



STOP,

DROP, AND ROLLERS

Installing McGaughys Power Front Disc Brakes and Lowering Components for '60-72 Chevys

By Jeremy Cook

We've been teasing you for some time with various installations on our resident red '67 Chevy longbed, all the while never really showing an overall shot of the truck. We began by swapping the tired small-block with a Goodwrench 350 from GM Performance Parts and quickly followed it up with a

complete air conditioning unit from Classic Auto Air. Soon after, we replaced all of the front trim with the help of LMC Truck, added new gauges and a billet panel from Dolphin, and added power windows from Electric Life. Not a bad list at all, but we're happy to report that we just may have saved the best for last.

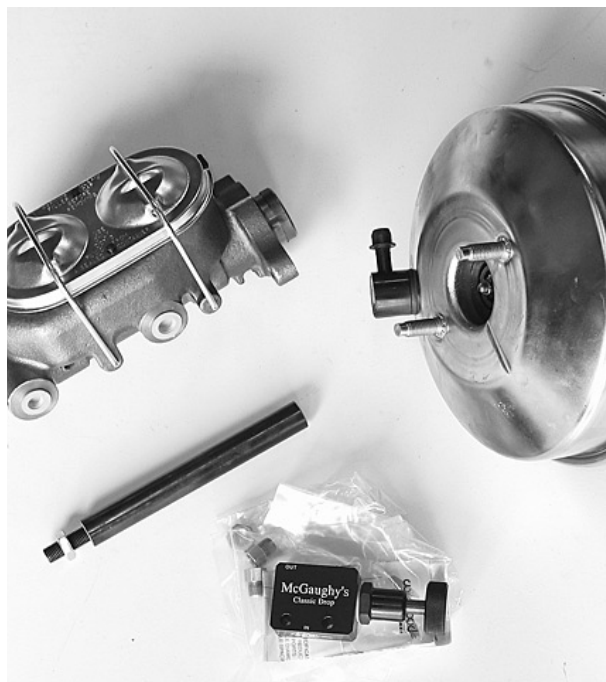


Shown here is everything that McGaughys supplies to completely transform the front-end of your '67-72. The disc brake conversion kit comes with rotors, calipers, pads, and all of the necessary hardware. We also ordered up a set of McGaughys 2 1/2-inch Classic Drop spindles, 2-inch drop coils, and shocks.



To get the rear of the truck down to match, we used 4-inch drop coils and matching shocks

STOP, DROP, AND ROLLERS



We are also adding power assist to the system using a McGaughys 9-inch booster and a Vette-style master cylinder. Also included is a McGaughys adjustable proportioning valve.



Next came the upper and lower ball joint nuts.



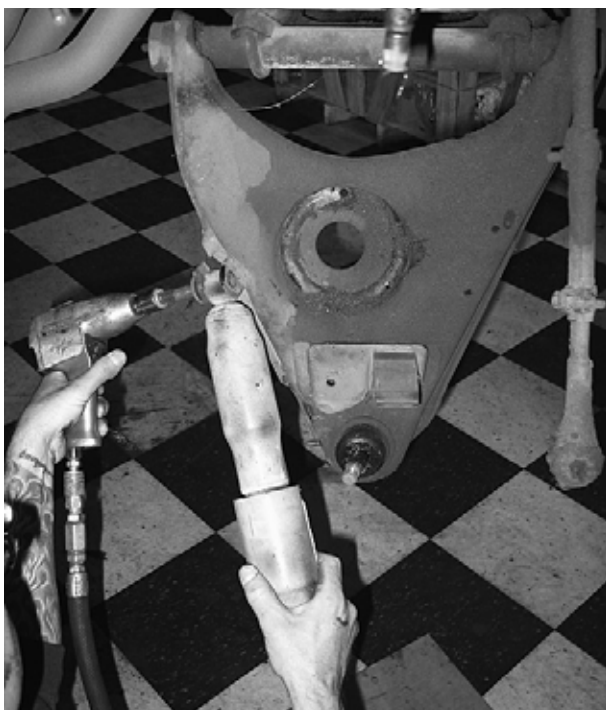
But first, the brake line was unhooked and capped.



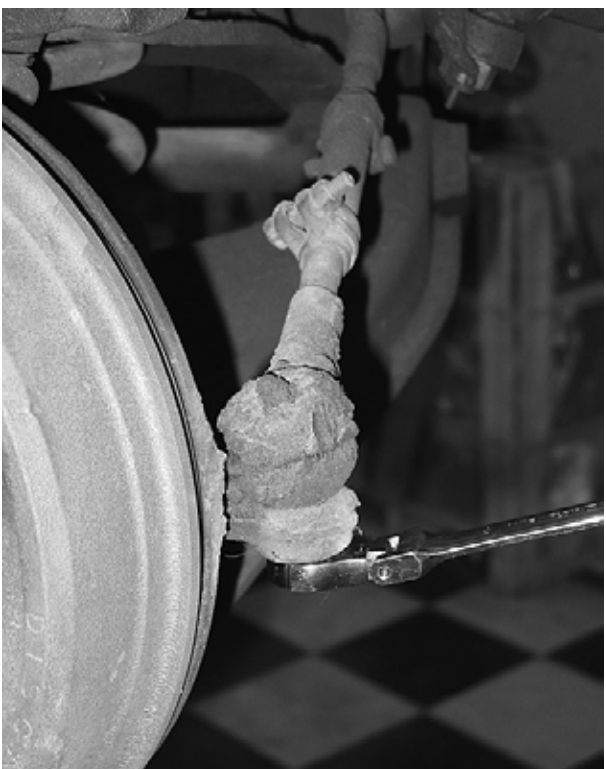
IJ starts the process by securing the truck on the lift and removing the severely outdated "saw-blade" modular wheels and worn 31-inch tires.



The min-sledge was used to break the ball joints loose from the spindle.



With the control arms hangin' loose, the old shock was removed. Then we cleaned up the area a bit to prepare for the installation.



The first item to be removed was the stock tie-rod end.

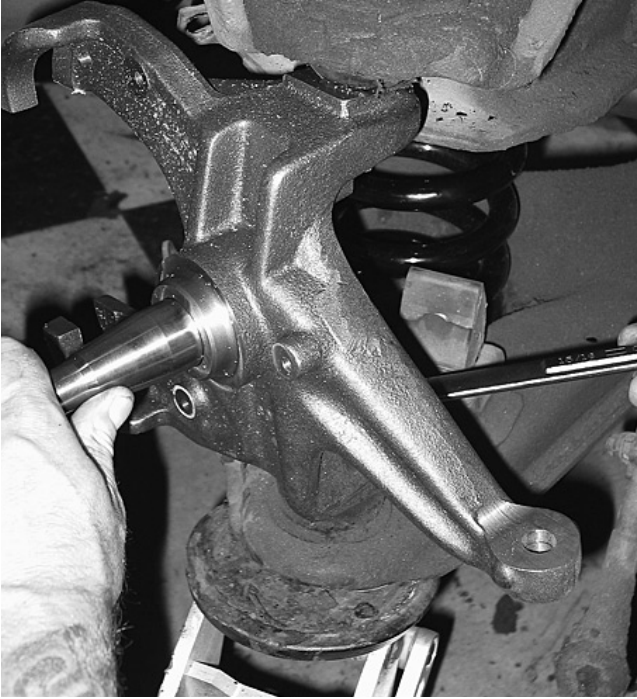


The truck was lowered down with a floorjack under the lower control arm so the complete drum and spindle assembly could be pulled off.

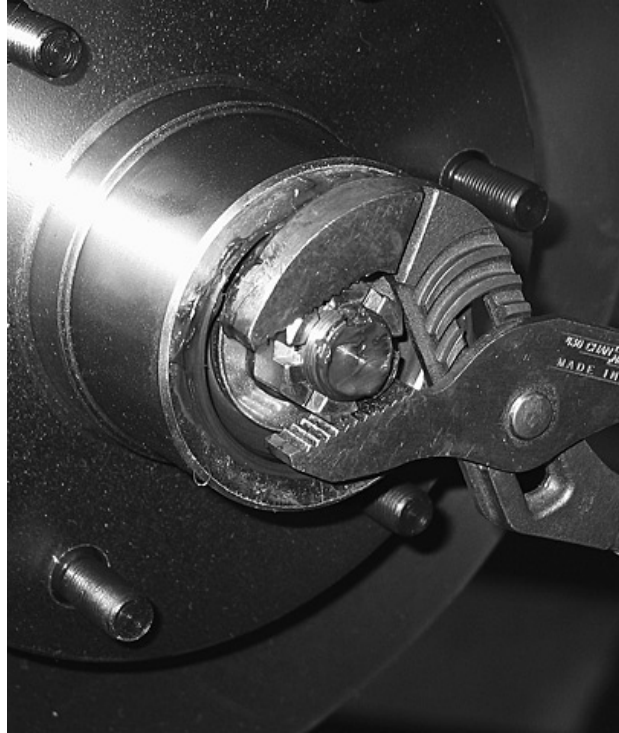


The new 2-inch drop coil was set into the pocket, and the jack was placed back under the lower control arm and slowly jacked up.

STOP, DROP, AND ROLLERS



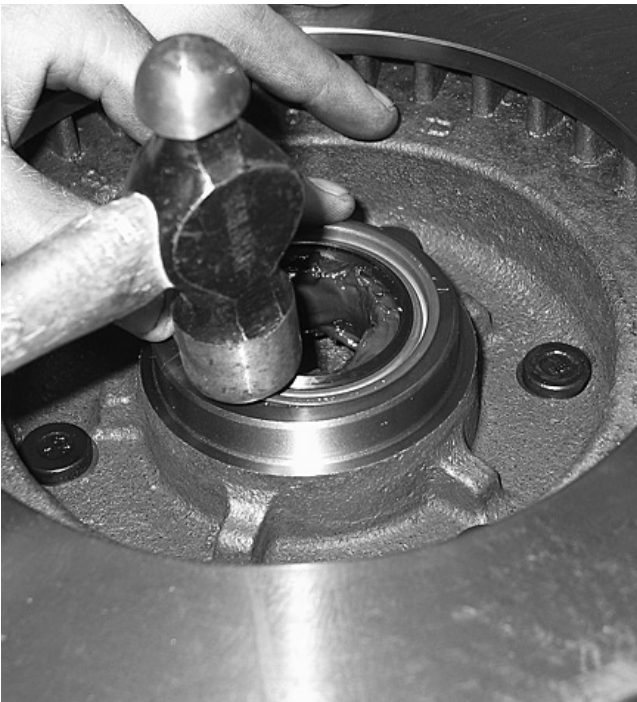
Then the McGaughys 2 1/2-inch drop spindle was fit over the ball-joint shafts and secured so the jack could be removed



The washer, nut, and cotter pin followed, and they were topped with the cap.



The new brake hose was then attached to the factory hard line.



Up on the bench, the new bearings were packed and the inner one was installed into the rotor followed by the retaining seal.



New, semi-metallic pads were fit into the calipers...



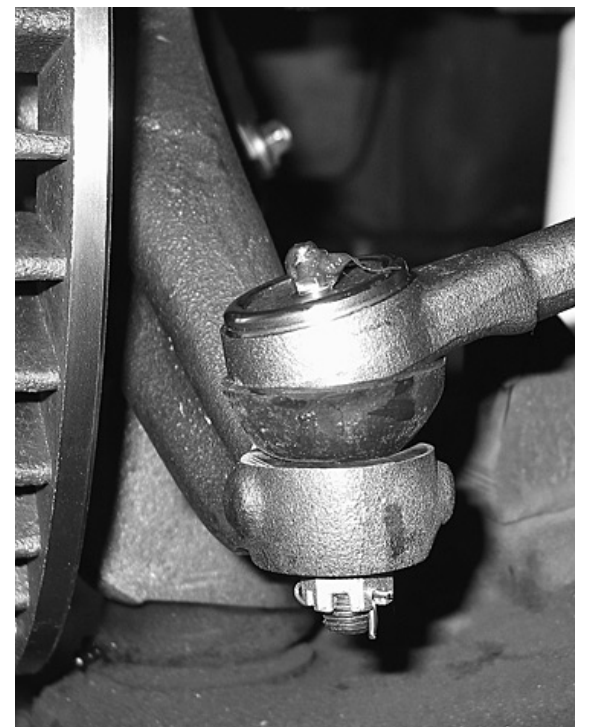
Next, IJ installed the new shock in the stock location.



At this point, the rotor, along with the outer bearing, were installed onto the spindle.



...which were then fit over the rotors and bolted to the spindles.



Lastly, new tie-rod ends were installed and fit to the spindles.

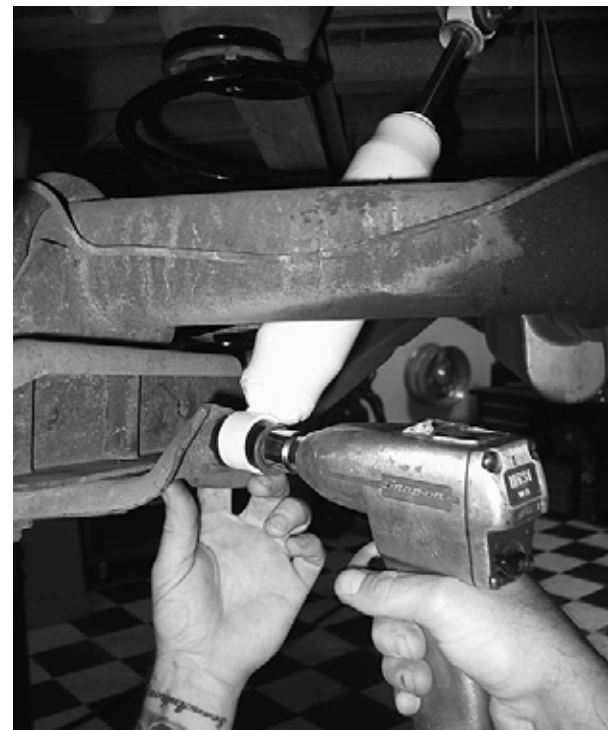
STOP, DROP, AND ROLLERS



With the frontend under control, we turned our attention to the rear of the vehicle.



Next the old rear shocks were removed.



IJ then installed the new shocks back onto the stock mounting points. That's all there is to it in the rear.



First, IJ removed the bolt that secures the rear coil to the trailing arm.



The new 4-inch drop coil was held in place and secured using the stock hardware.



Now up the engine compartment. We began by unbolt- ing the stock master cylinder from the firewall.



The upper bolt that mounts the coil to the frame quickly followed.



That was followed by the bottom, which was then installed onto the trailing arm.



We then broke the front and rear brake lines loose from the master cylinder.

This truck has all the while been running around with the four stock drums and worn 31-inch tires—not exactly our standard fare. We wanted to perform some simple yet extremely important upgrades in the safety, performance, and looks department, and McGaughys Suspension Parts in Fresno, California, had exactly what we were looking for.

Mike McGaughy officially opened shop in 1988 when his power steering conversion kit for Tri-Five Chevys began to sell like hot cakes. Since then, the product line has grown to include brake and suspension and steering upgrades for many common '60-and-later Chevy musclecars and trucks. The company also designs and produces its signature Classic Drop spindles in-house. We ordered up McGaughys' six-lug front disc brake conversion kit complete with its 9-inch booster and master cylinder, and a lowering kit in the form of 2 1/2-inch Classic Drop spindles, 2-inch drop coils up front, and 4-inch drop coils out back. McGaughys even supplied new tie-rod ends and new front and rear shocks. Our new stance necessitated new wheels and tires, so we did some searching and settled on the Torq-Thrust VI wheel from American Racing and mounted them inside new rubber from Hankook.

Follow along as Jason "IJ" Scudellari of the Pri-media Tech Center performs the install. As always, use the information in the source box to further inquire about McGaughys products. And take a good look at the after photo. In one weekend of installs and heavy detailing, this truck went from seemingly invisible to collecting thumbs-ups every time it hits the road. We've been patting ourselves on the back ever since.

SOURCES

MCGAUGHYS SUSPENSION PARTS

5680 W. Barstow, Dept. CT
Fresno, CA 93722
(559) 226-8196
www.mcgauhgys.com

AMERICAN RACING

19067 S. Reyes Ave. Dept. CT
Rancho Dominguez, CA 90221
(310) 635-7806
www.americanracing.com

HANKOOK TIRE

1450 Valley Rd., Dept. CT
Wayne, NJ 07470, Dept CT
(800) 426-5665
www.hankooktireusa.com

STOP, DROP, AND ROLLERS



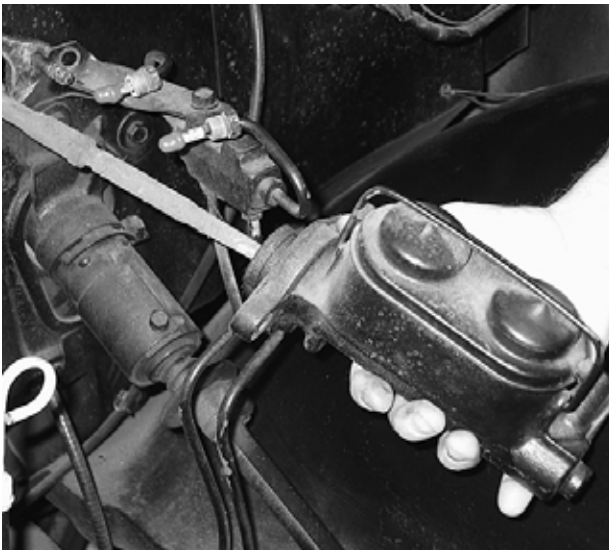
Under the dash, IJ removed the pushrod from the brake pedal.



Using his handy-dandy bleeding lines, IJ bench-bled the master cylinder.



The prop valve can be located anywhere along the rear line between the distribution block and the "T" are the rear.



The master was then removed from the truck.



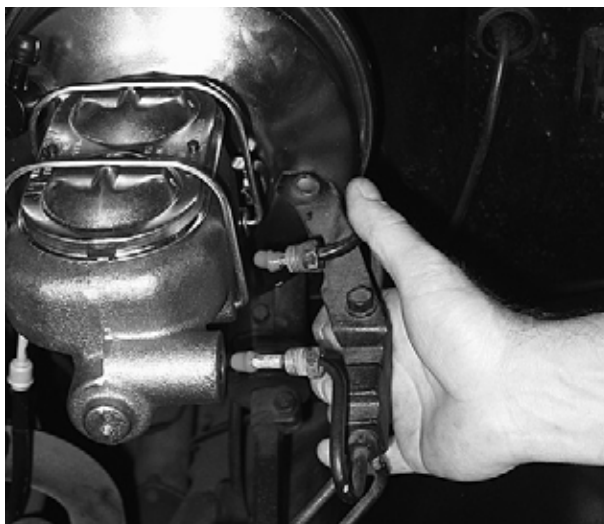
The master was then removed from the truck.



IJ picked a spot along the frame, and then cut and double-flared each end of the line. At this point we could bleed all four lines.



IJ installed the stock rod end onto the new pushrod.



Then the lines were reinstalled into the new master cylinder.



We'd been wanting to use American Racing's new Torq-Thrust VI wheel, and since we kept this truck six-lug, it was the perfect opportunity. The fronts measure 17x8 inches, while the rears measure 17x9.5 inches. The Hankook tires feature a good-performing and looking thread pattern, as well as the sizes we were looking for: P245/50R17 in front and P375/50R17 in the back.



The 9-inch booster and pushrod were installed onto the stock studs on the firewall and secured.



The last item to be installed was the McGaughy's adjustable proportioning valve.



Okay, so we replaced the front trim and performed a major detail between the before and after shots, but you've got to admit, the stance and the wheel/tire combo absolutely transformed this truck. Stay tuned - we've got a few more plans for our resident '67. And believe it or not, when we're done, we're going to test this thing at the track.