

EC-768 & EC-769 Instructions

EC-768 - 1962-1972 B-Body and 1970-1972 E-Body

EC-769 - 1965-1975 C-Body

**Although the EC-768 & EC-769 Brackets differ the same instructions are used. See Step 4.*

INSTALLATION INSTRUCTIONS FOR 1962-1969 MOPAR B-BODY DISC BRAKE CONVERSION

NOTE: This kit will move the wheel out 3/8" on each side relative to the stock drum brake location and requires the use of DISC BRAKE style wheels.

NOTE: Check to see that your wheels and/or center caps will fit over the center diameter of the hubs before attempting installation. We advise using masking tape to protect the hubs during the trial fitting. Scratched or damaged hubs will not be accepted for return.

This conversion kit uses the following components:

Calipers: 1978-1981 Camaro/Firebird with 10 mm. hose bolt connections.

Rotors: 1978-1981 ECI/Camaro/Firebird style rotor with dual bolt pattern, (4 1/2" and 4 3/4" BC).

Bearings & Seals: A2 Outer Bearings (same as stock) SKF #LM11949

A6 Inner Bearings (same as stock) SKF #LM67048

SKF Seal #17187

- 1) Raise the front of the vehicle and support it on jack stands, **DO NOT SUPPORT IT UNDER THE LOWER SUSPENSION ARMS**. Position a floor jack under the lower suspension arm and raise it up until the upper suspension arm is off the upper stop on the body. This will remove the load on the lower steering arm/ball joint attaching bolts for removal later on.
- 2) Disconnect the brake line from the brake hose at the chassis attachment bracket. Remove the hose anchor clip and the hose from the bracket. Now remove the stock brake drum and backing plate assembly along with all the brake parts down to the bare spindle. **MAKE SURE THERE IS NO SUSPENSION LOAD ON THE LOWER BOLTS BEFORE YOU REMOVE THEM**. Retain the stock wheel bearing washer, retaining nut and retaining nut locking ring for reuse later.
- 3) Clean the spindle and inspect for any damage, etc. Clean the face of the spindle with a wire brush as needed so that the caliper mounting brackets will fit flush on the mounting surface.
- 4) Attach the caliper mounting bracket to the outer face of the spindle, (wheel side) with the caliper opening towards the rear of the car. Use the 7/16"-20 bolts and locknuts in the top holes, and the 5/8"-18 bolts in the bottom holes. Note that the bottom bolts also re-mount the lower steering arm/ball joint assembly. The heads of the bolts should be on the bracket side of the assembly top and bottom. Tighten the bolts. ***EC-769* Spacers go between the bracket and spindle.**
- 5) Thoroughly grease the inner bearing and install it into the aluminum hub supplied in the kit. Install the grease seal into the hub and add additional grease in behind the inner bearing. Don't skimp on the grease, it's cheap, aluminum hubs aren't. Be generous.

- 6) Thoroughly grease the outer bearing and install it in the hub. Pack additional grease in behind it as above.
- 7) Install the hub and bearings onto the spindle and install the stock bearing washer and bearing retaining nut removed in Step 2. Adjust the nut as required, check that the hub rotates freely, and then install the retaining nut locking ring and new cotter pin.
- 8) Carefully slide the rotor onto the hub, (remember the masking tape) and over the studs, (use the inner set of holes). Make sure that the rotor goes up against the face of the hub and install a couple of lug nuts to hold it in place. **DO NOT TRY TO PULL THE ROTOR ONTO THE HUB USING THE LUG NUTS.**
- 9) Make sure that the pads are correctly installed in the caliper and slide the caliper assembly over the rotor and down into the opening in the caliper mounting bracket. Make sure the bleeder screw is point up. Install the caliper mounting bolts and tighten them.
- 10) Put a small amount of grease on the O-Ring supplied in the kit and install it in the groove in the dust cap. Push the dust cover into the hub using hand pressure only, **NO HAMMERS!** If the dust cover comes back out, (due to air trapped in the hub) remove the O-Ring, cut it with a pair of scissors and remove about 1/4" from one end. Re-install the O-Ring in the cap and put the cap back on, the trapped air will come out through the gap. The O-Ring will expand and close the gap.
- 11) Install the other side the same way.
- 12) Connect a "banjo" style brake hose of the appropriate length to the caliper using the correct (10mm) banjo bolt and sealing washers, one either side of the banjo. Anchor the other end of the hose to the bracket coming in from the **top** side of the bracket. This will not be a problem since you are going to have to re-plumb the system for the dual master cylinder and proportioning/metering valve. If you would like to retain the original configuration contact us and we can tell you hot to make an additional mount to accomplish this.
- 13) Push the calipers all the way inboard so that the outer pad touches the rotor braking surface. Remove the lug nuts installed in Step 8 and install the wheel and tire assemblies, (remember the masking tape). Make sure that everything fits correctly and that the wheel turns freely without rubbing or binding. If all is well install a couple of lug nuts and re-check. Turn the wheels full right and left to make sure nothing rubs. Remember the suspension also goes up and down. Check the brake hoses also. Remove the wheels and tires as you can bleed the brakes.
- 14) Fill and bleed the system, make sure everything is tight and re-install the wheels and tires. Tighten the lug nuts and you are done.

NOTE: EC-13768/EC-13769

Rotors: 1988-1995 13" Corvette

Calipers: 1979-1987 1/2 Ton Chevy/GMC Pick-up, (new)

