Oldsmobile Omega 75-77	GMC Sprint 71-77

This is only a partial listing of applicable G.M. Models. Ask your local parts person if you're not sure. They are Raybestos #4059/#4060, (right and left respectively thru 76) and #4113/#4114 for 77.

- 1) Remove early Ford drums, brakes and backing plates from spindles. Make sure you retain the bearing nut and keyed washer.
- 2) Thoroughly clean grease and dirt from spindle. Check for cracks or damage.
- 3) Using the hardware supplied in the kit install the caliper mounting bracket on the **REAR** surface of the spindle using the lockwashers **BETWEEN** the spindle and mounting bracket. **DO NOT OMIT** the lockwashers as they are essential to the proper alignment of the bracket. If round spindles are being used, check for adequate clearance between the spindle and bracket. **FILE BRACKET** is necessary. The bracket may be installed so caliper is forward or rearward of spindle centerline. **REARWARD INSTALLATION IS HIGHLY RECOMMENDED.**
- 4) Examine the inner wheel bearing seating area on the spindle for nicks, etc. Emery cloth area as required for a smooth surface.
- 5) Slide bearing adapter on spindle and drive into place using a hammer and a piece of tubing or pipe of suitable dimensions, (1 ½" pipe works great). **DO NOT DAMAGE THE ADAPTER WHILE INSTALLING**, (use a rag for padding between tool and adapter). Drive adapter on until it seats firmly against spindle inner bearing shoulder.
- 6) Remove bearings and inner seal from G.M. rotor. **THOROUGHLY** clean and inspect bearings and races. Repack with grease and reinstall inner bearing and new grease seal (SKF #19984) into rotor. ***SEE NOTE #2**
- 7) Install rotor on spindle making sure that inner bearing seats all the way onto bearing adapter.

NOTE: Bearings and adapter are machined to a + .0005" tolerance. If bearing does not slide onto adapter easily it may be due to tolerance "stack-up". This can be rectified by a small amount of fine emery "paper-work" on the bearing seating surface of the adapter.

- 8) Install G.M. outer wheel bearing followed by the ¾" flat washer, (supplied in the kit) and then the stock Ford keyed bearing retaining washer and retaining nut. Adjust bearings as required and install cotter key and bearing dust cover.

- 9) Clean and inspect caliper for damage, leaks, etc. Install caliper on mounting bracket **WITH BLEEDER FITTING UP** using stock G.M. mounting bolts. Make sure the bolts aren't bent or damaged before installing.
- 10) Fill the brake system with correct fluid, bleed and inspect for leaks.
- 11) Check for any brake caliper/rotor/wheel interference.
- 12) A proportioning valve may be required.*

A WORD TO THE WISE:

You now have a front braking system far superior to the original installation. Because of this it is strongly advised that the front end supporting and locating system be adequate to absorb the increased braking loads. Since normal braking action may tend to spread the forward edges of the front tires apart it is essential that you check for bent tie rods at suitable intervals. This "spreading" of the front wheels results in a compressive type of loading on the tie rod and any "built in" bend may cause tie rod failure under severe braking.

***NOTE #1:**

IN ORDER TO PROVIDE CORRECT FRONT TO REAR BRAKING BALANCE WE SUGGEST USING A DUAL RESERVOIR DISC/DRUM TYPE MASTER CYLINDER COMPATIBLE WITH THE VEHICLE FROM WHICH THE FRONT BRAKES WERE OBTAINED.

***NOTE #2:**

EC-705 ONLY:

This kit uses 1974-78 Mustang II inner wheel bearing and race instead of the GM inner bearing noted in the instructions. Remove the standard GM bearing and race and discard them. Install the Mustang bearing in its place.

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EC-701, EC-705, EC-709 & EC-710

