01/13/2019

EC-702, 706, 707, 711, 711S & 711X Instructions

INSTALLATION INSTRUCTIONS FOR A GM 28-59 CHEVY 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 1976-77	Chevrolet Chevelle 1973-76	Pontiac Firebird 1970-77
Buick Skylark 1973-76	Chevrolet Monte Carlo 1973-77	Pontiac Grand Prix 1973-77
Buick Regal 1977	Chevrolet Nova 1977	Chevrolet El Camino 1971-77
Cadillac Seville 1975-77	Oldsmobile Cutlass 1973-76	GMC Sprint 1971-77
Chevrolet Camaro 1970-77	Oldsmobile Omega 1975-77	

Our CK Kits are supplied with brand new calipers. We buy new calipers, not remanufactured. The calipers are based on a 1978-81 Camaro/Firebird. The pads, (Part #D52) are a common brake pad used in a large number of GM applications. More specifically, 1970-1981 Camaro/Firebird, as well as the vehicles listed above. 1978-81 Camaro/Firebirds use 10mm x 1.5 pitch banjo bolts as well as bleeder screws. 1970-77 used SAE fittings 7/16"-20 thread.

1) Remove early Chevy 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 one of the original bolts in the forward hole, re-install the steering arm in its stock location on the spindle. Using the hardware supplied in the kit install the caliper mounting bracket on the spindle as shown in the figure. Insert the ¼" thick round spacers between the bracket and the spindle. Check for adequate clearance between the bracket and spindle. Trim **bracket** if necessary.
NOTE: *EC-706/707 use .350" thick spacers.*

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 GM rotor. Remove GM inner bearing race and replace both the race and inner bearing assembly with that from a 1971-80 Pinto or 1970-78 Mustang. This is a widely

used Ford inner wheel bearing that is readily available. It is also known as an A-13 inner bearing and consists of a L68149 Cone and a L68110 Race. Install a standard GM inner seal, (National #8871)

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 GM outer wheel bearing followed by the 1 1/8"OD x ¾"ID x 3/16" Spacer (supplied in kit) and then the stock Chevy 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 GM mounting bolts. Make sure the bolts aren't bent or damaged before installing.

10) Fill the brake system with the 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:**

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.