



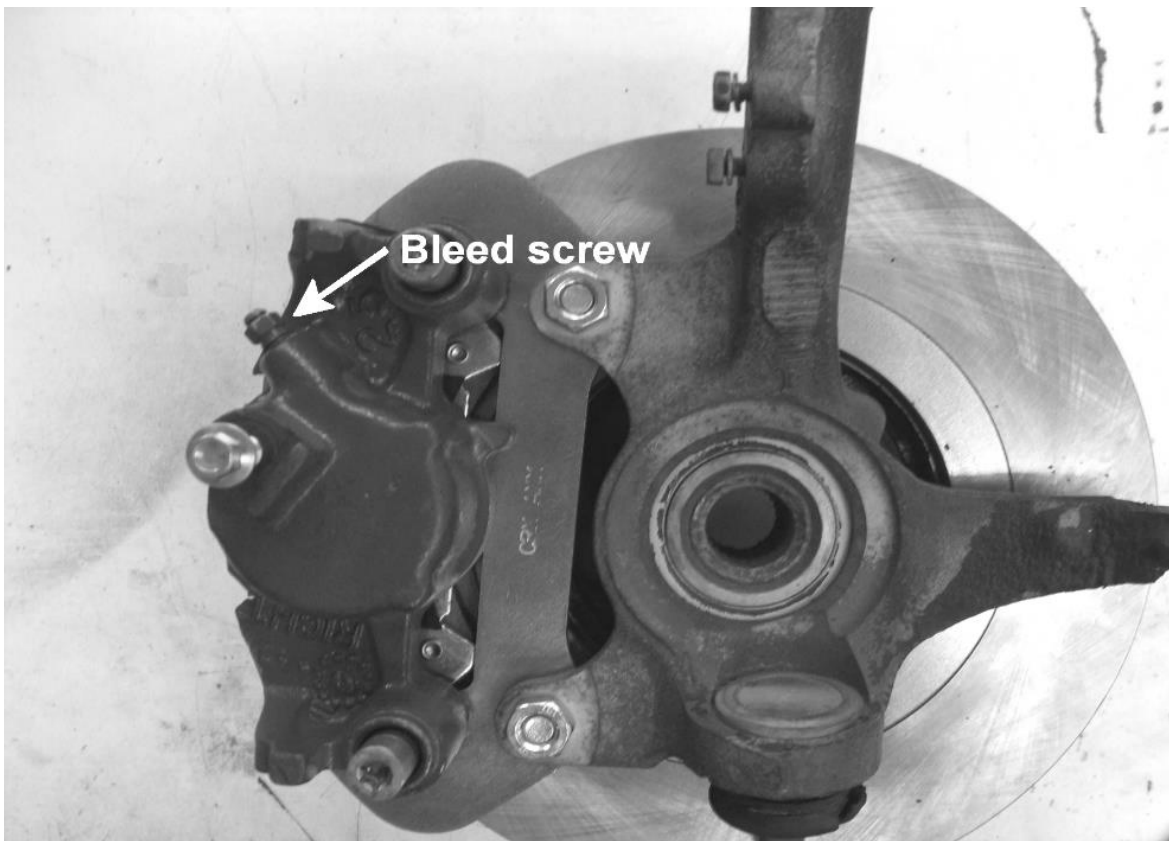
1984-2000 Honda CRX Larger Front Brake Disc Conversion Installation Instructions

Notice: Bleeding of the brake system will be required to complete the installation of this product. If you are unfamiliar, or uncomfortable with performing this procedure, please seek the assistance of someone qualified to carry out that work.

1. Break front wheel nuts loose and chock rear wheels to secure vehicle in place.
2. Jack up front end of car and support vehicle with appropriately-rated jackstands.
3. Remove front wheels, calipers and rotors. Clean off hub surface and register with a wire brush, or abrasive scuff pad.
4. Remove disc dust plates by cutting section away with tin snips and discard. Clean off caliper mounting ears on spindle assemblies well. Place adapter plates over spindles with caliper bolt retaining nut welds facing outward on outboard side of the spindle. Make sure no dirt is lodged between spindle and plate. Insert new bolts and nuts. Use a drop of blue thread locker to secure the nuts in place and torque to 55 ft-lbs. Bolt heads will face outboard.



5. Test fit calipers onto brackets; there should be a very slight interference fit. Some calipers may be slightly warped from rebuilding or have nicks and will hang up on bracket- use a mill file on outer edges of caliper (not bracket) to obtain proper fitment. Next, check inner pad fitment in bracket- some pads have a rough edge from stamping and will require filing for proper fitment.
6. Test-fit the rotors on the hubs and ensure they lay flat against them. Once checked, remove the rotors and slide or drive the supplied rotor centering rings onto the hubs.
7. Place the rotors back onto the hubs, and run two lug nuts down finger tight to retain them. Wipe down the rotors with alcohol, lacquer thinner or other cleaner to remove grease and oils.



8. Wash your hands to prevent grease contamination of the rotors and/or brake pads.
9. Assemble pads into calipers and slide assembly into caliper brackets **with bleed screws facing upward**. Disregard any “left” or “right” markings that may be cast into the calipers GM used them in both positions. Tighten to 35 foot-pounds. Check fitment and rotate rotors to check clearances.
10. Reinstall hydraulic hose with new copper crush washers.

11. We recommend using a pneumatic vacuum bleeder such as Harbor Freight's #92924, or similar. If you cannot obtain this type of tool then gravity bleed entire system and test.
12. Replace wheels, install lug nuts, lower car and torque nuts to spec. Test drive carefully- no hard stops, a series of 30 smooth stops from 30mph with 30 second cooling intervals will help bed in the pads properly.

Parts supplied with the Scarebird kit

Part Number	Name	Qty
SB1088-01	Bracket	1
SB1088-02	Bracket	1
SB1088-XX	Centering Ring	2
SB1089	12mm - 1.75 x 35mm Hex Head Cap Screw	4
SB1090	12mm x 1.75 Hex Nut	4
SB1008	Metric Banjo Bolt	2

Parts to be supplied by the end user

Part	Application	NAPA	Centric	Raybestos	AC De
Rotor (2)	1991-92 VW Corrado	48-86122	121.33028	96122R	18A397A
Caliper, LH	1983-89 Chevy Cavalier	SE4681	141.62064	RC5237	18FR637
Caliper, RH	1983-89 Chevy Cavalier	SE4682	141.62063	RC5238	18FR638
Hydraulic Hoses					
Brake pads*	1983-89 Chevy Cavalier	TS7070BM	300.02890	RRD190M	17D183M
Caliper bolt (4)*	1983-89 Chevy Cavalier	UBP82458	-- -- -- --	H50302	
Banjo Bolt	1979-90 Buick Electra	82703	DORMAN Part # 13940		

Scarebird Classic Brakes LLC warrants our product for 90 days after purchase against manufacturing defects. Scarebird Classic Brakes LLC is not responsible and held harmless for errors/damage/injury due to faulty installation or use of non-specified/inferior components or adaptation to non-OEM applications. If you do not agree to this, please send components back unused for refund. Scarebird Classic Brakes LLC reserves the right to change/delete components/applications without notice. Please do not hesitate to email us for latest specifications or technical inquiries. Contact: sales@scarebird.com Thank you.

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