



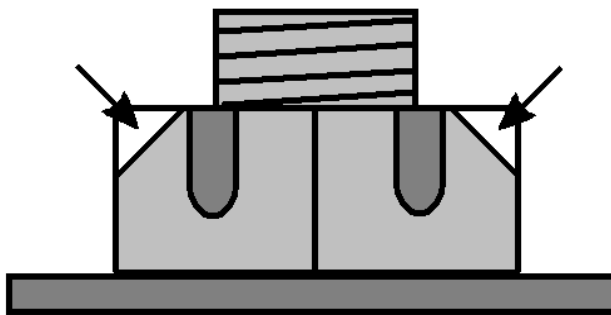
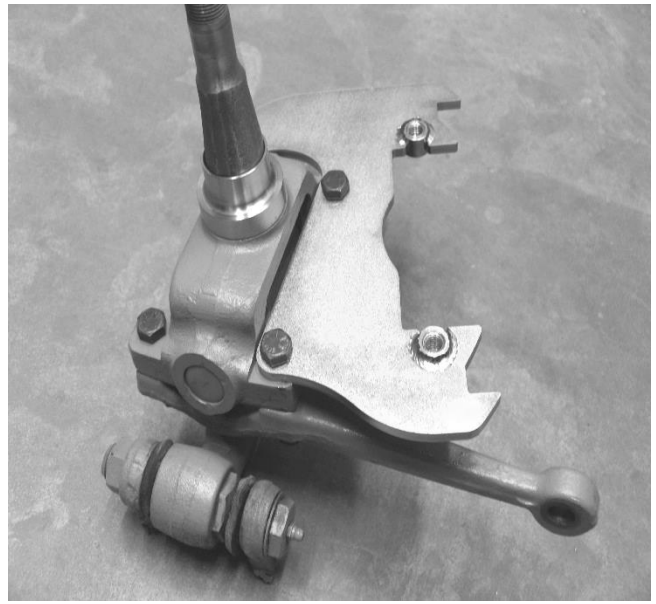
1957 Buick Special, Century, Super, Roadmaster Front Disc Brake Conversion Installation Instructions

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 followed by the drum/hub assemblies.
4. Disconnect brake flexible lines at the frame by unscrewing hardline nuts, then removing the frame clips. Undo lower drum backing plate nuts, and remove the upper bolts. Remove the drum backing plates and all drum hardware as complete assemblies. Clean off spindle assemblies.
5. Slip the adapter plates over the spindles with the caliper openings facing towards the rear. Make sure the brackets lay flat against the spindle mating surfaces; some spindles may need to be filed slightly in the area of the plate arches for proper fit. Insert new bolts and tighten to spec.
6. Clean and repack wheel bearings and then place them back into the hubs before installing new grease seals. Wipe down the rotors with alcohol, lacquer thinner or other cleaner to remove grease and oils.
7. Wash your hands at this time to prevent grease contamination of the rotors and/or pads. Install the rotors onto the spindles and install the outer bearings and spindle nuts.
8. Tighten the spindle nuts to spec, then secure them with the keepers and new cotter pins. Install the dust caps. Rotate the rotors- if the spindle nuts contact the inside of the dust caps, they may need to be tapered as shown in the illustration below. Or, you may have to use some trailer dust caps of the same diameter, but taller/deeper.
9. Lube the caliper slide bolt contact areas with silicone grease and then install the calipers onto the spindles/rotors with the brake pads already loaded into them. Tighten the slider bolts to 35 foot-pounds. Check fitment and rotate the rotors to check clearances. If you are using Fatman uprights, contact us for specific install info.
10. Install the brake hoses as shown in fig. 1, essentially up and over. You will need to file the stock hose retainers some for proper hose fitment. Also, the stock 7/16 nuts will need to be replaced with 3/8 nuts, or be used with Weatherhead #7828 adapter fittings. Another option would be to have custom hoses made with the 7/16 ends. Install new hoses with copper crush washers then reconnect them to the hard lines.

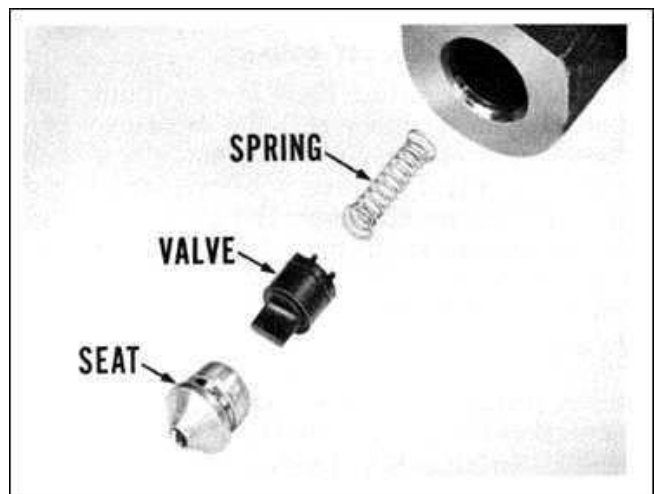
Master cylinder and proportioning valve specs are quite varied. We recommend using a dual remote master, such as a Wilwood unit (260-7563). We now offer several dual remote manual master conversions for the OEM single chamber master cylinder. The stock unit will work if the residual pressure valve is removed.

11. Bench bleed the master cylinder, then mount it on the car and bleed it again. We strongly recommend the Griot or Harbor Freight air powered ejector style vacuum bleeders- they are effective and affordable. Buy an extra bleed screw to use for bleeding the calipers and drill it out

12. Replace wheels, tighten and torque wheel nuts, lower car and carefully test.



Spindle nut trim diagram



Components supplied with the Scarebird BTF kit include the caliper mounting brackets, hose locks, banjo bolts and cotter pins. Components to be user-sourced are listed on the following page.

Part	Application	NAPA	Wagner	Raybestos
Rotor	1971-76 Riviera front	85537	BD60258	5006
Caliper, LH	1990-02 AWD Astro front	SE4851	TQM25002	RC4418
Caliper, RH	1990-02 AWD Astro front	SE4850	TQM25003	RC4417
Brake Pads	1990-02 AWD Astro Van			
Hyd. hose (12")	1979-90 Caprice front	36847	F106887	BH36846
Banjo Bolt	1990-02 AWD Astro front	82703	Dorman #4842051	
Inner Bearing (1940)	1971-76 Riviera	BR5	BCA A5	SKF CBR5
Inner Bearing (46-56)	1979-82 Dodge Colt front	BR51	SKF BR51	
Inner Bearing (1957)	1971-76 Riviera	BR5	BCA5	SKF CBR5
Outer Bearing	1971-76 Riviera	BR3	BCA A3	SKF CBR3
Wheel Seal	1977 Riviera	9984	BCA Part # 8871	
Dust Cap	1971-76 Riviera	BK7302438	Dorman 13977	

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.