

**Installation Instructions for GM 5 Lug Rotor to Mustang II (74-80) and Pinto (71-73, 73-80)****PLEASE READ INSTRUCTIONS COMPLETELY PRIOR TO INSTALLATION.**

This kit is designed to use the following General Motors Rotors and Calipers:

**Buick** - 69-72 Century, Regal, Skylark, Special , G.S.

**Chevrolet** - 69 Camaro  
69-72 Chevelle, Malibu, Monte Carlo, El Camino  
69-74 Chevy II, Concours, Nova

**Oldsmobile** - 69-72 Cutlass, F85, 442, Vista Cruiser  
73-74 Omega

**Pontiac** - 69 Firebird  
69-72 Grand Prix, GTO, Lemans, Tempest, Grand Am  
71-74 Phoenix, Ventura

**GMC** - 69-74 Sprint, Caballero

- 1) Remove stock brake caliper, rotor and caliper mounting bracket. If so desired the rotor splash guard may be retained. A small area at the bottom of the caliper opening will have to be flattened to clear GM rotor. This area will be noticeable when rotor is installed.
- 2) Clean and inspect spindle for cracks and/or damage.
- 3) Install caliper mounting bracket (NOTE: there is a right and a left as marked near the top of the bracket). onto the spindle using bolts from original installation. We recommend using new bolts, (available from Ford). Torque bolts as recommended in service manual. If you use the old bolts, loctite them in place.
- 4) Remove the stock GM grease seal and inner and outer bearings - including the bearing outer races from the hub. Replace both inner and outer bearings and races with stock Ford Pinto/Mustang II bearings and races. They have the same O.D. and will fit right in. **DO NOT ATTEMPT TO USE THE FORD BEARINGS WITH THE GM RACES - IT WON'T WORK.** We recommend using new bearings.
- 5) Install the grease seal supplied in the kit into the GM hub using a flat piece of steel plate, (or equivalent). Seal must go in straight, **DO NOT** attempt to drive it in by tapping around the circumference.

- 6) Install rotor on spindle followed by Ford outer bearing and the special nut/washer supplied in the kit.
- 7) Adjust bearings as required, (see Ford manual if in doubt). Install stock wheel bearing nut locking ring and cotter key. Install bearing dust cover.
- 8) 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.
- 9) Remove the stock Ford brake hose, (if applicable) and replace with one from a 69 Camaro or equivalent. This hose will fit both the caliper and the stock brake lines, (3/16") in the car. For early Pintos an adapter can be obtained at your local parts house to connect this hose to a 1/4" line.
- 10) Fill the system with the correct fluid, bleed and inspect for leaks.
- 11) Check for any brake caliper/rotor/wheel interference.

**NOTE:** The grease seal supplied in this kit is not a commonly used seal when compared to a standard GM or Ford seal. It is however available from any bearing supply house or as a replacement part from us. Use only a National seal, other brands are too thin and distort on installation.

Although we realized that this seal is a minor problem it was chosen due to its being the only available seal of the correct size to mate the Chevy rotor to the Ford spindle, thus allowing us to market the kit at a reasonable price without requiring machine work. If you so desire you can have your GM rotor machined to accept the standard Ford grease seal. Most any replicable shop can handle this project. If you prefer we at ECI can provide this service on your rotors for \$50.00 per pair plus shipping.

Again we are sorry for any problem this may cause you but we felt it was better than selling a kit for \$200 more with two new and machined rotors.