# 1964-78 AMC Front Disc Brake Conversion
# Installation Instructions

1. Break front wheel nuts loose and chock rear wheels to secure vehicle in place.

2. Jack up front end of car and support vehicle with appropriately-rated jackstands.

3. Remove front wheels followed by the drum/hub assemblies.

4. Disconnect brake flexible lines at frame by unscrewing hardline nuts, then removing clips. Undo lower drum backing plate nuts, and remove upper drum bolts. Remove drum backing plates and hardware as assemblies. Clean off spindle assemblies.

5. Place adapter plates over spindles with caliper bolt retaining nut welds facing inward if we supply the hubs, or, outwards if using the OEM drum hubs (the caliper openings will be on the trailing side of the control arms in this instance). Some applications may work better with the calipers mounted towards the front. Make sure no dirt is lodged between spindles and plates. Temporarily mount calipers to verify that they clear suspension components throughout steering travel left to right.

6. If you are reusing the stock drum hubs, separate the drums from the hubs. The easiest way to do this is with a swage cutter. Another method is to pilot drill the stud heads in a mill or drill press, then use a 5/8" Ø drill to remove the head. Press remains of the stud out "backwards" this will not damage the hub. Take hubs and trim outer diameter to fit inside rotors, **make sure they seat solidly** as Previa rotors sometimes have a little ridge on the inner perimeter. This can be done with an engine lathe or brake lathe; **do not grind the hub to size!**

7. Trim the base of the studs to fit rotors, or, replace studs with Moser or ARP studs, or, drill out rotor stud holes to fit over studs (5/8"+). The Previa rotor pilot hole diameter is 2.43"; AMC had several pilots larger than this so opening up the pilot in the rotor may be necessary if you are not running a six cylinder. The pilot is what centers the rotor, not the studs, so if the stud holes are larger than the studs it will not be an issue.

8. Clean and repack wheel bearings and install new seals. Assemble machined hubs onto spindles, tighten outer nuts to spec, then secure with keeper, new cotter pins and dust caps.

9. Place rotors onto hubs and run two or three lug nuts down finger tight to retain rotors. Give each a spin to verify that the runout is no more than 0.005". Wipe down rotor with alcohol, lacquer thinner or other cleaner. **Wash hands to prevent grease contamination of rotors and/or pads.**

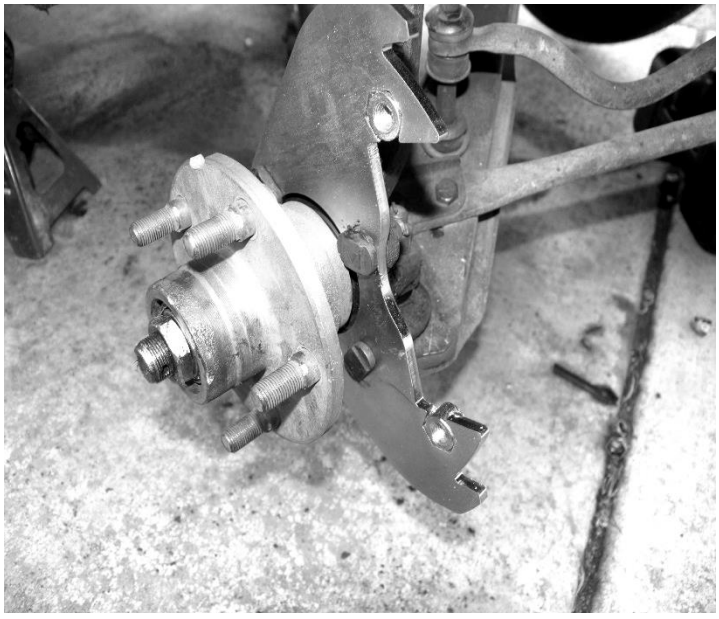
10. Test fit calipers onto brackets. If you are reusing the drum hubs, there were several different offsets used, so you may need to swap brackets side to side for clearance. Lubricate caliper contact points of brackets. Slide assembly into caliper brackets. Make sure bleed screws faces upward - if not, reverse caliper sides. Some calipers have a small nub that interferes with fitment – remove this nub with a hacksaw, or cut-off wheel. If outer edges of calipers interfere with brackets, file **calipers** to remove burrs- **do not file brackets**. Tighten caliper bolts to 35 foot-pounds. Check fitment and rotate rotors again to check clearances.

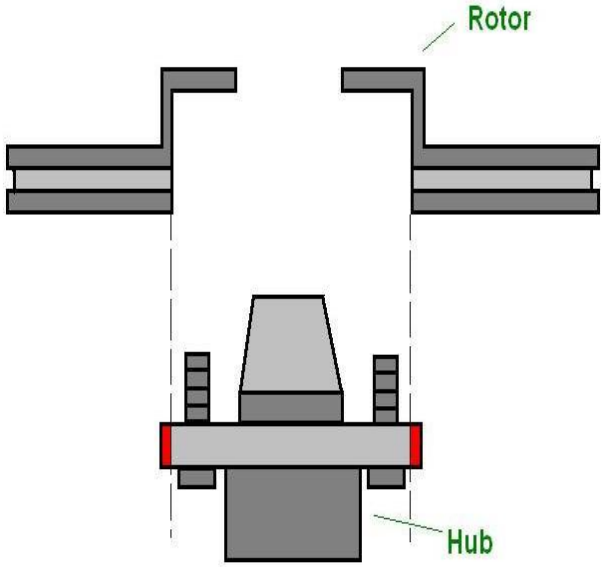
11. Test fit hoses first with a piece of 3/8 fuel line. If 15” length works best, use 1979-81 Camaro front hoses. If 17” works better, use 1979-85 Eldorado front hoses (Eldo only: remove bracket by cutting a slot in bracket 80% in, then bending away bracket). You may need to file a slot in hardline retainer for hose fitment. Some hardlines are 7/16”, if encountered, you will need to change the hardline nuts, order custom hoses, or use Weatherhead #7828 adapters.

12. Master cylinder and proportioning valve specs are quite varied. We would recommend using a 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.

13. 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 affordable air-powered units that work very well.

14. 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 | 1991-94 Toyota Previa front rotor w/ rear drum option | | | |
| | | 48-86174 | BD125058 | 96174 |
| Caliper, LH | 1990 Chevy Celebrity | N4745 | L107084 | RC4234 |
| Caliper, RH | 1990 Chevy Celebrity | N4746 | L107085 | RC4233 |
| Brake pads | 1990 Chevy Celebrity | TS7136M | MX215 | |
| Wheel Seal* | 1983-94 Ranger 2WD | NOS19221 | SKF 19221 | Timken 6815 |
| Bearing, Inner | 1983-94 Ranger 2WD | BR6 | A6 | |
| Bearing, outer | 1983-94 Ranger 2WD | BR2 | A2 | |
| Dustcap | 1983-94 Ranger 2WD | NOE 7351424 | Dorman 618-503 | |

*If using our new hubs. If not, use the same seal as in your stock drum hubs

Supplied components: Caliper mounting plates, metric banjo bolts, hose clips and cotter pins

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