EC-723ACK
Instructions

This kit is designed to fit the following vehicles with factory GM drum brake spindles:

67-69 Camaro/Firebird
64-72 Chevelle/Monte Carlo
62-74 Nova (62 & 63 must use 64-67 spindle)
All Buick, Oldsmobile and Pontiac equivalents to the above.

READ THESE INSTRUCTIONS COMPLETELY BEFORE ATTEMPTING INSTALLATION.

NOTE that these spindles use a bolt on steering arm at the bottom of the spindle that points rearward, (the steering linkage is behind the spindles).

This kit utilizes an ECI custom billet aluminum hub, dust cap and the following components:

Rotor:	Stock 79-81 Firebird rear, (modified for 4 ½" bolt circle applications).
Calipers:	78-81 Camaro/Firebird w/ standard D52 pads and 10 mm hose bolts.
Bearings:	Stock GM A2 outer, (SKF #LM11949) and A6 inner, (SKF #LM67048)
Seals:	Stock GM, SKF #17187

1) Raise vehicle and support on jack stands.

2) Remove the wheels/tires, original brake drums, hubs, backing plate assemblies and brake hoses. Let the steering arms hang down for now. You should now be down to a bare spindle.

3) Inspect the spindles for any damage such as cracks, nicks, thread damage and any indications of spun bearings. Replace the spindle(s) if necessary.

4) Re-install the stock front bolt that retains the steering arm through the spindle and steering arm followed by one of the locknuts provided in the parts package. Leave it loose for now.

5) Position the caliper mounting bracket, (note that there is a r/h and l/h bracket) with the caliper mounting holes, (the threaded holes) towards the rear of the vehicle with the welded on tabs towards the outside, (wheel side) of the spindle.

6) Insert one of the 1/2"-20 x 2 ¾" Grade 8 hex head bolts provided through the lower hole in the bracket. Install one of the 1/8" thick spacers on the bolt so that it is between the bracket and the lower rear hole in the spindle. Slide the bolt through the lower rear hole in the spindle and through the rear steering arm hole. Install on of the locknuts provided, do not tighten the bolt at this time. Note early spindles use 7/16" hardware.

7) Install one of the 5/8"-18 x 1 ¼" Grade 8 hex head bolts provided through the hole at the top of the bracket and into the spindle. Now tighten all three bolts/nuts. Check to see that the bracket sits flat at the spindle contact points.
8) Grease the inner bearing with a good grade of wheel bearing grease and install it in the hub followed by the grease seal. Now pack additional grease in behind the bearing on the inside of the hub. Be generous, you don't want to spin a bearing race in the hub.

9) Grease the outer bearing, put it in place and pack grease behind it, same as the inner.

10) Hold the outer bearing in place and slide the assembly onto the spindle. Install the stock wheel bearing washer and nut. Adjust the wheel bearing nut and install a new cotter pin. Make sure the hub turns without binding, ***do not overtighten the nut.***

11) Take on of the dust cap O-rings and apply a small amount of grease around the entire O-ring and install it in the groove on the dust cap. Install the dust cap onto the hub with a twisting motion. If the dust cap comes back out, (due to air trapped inside the hub), remove the O-ring, cut it and remove about ⅛" from one end. Re-install it onto the dust cap and put the cap back into the hub. Don't worry about the gap, the O-ring will expand to close it up.

12) Wrap some masking tape around the hub to protect it from being scratched and carefully slide the rotor over the hub and onto the studs. Install a lug nut or two to hold the rotor in place. You might want to leave the tape in place until you put the wheels back on.

13) Make sure the pads and the anti-rattle clip are correctly installed in the appropriate side caliper, (bleeder must be up) and install the caliper assembly onto the bracket. Note that the bracket fits between the inner pad and the caliper ear. Check that there is clearance between the caliper and the bracket at the base of the "c" on the bracket. Install the two caliper mounting bolts and recheck your clearance.

14) Install a new banjo style brake hose of the correct length, (not supplied but available from us). Make sure you put one of the copper sealing washers on either side of the banjo and use the correct length banjo bolt. Note that the hose must fit between the two ears on the caliper hose boss, and that the hose will only fit flat against the caliper one way. Tighten the bolt.

15) Install the complete assembly on the other side the same way. Turn the steering wheel full right and left to make sure the hoses don't rub on anything. Repeat the test when you put the wheels and tires back on.

16) If you are using drum brakes in the rear you will need to install a metering or combination valve and a disc/drum master cylinder to complete the installation. If it is a disc brake rear you will need a disc/disc cylinder. Call us for assistance with these items.

17) Fi9ll the system with brake fluid from a **new** can of fluid. Bleed the system as required.

NOTE: To remove the dust cap(s) use one of those rubber jar lid removers that you will find in the kitchen. A twisting motion will help to remove it. They are very tight but they will come off. If you have trouble call us before you make a mess out of them.

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