1967-69 CAMARO FRONT DISC BRAKE KIT
INSTALLATION

In 1969, Chevrolet offered the Camaro with manual or power brakes and both were available with either discs or drums. Many of the cars were ordered with just the basic manual drum brakes, but upgrading is very easy. By installing a booster and a dual master cylinder, you will increase your Camaro’s stopping power. To install disc brakes on your car, the upgrade requires the drum brake spindle to be replaced with a disc brake spindle. If you have been to a junkyard lately and asked for disc brake spindles for a 1969 Camaro, you probably got laughed at! Since the early 1980s disc brake spindles have been harder to find than hen’s teeth.

Rick’s Camaro, an Eckler’s company, offers a complete power disc brake kit, part AB-22 which includes NEW reproduction spindles, along with a new booster, master cylinder proportioning valve, rotors, bearings, seals, calipers, brake lines and all mounting hardware. With this kit all you will need is the brake fluid and few hours of your time!

Photo #1: The stock drum brake spindle has a different offset than the disc brake spindle, so even a GM disc brake bracket will not work on the drum brake spindle. This is why a new spindle must be used. The drum brake spindle has a backing plate where the wheel cylinder and brake shoes mount. The backing plate is held to the spindle with an anchor bolt at the top and two lower bolts at the bottom which also hold the outer steering arm to the spindle.

Photo #2: To remove the spindle, first the outer tie rod end must be removed. Remove the cotter pin and nut from the tie rod end, and than using a tie rod end splitter, remove the tie rod end from the steering arm.

Photo #3: Now remove the two lower bolts and nuts. This will allow the steering arm to be removed. The stock steering arm will be reused. This could be done after the spindle is removed from the car, but it makes it nice to have the spindle mounted to something solid.
Photo #4: Next remove the upper anchor bolt. This bolt has a thin flat square washer behind it. One or two of the ears from the washer will be bent over the edge of the anchor bolt. Using a chisel, drive the washer flat.

Photo #5a & 5b: To remove the spindle, a coil spring compressor MUST be used to compress the spring. By doing this, the load will be taken off the ball joints.

Photo #6: With the coil spring compressed, remove the cotter pins and nuts from the ball joints.

Photo #7a & 7b: Now using a ball joint splitter, disconnect the ball joints from the spindle and remove it from the A-arm.

Photo #8: Install the new spindle in place of the old one. Make sure to use new cotter pins on the ball joint nuts.

Photo #9: The new caliper bracket will mount to the rear of the spindle and bolt to the top of the new spindle with a 3/4” x 1” bolt. Make sure to use a small amount of thread locker on this bolt. The bolt needs to be torqued to 85 lbs.
**Photo #10:** The complete power disc brake kit, P/N AB-20 comes with two 7/16" x 2 1/2" bolts and two 7/16" x 2 3/4" bolts. The 2 1/2" bolt is for the front mount of the steering arm and the 2 3/4" bolt is for the rear caliper mounting bracket and the steering arm.

**Photo #11:** The bolts are held in place with new lock nuts. Torque these bolts to 75 lbs.

**Photo #12:** Next attach the outer tie rod end to the steering arm. Make sure to use a new cotter pin here also. Whenever installing new front end parts, always have the front end realigned.

**Photo #13:** The kit comes with new inner and outer bearings, seals, spindles nuts, washers, dust caps and cotter pins.

**Photo #14a & #14b:** The larger of the two bearings is the inner one. Install the bearing face down and make sure to pack the bearing with a good quality disc brake bearing grease.

**Photo #15:** The inner grease seal will be driven in flush with the hub.

**Photo #16:** The rotor can be slide up onto the spindle and the outer bearing can now be installed.

**Photo #17:** Next install the spindle nut washer, the spindle nut and cotter pin. Make sure to torque the spindle nut to 25 lbs. With the nut and cotter pin installed, give the rotor a spin and make sure there are no tight spots.
Photo #18: The dust cap is driven on flush with the rotor. This kit uses the large 11" rotor and big GM caliper. Many kits use the small S-10 calipers and 10" rotors. By using the larger rotors the larger inner and outer bearing are also used.

Photo #19a & 19b: The inner pad is the one that just has the ears on each end. There is an anti-rattle clip that holds the pad tight in place.

Photo #20a & 20b: The outer pad has a hole on each end. The caliper anchor pins will pass through these holes.

Photo #21: The brake hose is held to the caliper with a banjo bolt and has a copper washer on each side of the banjo block to seal it to the caliper.

Photo #22: The banjo bolt will screw into the caliper and the neck of the banjo block will fit between the two stands. This will keep the hose in place.

Photo #23: Place the caliper over the rotor with one pad inboard of the rotor and one pad outboard. Make sure the bleeder valve is to the top of the caliper. If it is at the bottom, you have the wrong caliper on the wrong side. Photo #23 shows the correct placement.

Photo #24: The anchor pins will pass through the inner ear of the caliper and screw into the caliper bracket.

Photo #25: The disc brake hose will mount to the same bracket as the drum brake hose did. It is held in place with a new clip supplied in the kit. You now have a large disc brake kit on our once drum brake front end! Next, simply follow the instructions provided with this kit for the installation of the master cylinder, proportioning valve and brake lines.