EC-732
INSTRUCTIONS

INSTALLATION INSTRUCTIONS FOR 5 ½" BOLT CIRCLE DISC BRAKE CONVERSION FOR 57-64 FORD 1/2 TON PICK-UP SPINDLES.

READ THESE INSTRUCTIONS COMPLETELY BEFORE STARTING THIS CONVERSION.

THIS CONVERSION KIT USES THE FOLLOWING COMPONENTS:

ROTORS: 73-93 F100/F150 2WD
73-93 E100/E150 2WD

CALIPERS: (includes pads, anti-rattle clips and mounting bolts)
71-76 Chevrolet - Impala, Bel Air & Biscayne
Buick - Electra, Lesabre, Roadmaster, Wildcat, Estate Wagon, Park Avenue & Centurion
Pontiac - Bonneville, Catalina
Oldsmobile - 88, 98, Delta 88 & Regency 98

BEARINGS & SEALS: Outer - A2 / Set 2 Used on 64-77 GM Intermediate Cars Camaro, Chevelle, Firebird, Monte Carlo, etc.
Inner - A13 / Set 13 Standard Inner Bearing used in Ford Rotor.
Seal - SKF 018055 Standard seal used on 57-64 Ford 1/2 Ton P/U.

NOTE: BEFORE PROCEEDING WITH INSTALLATION TAKE THE FRONT WHEELS THAT YOU ARE GOING TO USE AND MAKE SURE THAT THEY FIT THE ROTOR BOLT PATTERN AND THAT THEY HAVE A LARGE ENOUGH CENTER HOLE THESE ARE 11 ¾" ROTORS SO YOU'LL NEED 15" WHEELS. NOTE ALSO THAT THIS KIT WILL MOVE THE FRONT WHEELS IN APPROXIMATELY 1/2" ON EACH SIDE.

1. Remove the stock Ford drums and backing plates. Retain the stock wheel bearing nut and washer for re-use later on. Clean spindle bearing surfaces and seal diameter.

2. Check and see if the nut on the king pin lock is on the rear side of the axle. If it is remove the nut and lockwasher from the king pin lock. Now remove the king pin lock with the a hammer and punch. Re-install the king pin lock from the rear and re-install the nut and lock washer. Make sure you don't move the spindle while you are doing this or you may move the notch king pin out of position!

3. The caliper mounting bracket is installed on the back (engine) side of the spindle with the caliper opening towards the rear of the vehicle. Note that there is a L/H and a R/H bracket as marked on each bracket. Also note that the tab welded onto the bracket at the lower rear hole has a notch in it, this is for clearance on the stock steering arm. Make sure that the tab is flat against the steering arm before installing the bolt in this hole. Install the bracket at the top holes using two of the 1/2"-20 x 2 ¼" bolts, spacers and locknuts provided in the kit. Note that the spacers go between the

bracket and the spindle the nuts may be inside the rotor if desired. Attach the bracket at the bottom using of the 1/2”-20 x 2 ¾” bolts and locknuts in the forward steering arm hole. Note that the heads of these bolts must be positioned inside the rotor! This is very important! Make sure you do it right!

4. Before proceeding further take the caliper for the side you are working on, (bleeder up!) and slide it into the bracket. Note that the caliper bracket fits between the inner pad and the caliper mounting ears. You’ll notice that it will not go all the way in because of the bump on the casting next to the piston bore. Grind off the bump using a bench grinder until it is removed flush with the housing. You’ll need to remove about 3/4” off the length of the boss. Make sure that you plug the hose bolt inlet before you start grinding. Clean the grinding dust off the caliper when your done.

5. Remount the caliper and install the mounting bolts You’ll need a 3/8” allen key for the bolts. Now turn the spindle full travel right and left and check for clearance on the axle, steering linkage and suspension, etc. Make sure you have adequate steering travel. If all is well remove the caliper assembly from the bracket.

6. Remove the stock Ford truck OUTER bearing race from the rotor with a suitable punch and a hammer, being very careful not to damage the bore in the rotor. Install the new race from the A2 outer bearing using a bearing race installation tool - **NOT A HAMMER AND PUNCH**!

7. Before you grease the bearings and install the seal, mount the rotor onto the spindle with the bearing in place. Install the wheel and bearing nut and washer to hold the rotor in place. Finger tight will do for now. Re-install the caliper and check for clearance one more time. You might want to mount your wheel and tire with a couple of lug nuts and make sure all is still well.

8. If everything is okay remove the caliper and rotor. Grease the bearings really good, (lots of good clean bearing grease), install the seal in the rotor and re-mount the rotor onto the spindle. Install the wheel bearing washer and nut and adjust. Install a new cotter pin and the dust cover that Ford used on the F100 Rotor.

9. Install the caliper with the bleeder up and tighten the bolts. Use a hose of your choice and a 7/16”-20 banjo bolt. Check that the bolt is not long enough to hit the piston when you tighten it! Don’t forget the copper washers on both sides of the hose banjo. Do the other side the same way.

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