

**AMERICAN
PERFORMANCE**

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AMC Front Disc Brake Conversion Kit P/N 801-6869 Installation Instructions

1955-77 AMC/Rambler Cars



Optional Components Below



Carbon Fiber
Ceramic Pads
Improves Stopping



Slotted & Coated
Brake Rotors
Improves Stopping



Stainless Braided
DOT Teflon Hoses
Improve Pedal Feel



Non-Silicone
Fluid Won't
Absorb Moisture

AMC Front Disc Brake Conversion P/N 801-6869

Installation Instructions

DISASSEMBLING YOUR CURRENT BRAKES

- 1.) Remove the front drums or old discs and all hardware and hose from the car. Retain the steering bracket that connects to the outer tie rod end to reinstall. Retain U-clip for hose.
- 2.) Place a rubber cap on the hard brake line from where you disconnected the rubber brake line from the metal line on the car. This will keep from the brake fluid slowly leaking from master cylinder. This will help in re-bleeding brakes later.
- 3.) Be sure to clean the four holes and steering knuckle prior to installation of new brakes.

REASSEMBLY

- 1.) Caliper bracket goes against the steering knuckle first. Caliper always goes on front side!
- 2.) Then the TWO square spacers, and then spindle.
- 3.) Install the four bolts supplied with kit with the long ones attaching the steering bracket that was retained for the steering outer tie-rod. Torque the four bolts to 25 ft. Lbs.

NOTE: You may want to do the next steps dry first and be sure all fits prior to greasing bearings and spindle.

- 4.) Install rear bearing in rotor and grease. Then install bearing seal.
- 5.) Lightly coat some bearing grease to spindle.
- 6.) Slide rotor on to spindle and then grease outer bearing and install using nut supplied.
- 7.) Snug up the nut- and the back off and screw back in finger tight. Align locking nut plate and install cotter pin. Be sure rotor is NOT too tight or too loose. Should spin freely.
- 8.) Install caliper with brake pads. Pads with holes go to outer side.
- 9.) Align caliper with pads on caliper bracket and install the two pins. They screw in and tighten snug. Be sure to pay attention to pad alignment while installing the pins.
- 10.) Install brake hose with the two copper gaskets one on each side of hose metal with the special bolt provided and tighten snug.
- 11.) Connect rubber brake hose to metal line at bracket and tighten firmly. Install U-clip to hold in place.
- 12.) Once all installed, bleed brakes. Front left first, then right, then both rears.

The Wildwood proportioning valve included gets installed on the rear metal brake line at rear of car. Determine a place along frame rail before the rear rubber hose connection.

NOTE: If the car came with disc brakes already, there should be a rear proportioning valve installed at rear passenger side frame rail under car and new valve will not be used.

This valve will help with car nose diving with new disc brakes. If so, then install and adjust as necessary to all four brakes stop evenly. Through experience, not all cars will require a rear proportioning valve. Suggest you try bleeding the new disc brakes and rear brakes and take car for drive and see if there is any adverse nose diving. If all seem normal and car stops good. Then you may not need to install rear proportioning valve.

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ADJUSTABLE PROPORTIONING VALVE



SPECIFICATIONS

MAX PRESSURE REDUCTION	57%
INLET / OUTLET PORTS	1/8-27 NPT
MOUNTING HOLE DIAMETER	.250 INCH
MOUNTING HOLE SPACING	1.00 INCH
WEIGHT	5.2 OUNCES

WARNING

IT IS THE RESPONSIBILITY OF THE PERSON INSTALLING ANY BRAKE COMPONENT OR KIT TO DETERMINE THE SUITABILITY OF THE COMPONENT OR KIT FOR THAT PARTICULAR APPLICATION. IF YOU ARE NOT SURE HOW TO SAFELY USE THIS BRAKE COMPONENT OR KIT, YOU SHOULD NOT INSTALL OR USE IT. DO NOT ASSUME ANYTHING. IMPROPERLY INSTALLED OR MAINTAINED BRAKES ARE DANGEROUS. IF YOU ARE NOT SURE, GET HELP OR RETURN THE PRODUCT. YOU MAY OBTAIN ADDITIONAL INFORMATION AND TECHNICAL SUPPORT BY CALLING WILWOOD AT (805) 388-1188, OR VISIT OUR WEB SITE AT WWW.WILWOOD.COM. USE OF WILWOOD TECHNICAL SUPPORT DOES NOT GUARANTEE PROPER INSTALLATION. **YOU**, OR THE PERSON WHO DOES THE INSTALLATION MUST KNOW HOW TO PROPERLY USE THIS PRODUCT. IT IS NOT POSSIBLE OVER THE PHONE TO UNDERSTAND OR FORESEE ALL THE ISSUES THAT MIGHT ARISE IN YOUR INSTALLATION.

RACING EQUIPMENT AND BRAKES MUST BE MAINTAINED AND SHOULD BE CHECKED REGULARLY FOR FATIGUE, DAMAGE, AND WEAR.

INSTALLATION & ADJUSTMENTS - Proportioning valves are normally installed in the rear fluid line to prevent the rear wheels from locking before the front wheels, or to give a driver the ability to make fine adjustments in front to rear bias percentage on the track to compensate for tire wear, fuel load burn-off, or changing track conditions. It is generally not recommended to attempt to reduce front wheel braking capacity.

Use only the two .25" body holes to secure the valve to a mount. Do not attempt to remove the adjuster knob or valve body end cap to facilitate thru-panel mounting.

Two 1/8-27 NPT to 3/8-24 inverted flare fittings are supplied to adapt double flared hard brake lines to the valve. Connect the "IN" port to the pressure line coming from the master cylinder. Connect the line going to the calipers to the "OUT" port.

The adjusting knob is marked with an arrow indicating the direction required to decrease line pressure to the calipers. The knob rotated all the way out (counter-clockwise) will provide a maximum pressure reduction of 57%. Rotating the knob in (clockwise) will incrementally increase line pressure, up to full pressure. If the range of adjustment in the valve is not sufficient to properly balance the vehicle's bias, changes to other components within the system may be necessary.

TESTING THE SYSTEM - Do not attempt to operate the vehicle until the system has been fully tested under controlled conditions in a safe location. After the system has been bled, checked for leaks, and the proper pedal resistance and travel have been determined, make a series of low speed stops, then gradually progress to normal operating speeds.

WARNING - Adjustable proportioning valves are designed for tuning and balancing custom brake systems on performance, racing, and other types of special purpose vehicles. They are not designed as direct replacements for any OEM application.