

Assembly Instructions front # 1390

1965 – 1983 AMC FRONT DISC BRAKE CONVERSION

Replacement and Additional Parts

78 - 87 C20 JB6-JD6 (our part # 3010)

14" Braided Front-Line Set (our part # 3702-14)

18" Braided Front-Line Set (our part # 3702-18)

Installation Instructions

Remove drum, hub and backing plate.

Bolt the upright, 2- 1/8-inch stock spacers, caliper bracket with the welded sleeves outboard (wheel side) and spindle together.

If you have the spindle with a .890 base, you will have to either machine it to .520 or get the .520 spindles.

Press in the new studs. These studs are a little tight. You could run a hand grinder in the hole to open them up a little.

Install the hub and set the bearings per your service manual.

Don't Make This Mistake...

Install the rotors.

There are times when the rotor won't go on the studs because the studs won't line up with the holes in the rotor. In most cases the studs aren't completely straight. Note the direction the end of the stud needs to go. Put a nut on the stud (to avoid damage) and hit the nut with a hammer. Keep doing this until the rotor slides on without forcing it.

Install the calipers so that the bleed screw is facing up. If it is facing down use the other caliper. Make sure the projections on the bottom of the calipers don't touch the bracket.

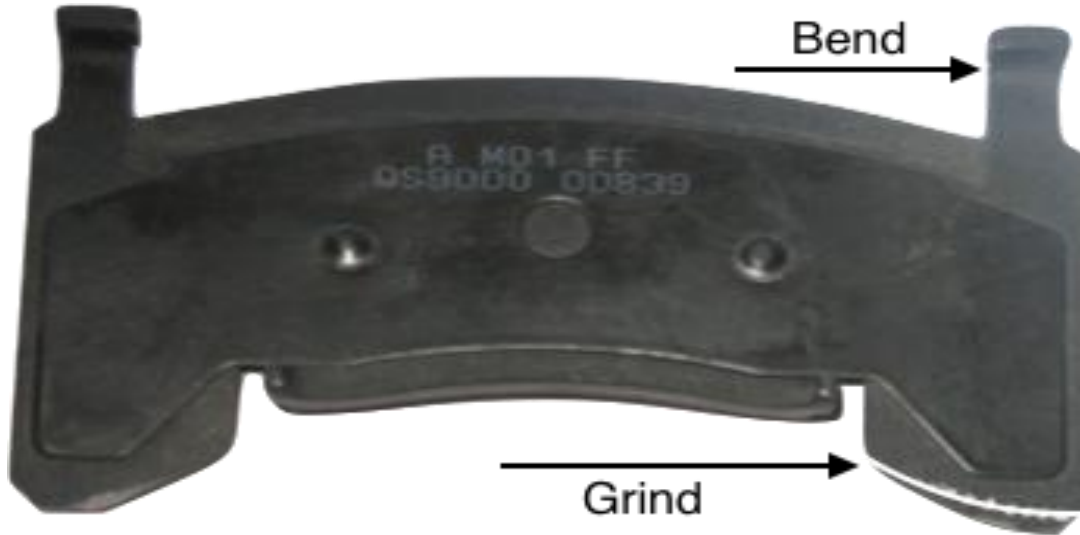


To Avoid the Above Outcome, Follow the Below Instructions...

1. When installing pads, the two tabs should be bent to firmly hold the pad to the caliper. You must take the pad off.
2. Bend the ears and then install with a plier
3. The pad needs to be firmly fixed to the caliper. This raises the pad up and lets it move off the rotor when the brakes are released. It also keeps the pad from rattling.
4. If the pad is slightly above the rotor it will not hurt anything. the part above the rotor will just wear above the rotor and it will look a little strange when the pads are changed. If the metal

backing of the pad still touches the rotor hat, grind off some of the metal on the pad bottom as in the photo.

5. SEE BACK FOR TIGHT FITTING PADS TO ROTOR SURFACE



Sometimes the pads are tight. If you encounter this. You can quickly solve this issue.

Grab some 80 grit or courser sandpaper

– lay the sandpaper down on a hard flat surface

– by hand take the pad and sand the face using even strokes and firmly holding the pad flat to the sandpaper

– usually about 8-10 passes is all it takes and there is no damage being done to the pads or life taken away.

Use a flexible brake line to each caliper as they move with pad wear and when the brakes are applied.

Brake line installation instructions

****Note welding maybe required**DO NOT ATTACHED WELDING GROUND LEAD TO BRAKE LINES****

- Each New line kit comes with; 4-Crush Washers, 2-Banjo bolts (10MM or 7/16), 2-Spring "Clips", 2-1/8" thick weld tabs, 2-3/8 tube nut to -3AN adapter fittings
- Clean all sealing surfaces
- Screw the -3 to 3/8 adapter on the brake line hand tight only
- Fit the lines into the caliper hold in place with banjo bolts only do not use the crush washers. Do not tighten. You are just holding the lines in place

- Try to follow a good path that will not kink or cause a kink on the brake line you want a soft S to it. The lines must move with the calipers. Generally, you want to try to stay the same path that your hard brake lines went to the drum backing plate

BRAKE TAB IF NEEDED TO COMPLETE YOUR INSTALL



- With the above steps followed slide the 1/8" thick tab on the -3 to 3/8 adapter and then install the "C" spring clip to hold together. Locate the spot you will be welding the tab to your axle housing. Use a tack weld to hold in place. ****DO NOT CLAMP GROUND LINE ONTO STAINLESS BRAKE LINE****
- Remove the "C" Spring clip and remove line from the tab. Weld the tab in place

Final Assembly

- Now remove the banjo bolts, install one crush washer on each side of the brake line banjo fitting and torque the Banjo bolts to **12-14 (ft/lbs)**. Using the correct size wrench and socket
- Using the correct tubing nut wrench on your hardline tighten the adapter fitting down and install in the weld on tab retain using the spring C clips.

THERE IS NO GUARANTEE THAT THESE LINES ARE THE CORRECT LENGTH FOR YOUR APPLICATION. RUN THE SUSPENSION THROUGH ITS FULL MOVEMENT UP & DOWN & WITH THE WHEELS FULL LOCK EACH WAY. MAKE SURE THE LINE WILL NOT RUB ON ANYTHING ESPECIALLY THE WHEELS.

Front brake lines you need to check steering and suspension travel to ensure the lines are not being pulled tight, rub by the tire or interfere with any moving parts and or pinching actions.

You want to avoid splashing or spilling the DOT approved brake fluid on painted surfaces.

DO NOT try to force, rotate or stretch any stainless-steel brake lines it may cause failure



MINIMUM BRAKE TEST

WARNING • DO NOT DRIVE ON UNTESTED BRAKES!

BRAKES MUST BE TESTED AFTER INSTALLATION OR MAINTENANCE

- Make sure pedal is firm: Hold firm pressure on pedal for several minutes, it should remain in position without sinking. If pedal sinks toward floor, check system for fluid leaks. DO NOT drive a vehicle if pedal does not stay firm or can be pushed to the floor with normal pressure.
- At very low speed (NOT GREATER THEN 5 mph) apply brakes hard several times while turning steering from full left to full right, repeat several times. Remove the wheels and check that components are not touching, rubbing, or leaking.
- Carefully examine all brake components, brake lines, and fittings for leaks and interference.
- Make sure there is no interference with wheels or suspension components.
- Drive vehicle at low speed (15-20 mph) making moderate and hard stops. Brakes should feel normal and positive. Check for leaks and interference.

- Always test vehicles in a safe place where there is no danger to (or from) other people or vehicles.
- Always wear seat belts and make use of all safety equipment.



You **MUST RECHECK ALL FASTNERS** ARE STILL PROPERLY TORQUED AFTER THE FIRST 5, 50 MILES AND RECHECK ONE LAST TIME AT 100 MILES.