

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

This kit is designed to use the following rotors and calipers and the inner and outer wheel bearings used in the rotors as originally installed on the passenger car.

Rotors:

76-81 Aspen, Diplomat, Volare	73-76 Valiant, Duster, Scamp
73-74 Barracuda	77-81 Lebaron
73-75 Belvedere, GTX, Satellite, Sebring	80-81 Cordoba

Calipers:

****Our (CK) Kits will come with 1978-81 Camaro/Firebird calipers. 10mm banjo bolts must be used.***

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

This is only a partial listing of applicable models. Ask your local parts person if you're not sure.

- 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 spacers **BETWEEN** the spindle and mounting bracket. DO NOT omit the spacers 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** if necessary. The bracket may be installed so caliper is forward or rearward of spindle centerline. **REARWARD INSTALLATION IS HIGHLY RECOMMENDED.**
- 4) Check for adequate steering travel. If bracket hits king pin lock bolt, reverse lock bolt or trim as required.
- 5) Examine the inner wheel bearing seating area on the spindle for nicks, etc. Emery cloth area as required for a smooth surface.

- 6) 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 the tool and adapter). Drive adapter on until it seats firmly against spindle inner bearing shoulder.
- 7) Remove the grease seal from the rotor. Thoroughly clean and inspect bearings and races. Repack with grease and re-install inner bearing. Install a new front grease seal from a 69-82 Corvette, (SKF #19768) into rotor.
- 8) 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.
- 9) Install the outer wheel bearing followed by the stock Ford keyed bearing retaining washer and retaining nut. Adjust bearings as required and install cotter key and bearing dust cover.
- 10) 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.
- 11) Fill the brake system with the correct fluid, bleed and inspect for leaks.
- 12) Check for any brake caliper/rotor/wheel interference.
- 13) 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.**

