1963-1970 CHEVY TRUCK
DISC BRAKE KIT

1. Place the truck on jack stands
2. Remove the front wheels
3. Place the floor jack under the lower control arm.
4. Drain the master cylinder (plan to replace it according to disc/drum vs disc/disc)
5. Place catch pan below the front wheels and disconnect the front flex hoses to the wheel cylinders
6. Disconnect the sway bar from the end links.
7. Disconnect the upper shock absorber mounting bolts.
8. Disconnect the outer tie rods from the drum spindle, inspect or replace the outer tie rod ends as necessary.
9. Remove the cotter pins from the castle nuts securing the upper and lower ball joints.
10. Loosen the castle nuts but do not remove them.
11. Raise the floor jack under the control arm to slightly compress the coil spring.
12. Use a ball joint separator tool to separate the ball joints from the spindle.
13. At this point the drum spindle should be loose and ready to be removed.
14. You can either choose to remove the drum from the spindle or remove it all at once.
15. Make sure the jack supports the lower control arm before proceeding.
16. Remove the castle nut from the upper and lower ball joints.
17. Slowly lower the floor jack to relieve coil spring tension.
18. Pay attention to the spring as the control arm is lowered.
19. Once the spindle clears the upper ball joint, remove the drum assembly and spindle.

Replace the ball joints

1. Replace the upper and lower ball joints at this time.
2. The upper joints are riveted in and replacements use bolts to fasten it.
3. The lower ball joints are pressed in and will require using a ball joint press tool to replace them.
4. It is critical to start the lower joints correctly and drive them in true to the control arms.
5. Once the ball joints are replaced, proceed to installing the spindle.

Installing the spindle

1. Install the spindle with the steering arm in the same orientation as the drum spindle.
2. The steering arms should be pointed towards the front of the vehicle.
3. Mount the spindle and guide the spring back into position while raising the lower arms with the jack.
4. Attach the castle nuts.
5. Swing the spindle in the complete range of motion to verify turning action.
6. Now tighten the castle nuts to their final torque and insert the cotter pins.
7. Next connect the outer tie rod ends, torque the nuts and install the cotter pins.
8. Mount the dust shield onto the spindle.
9. Connect the sway bar end links.

Mounting the rotor

1. Prepare the rotor by cleaning it with brake cleaner and wiping it down.
2. Test fit the all four wheel bearings on the spindle shafts.
3. It may be necessary to dress the shaft with 180 grit sandpaper to ease the bearings onto it.

4. Once the bearings are verified to fit onto the spindle, pack the bearings with hi temp bearing grease.
5. Next insert the inner bearing into the rotor.
6. Now install the grease seals using a wooden block or blunt object.
7. Insert even more grease down inside the hub and bearing.
8. Place the brake rotors onto the spindle shafts.
9. Pack more grease into the rotor and Insert the outer wheel bearing.
10. Now install the spindle nut washers and castle nuts.
11. Torque the nuts to spec and insert the cotter pins.
12. Wipe off excessive grease.
13. Install the dust caps with a wooden block or blunt object.
14. Test spin the rotors.

Prepare the calipers and pads

1. Put disc brake quiet on the back side of each brake pad and allow for drying time.
2. Insert the pads into the caliper.
3. Insert the caliper into the spindle mounting ears.
4. You may need to move the slide sleeves.
5. Put slide pin grease on the caliper slide bolts.
6. Install and torque down the mounting bolts.
7. Install the brake flex hose with a copper washer on each face of the banjo bolt flange.
8. Spin the rotor by hand.
9. Wipe down the rotors one final time and spray them with brake cleaner.

Finishing up

1. Mount the wheels and fasten the nuts.
2. Turn the steering wheel lock to lock and verify all components travel freely as they should.
3. Raise the vehicle and remove the jack stands.
4. Torque down the lug nuts.
5. Grease the upper and lower ball joint and the tie rod ends.
6. This completes installation of the wheel kit, but you must also have installed the correct brake proportioning valve and master cylinder as well.
7. Once the correct components are in place, add brake fluid and bleed the brakes in the order of:
8. right rear, left rear, right front, left front.
9. Test the brake at slow speeds, re-bleed as needed, and test drive the vehicle again.
10. Gradually work up to higher speeds to test the brakes.
11. As a final measure, double check all bolts are tight and no fluid is leaking.