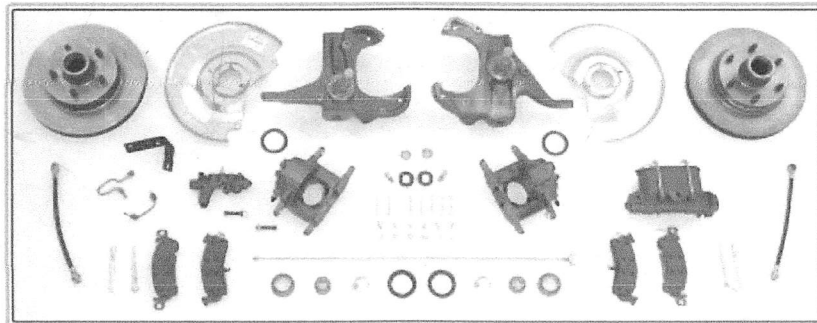


1967-1987 BRAKE KIT COMPONENT LIST

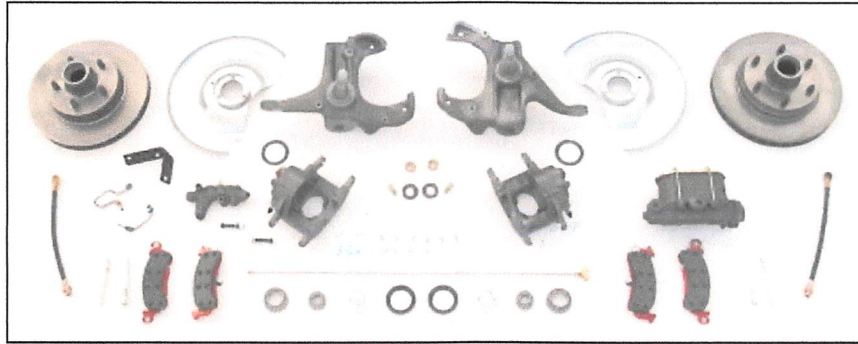
Thank you for purchasing and Early Classic Disc Brake Conversion Kit. Every effort has been made to ensure that your kit is complete. Please verify that your shipment contains the following components before proceeding with installation.

- | | |
|--|--|
| 2 - Disc Brake Spindles | 2 - Brake Hose horseshoe clips |
| 2 - Disc Brake Rotors | 2 - Inner Bearings |
| 2 - Brake Calipers - Loaded with Pads and mounting bolts | 2 - Outer Bearings |
| 2 - Backing Plate Dust Shields - with Vibration Rings and hardware | 2 - Inner Grease Seals |
| 2 - Dust Caps | 1 - Master Cylinder |
| 2 - Slot Washers | 1 - Proportioning Valve - with Bracket, bolts, and prebent Lines |
| 2 - Castle Nuts | 1 - 30" x 3/16" Brake Line - with T-Fitting |
| 2 - Brake Hoses - with Banjo Bolts and copper washers | 8 - 1/8" Cotter Pins |



If you have any questions concerning the installation of this or any other Early Classic component, please call our technical support line at (559) 291-1611.

903-6770DBC5/6 1967-1970 CHEVY / GMC 1/2 TON
DISC BRAKE SPINDLE CONVERSION KIT
INSTALLATION INSTRUCTIONS



The installation of the Early Classic Enterprises suspension and front brake kit is a complicated process, and should not be attempted by those who are mechanically inexperienced or unsure of their abilities. Failure to use high quality tools and jacks, safe practices, and proper safety equipment such as eye protection, could result in serious physical injury. We recommend this installation be performed by an experienced brake or suspension shop.

READ THESE INSTRUCTIONS BEFORE INSTALLING

Step 1: Support truck by placing jack stands or lift arms under the truck's frame just behind the wheel wells. Remove front wheels. Now is a good time to inspect brake assembly and suspension components for signs of wear and damage.

Step 2: Remove the front brake drum (Fig. 2a). With drain pan in place, loosen the steel brake line fitting at the brake hose (Fig. 2b). After draining all brake fluid, remove the retaining clip holding the brake hose.

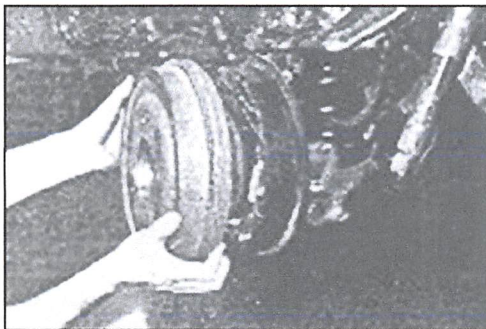


Fig. 2a

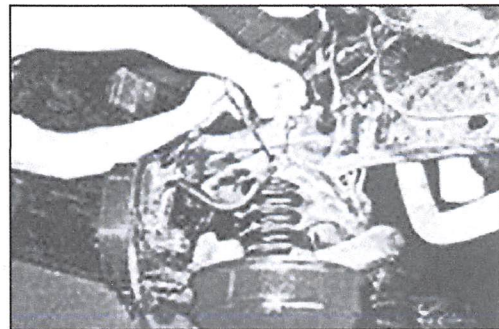


Fig. 2b

Step 3: Remove the outer tie rod end cotter pin and loosen the castle nut (Fig. 3a). The tie rod ends and ball joints can be removed using several methods. A pickle fork can be used, but will damage the grease boots. A ball joint puller can be purchased or rented, or, you can strike the steering arm or spindle assembly with a heavy hammer (Fig. 3b). **Caution:** Always make sure to use protective eyewear.

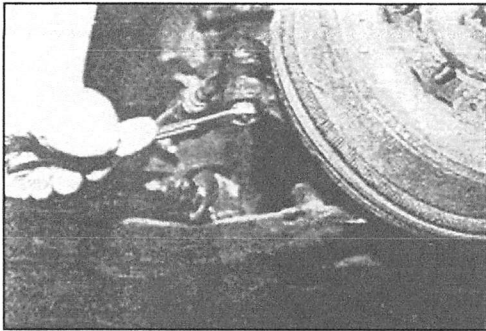


Fig. 3a

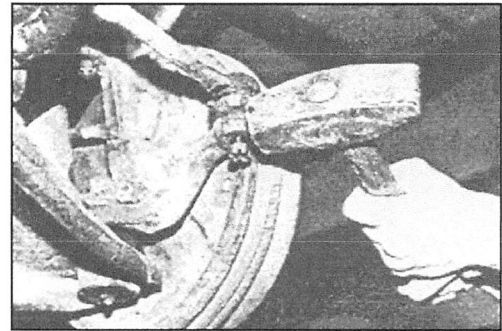


Fig. 3b

Step 4: Unfasten the two steering arm retaining bolts and remove the steering arm (Figs. 4a, 4b).

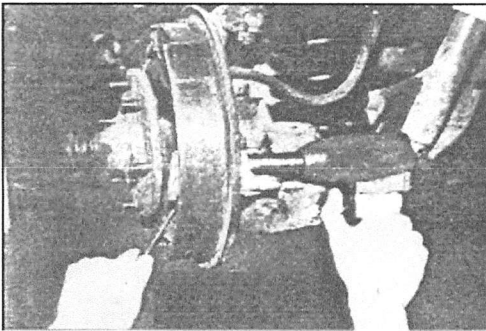


Fig. 4a

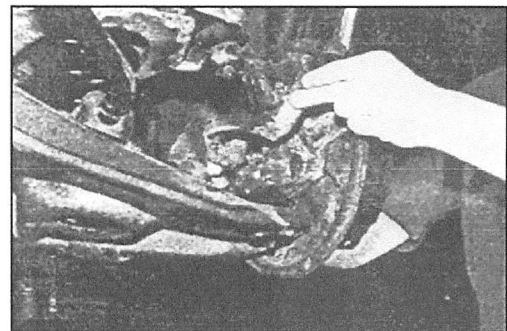


Fig. 4b

This will allow access to the lower ball joint. Remove the upper and lower ball joint cotter pins and loosen the castle nuts (Fig. 4c). Use the same method as the tie rod ends to pop the ball joints loose (Fig. 4d). Make absolutely certain that the castle nuts are still threaded partially on the ball joint stems. This will prevent the front springs from exiting the vehicle under great pressure.

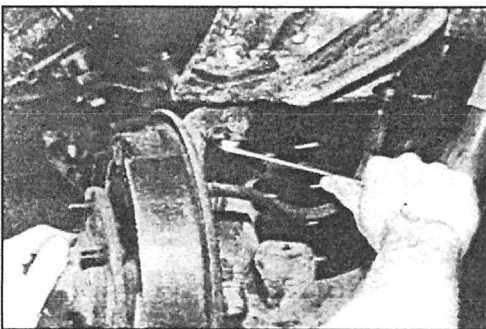


Fig. 4c

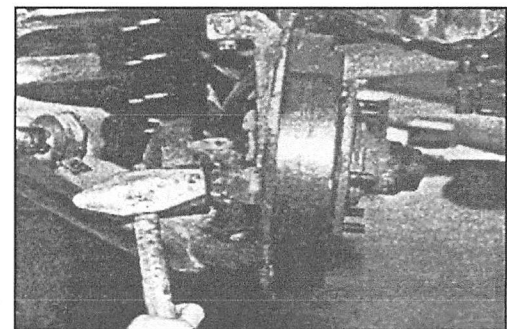


Fig. 4d

Step 5: Using a floor jack, raise the lower control arm to relieve spring tension against spindle. Remove the ball joint nuts and remove the stock spindle (Fig. 5a). Place the Early Classic Spindle onto the lower ball joint (Fig. 5b).

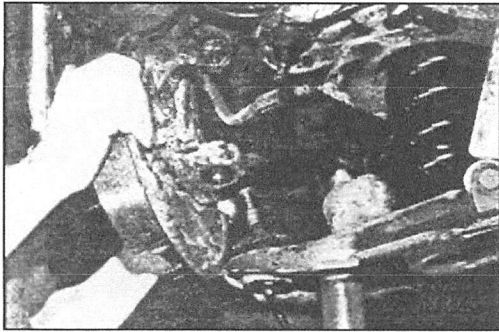


Fig. 5a

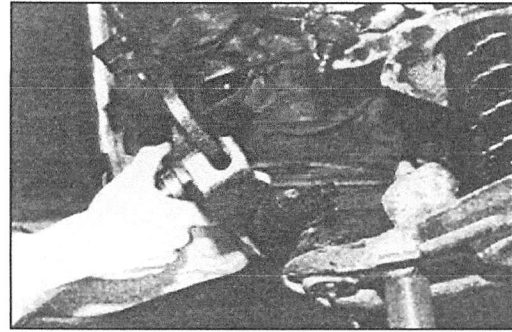


Fig. 5b

Lift the upper control arm and insert the upper ball joint into the spindle (Fig. 5c). Tighten the ball joint nuts to 50 ft. lbs., and the lower ball joint to 90 ft. lbs. (Fig. 5d). Install the new cotter pins included with your kit. Install the outer tie rod and torque to 35 ft. lbs. Install the new cotter pins.

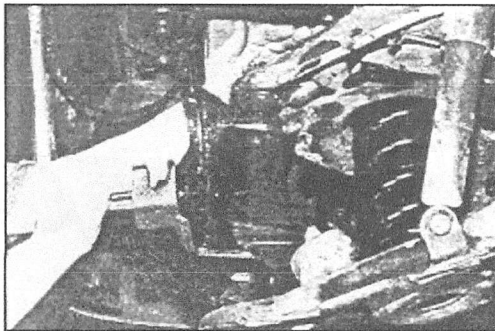


Fig. 5c

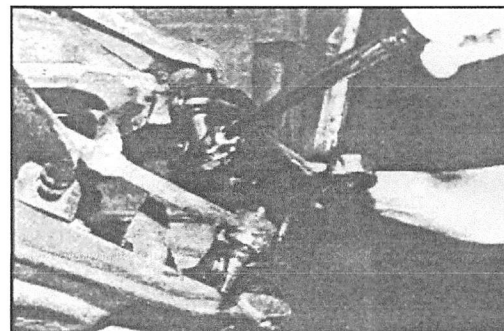


Fig. 5d

Step 6: Install the vibration ring gasket and dust shield using the supplied 5/16" bolts and lock washers (Figs. 6a, 6b).

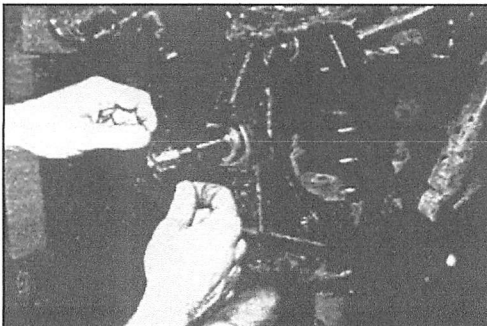


Fig. 6a

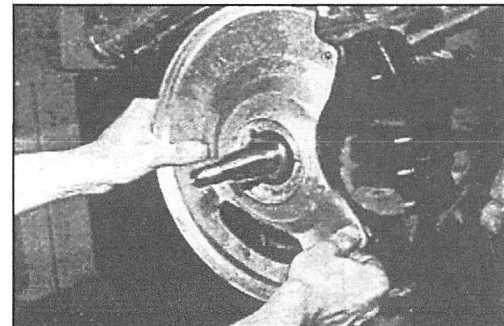


Fig. 6b

Coat the spindle pin with high temp grease (Fig. 6c). Pack the new inner wheel bearings thoroughly with high temp grease and install into the new rotor. Install the new inner grease seal by gently tapping into place with a hammer (Fig. 6d).

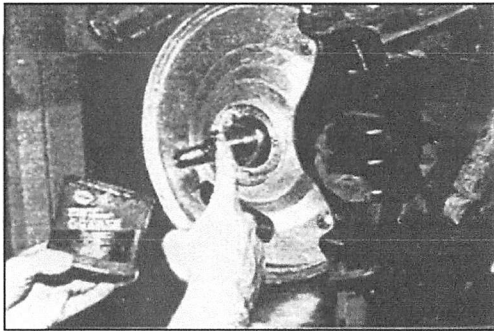


Fig. 6c

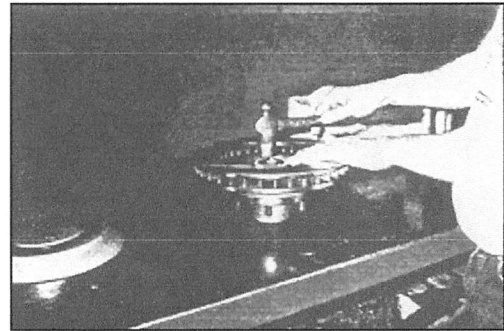


Fig. 6d

Step 7: Install the rotor onto the spindle pin (Fig. 7a). Pack the new outer wheel bearing with high temp grease and install with the slotted washer and the castle nut (Fig. 7b).

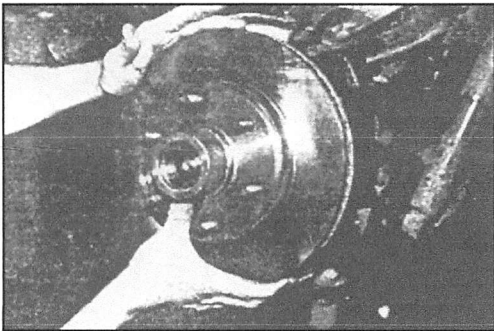


Fig. 7a

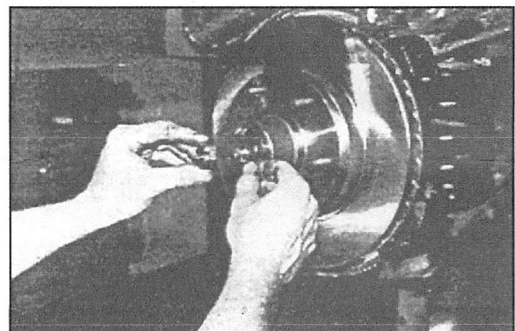


Fig. 7b

Torque the spindle nut to 15 ft. lbs. to seat the bearings (Fig. 7c). Then back off the nut to align cotter pin at nearest slot (Fig. 7d). Install cotter pin.

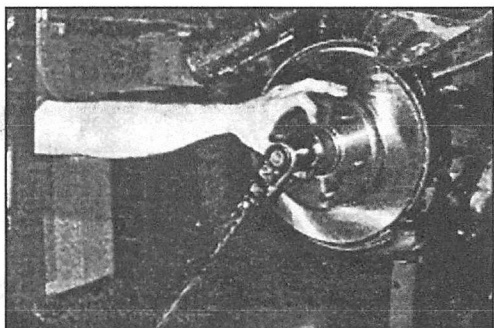


Fig. 7c

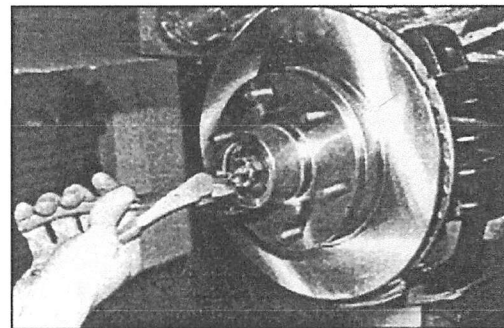


Fig. 7d

Step 8: Install the brake caliper onto the spindle using the included hardware. (There are left and right-hand calipers. Make sure the bleeder screws are pointing up). Torque the caliper bolts to 35 ft. lbs. (Fig. 8a). The brake hose attaches to the caliper using the supplied banjo bolts. Make certain that you install the copper washers on each side of the brake hose fitting (Fig. 8b).

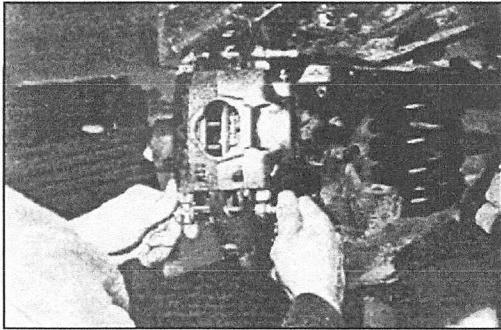


Fig. 8a

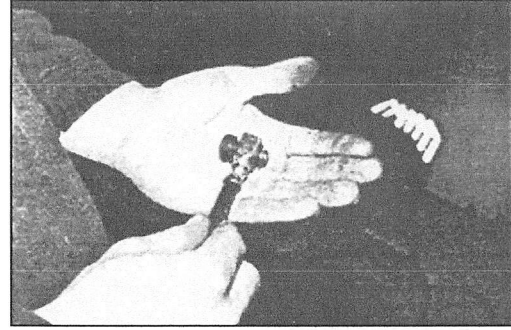


Fig. 8b

Torque the banjo bolts to 22 ft. lbs. The new brake hose can be installed into the stock brake hose bracket with slight enlargement of the hole with a die grinder or file or supplied brackets may be installed in place of factory brackets. Secure the hose with horseshoe retainer clips and connect the hose to the seal line.(Fig. 8d).

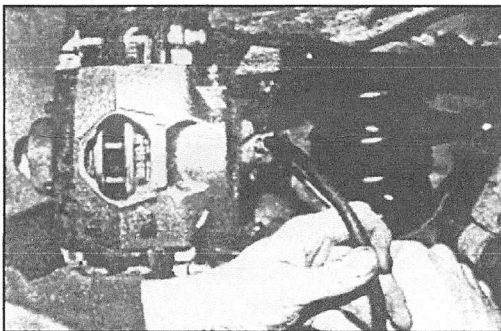


Fig. 8c

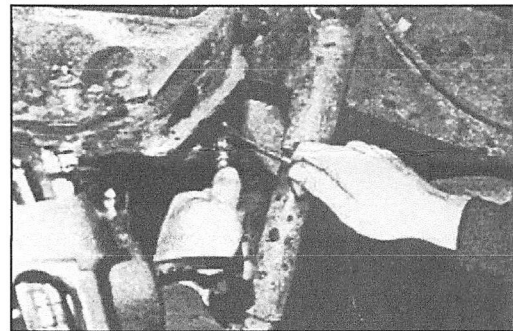


Fig. 8d

Step 9: Remove the vertical brake lines below the brake light switch (Fig. 9a). Unbolt the master cylinder from the firewall (Fig. 9b). If a power brake booster is to be utilized, it should be installed at this point (prior to new master cylinder). The new master cylinder must be pre-bled before installing (Fig. 9c). After bench bleeding, the master cylinder and the proportioning valve are installed as shown in Fig. 9d.

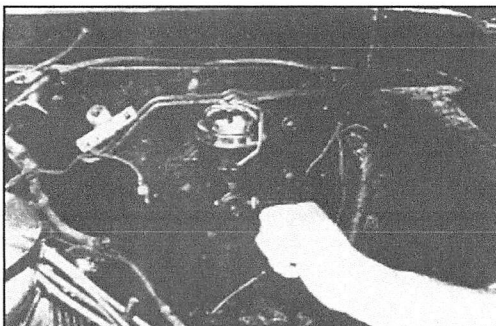


Fig. 9a

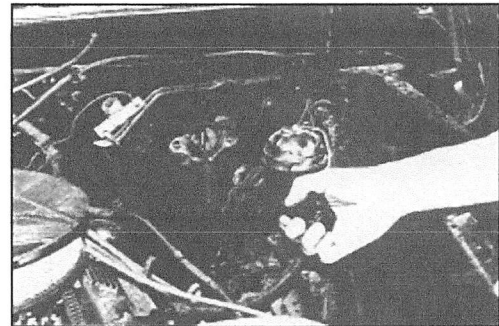


Fig. 9b

The prop valve sits at an approximate 45 degree angle to the master cylinder. The supplied candy cane shaped adaptor line attaches between the back of the prop valve and the original 1/4" rear brake line. The 3/16" front brake line supplied with your kit replaces the original 1/4" factory front vertical brake line. Bend the new front line to fit along side the original rear brake line down to the crossmember (Fig. 9e).

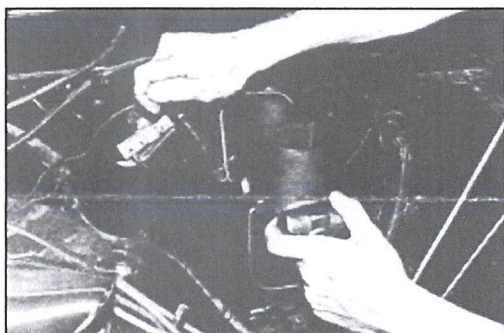


Fig. 9c

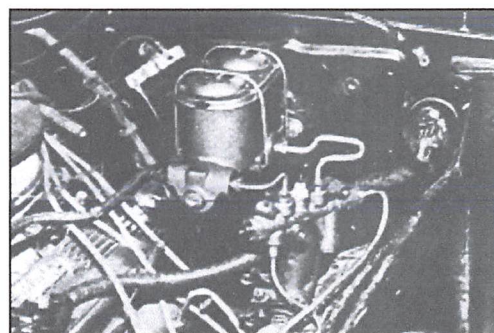


Fig. 9d



Fig. 9e

Step 10: On the crossmember, disconnect the horizontal brake lines from the T-fitting and replace with the new T-fitting supplied in the kit (figs. 10a, 10b). This will allow the new vertical line from the proportioning valve to attach to the left and right factory brake lines. Double check all brake line fittings and bleed the entire brake system, starting at the farthest wheel from the master cylinder and working forward. Make sure to check the master cylinder fluid level after every 2-3 pumps of the brake system.



Fig. 10a

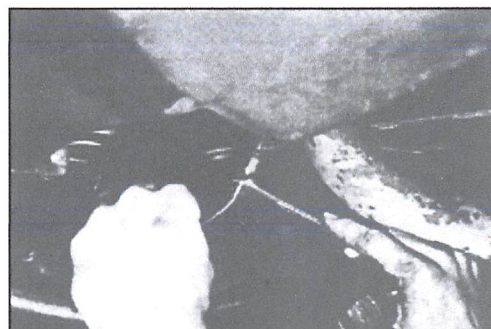


Fig. 10b

If you have any questions concerning the installation of this kit, please call our technical support line at (559)291-1611.