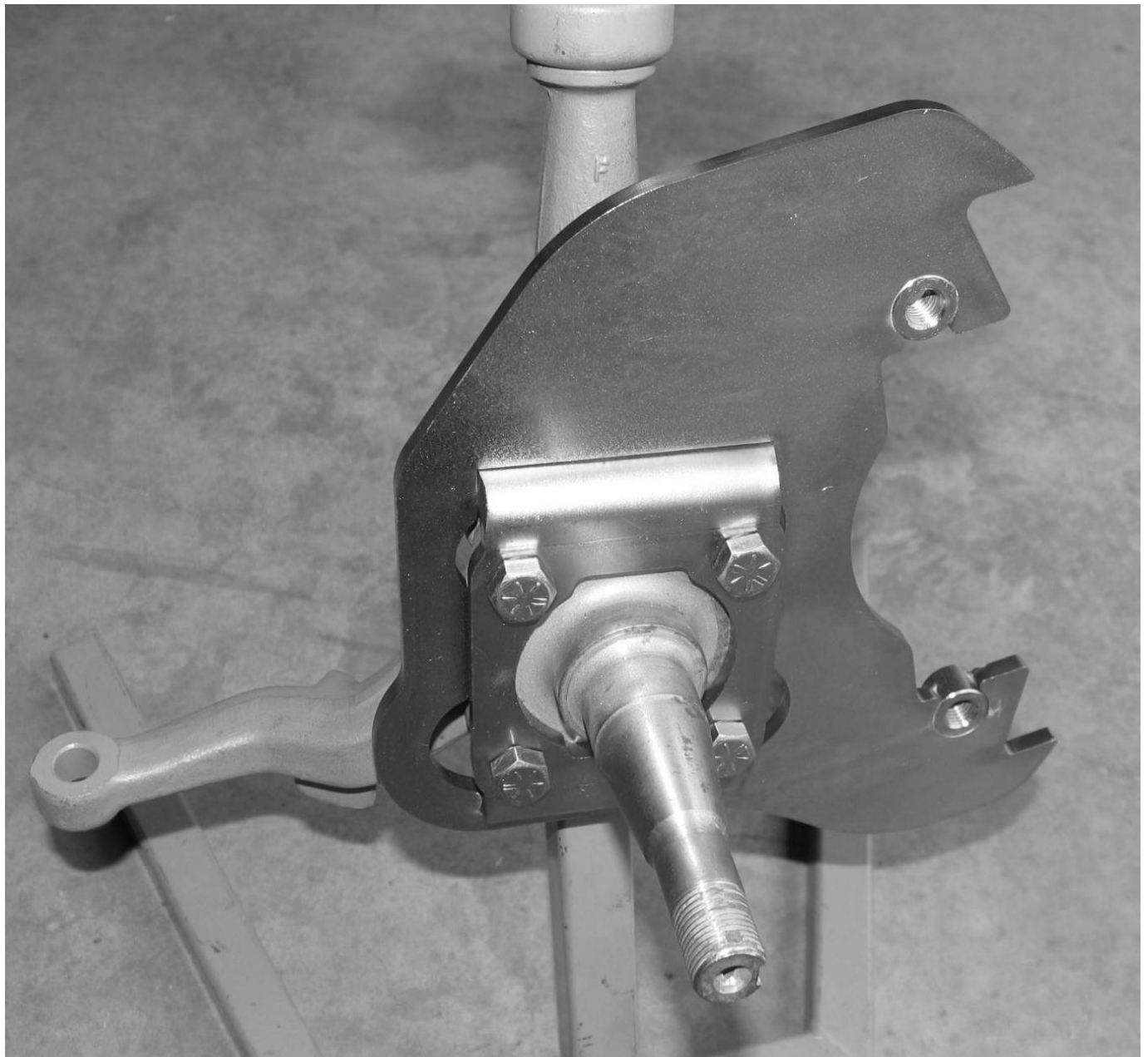


1964-78 AMC Front Disc brake conversion 15-18" wheel

1. Crack front wheel nuts loose, chock up rear wheels. Jack up front end of car, support outer control arms with jackstands. Remove front wheels, drum/hub assembly. Put a few drops of penetrant oil on brakeline nuts where they screw into rubber lines.
2. Disconnect brake flexible line at frame by unscrewing hardline nut with flare wrench, then removing clip. Undo and remove drum retaining bolts. Remove drum backing plate, hose and all drum hardware in one assembly. Clean off spindle assembly well.
3. Bracket can be placed with caliper either trailing or leading spindle. Test both ways to see which works best (AMC had a lot of configurations!) for clearance from shocks, sway bars, etc. Once you decide which placement works best, make sure no dirt is lodged between spindle and plate and tighten bolts to 42 ft-lbs. Note bracket is **outside of the spindle**, not sandwiched between it and the upright.



4. Slide bearing spacer onto spindle with inner taper facing spindle. If too loose a few drops of Locktite Red will hold, if too snug heat in oven to 450* and install.
5. Pack wheel bearings. Install new seal. Assemble rotor onto spindle, tighten outer nut to spec, then secure with keeper, new cotter pin and dustcap.
6. Wipe down rotor with alcohol, lacquer thinner or other cleaner. **Wash hands! Rotors must be squeaky clean.**
7. Load calipers with pads and test fit caliper onto bracket. Check wheel fitment also, rotate wheel to guarantee clearance. Some rims may require rounding off the caliper corners. If all is well, lightly lubricate caliper contact point of brackets. Slide assembly into caliper bracket. Make sure bleed screw faces upward- if not, reverse caliper sides. If outer edge of caliper interferes with bracket, file **caliper** to remove burrs. Tighten caliper bolts to 35 foot-pounds.
8. Test fit hose first with a piece of 3/8 fuel line. If 15" length works best, use 1979-81 Camaro front. If 17" works better, use 1979-85 Eldorado front (Eldo only: remove bracket by cutting a slot in bracket 80% in, then bending away bracket). You may need to file a slot in hardline retainer for hose fitment. Some hardlines are 7/16" – you will need to change the hardline nut or order custom hoses or use Weatherhead adapter #7828
9. Master cylinder and proportioning valve specs are quite varied. I would recommend NAPA 1968-75 AMX manual (or power if you have a booster) disc master cylinder for best effect. Plumb in an adjustable proportioning valve in the line going to the rear cylinders, or use a disc proportioning valve.
10. Bench bleed disc master cylinder. Mount MC on car, then gravity bleed entire system first to eliminate most of the air, then pump bleed and test, otherwise your distribution block may jam from a pressure imbalance. Another method is to use a suction device at the caliper, both Griot's and Harbor Freight have air-powered units for less than \$40 that work very well.
11. Replace wheels, install lug nuts, lower car and torque nuts to spec. Test drive carefully- no hard stops, a series of 30 smooth stops from 30mph with 30 seconds cooling between each stop will bed in the pads properly.

Part	Application	NAPA	Wagner	Raybestos
Rotor	2001-05 Sport Trac 2WD front	4888002	BD125726E	680021
Caliper, LH	1988-91 GMC 1500 Reg. Cab	SE4853	CR116290	RC4416SS
Caliper, RH	1988-91 GMC 1500 Reg. Cab	SE4852	CR116291	RC4415SS
Wheel Seal	2001-05 Sport Trac 2WD front	NOS 19223	Timken 9150S	SKF19223
Bearing, Inner	2001-05 Sport Trac 2WD front	BR5	Set 5	A5
Bearing, outer	2001-05 Sport Trac 2WD front	BR2	Set 2	A2
Dustcap	2001-05 Sport Trac 2WD front		NOE 7351424	Dorman 618-503

JAV B20 Brackets, Javelin spacers, Set 5. Set 2, Seals, dustcaps, Metric banjo bolts, Hose clips, Cotter pins

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Thank you.