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### **55-58 Front Disc Brake Instructions**

1. Remove backing plate from spindle.
2. Remove old ball bearing inner race from spindle. Inspect spindle for cracks or burrs on spindle, if OK then proceed.
3. Install disc brake bracket with caliper mounts towards the back of the spindle with the 5/8" hole on top.
4. Install the 5/8" bolt through the top hole and 7/16" bolt through the disc brake bracket.
5. Install steering arm as it was before except using thick spacer between the back of the spindle and the steering arm in the front hole. The back hole will have disc brake bracket as spacer..
6. Tighten the bolts securely (The 5/8" bolt to 70 ft. lbs torque, 7/16" bolt to 50 ft. lbs. torque). Use some sort of lock-tite on the bolts.
7. Install the rotors, bearings, seals, spindle washers and nuts, and cotter pins. (Spindle may require a new cotter pin hole to be drilled)
8. Install calipers, pads, and pin. Tighten to 30-35 pounds. Torque down. (Make sure calipers are on proper sides. The bleeders should be towards the top)
9. Install the rubber brake hose on the calipers and frame and connect the brake line to the hose. (Tighten the banjo bolts on the calipers to 35-40 ft. lbs torque to seat the copper washers)
10. Repeat the same procedure for the other side of the car.
11. A front end alignment must be done because the steering arms have been moved inward 5/16" on each side.
12. When installing the disc brakes on the front of the car you should upgrade the rest of your brake system to a dual reservoir master cylinder and you must use a proportioning valve to the rear drum brakes. You may want to purchase a power booster to have power disc brakes. Always properly bleed the brake system to remove the air in the lines.

#### **Rotors and Bearings:**

68-72 Chevelle, 70-72 Monte Carlo, 68-74 Nova, 68-72 GTO, 68-72 LeMans, 68-72 Olds 442

**Inner Seals:** Napa# 46409

Front Calipers & pads: 79-86 GM G-Body (Monte Carlo, Cutlass, Malibu, Grand Prix, Regal

**Brake Hoses:** Napa# 36845

**Master Cylinder and Proportioning Valve:** You can take the booster, master cylinder, and proportioning valve off any of the cars that you got the calipers from (79-86 G-Body). You may have to modify the booster push rod and/or mounting brackets. You may want to use an adjustable proportioning valve so you can adjust the rear brakes for the best results.