



1964-70 Dodge A100, A108 Front Disc Brake Conversion Installation Instructions

1. Read through instructions thoroughly before beginning.
2. Break front wheel nuts loose and chock rear wheels to secure vehicle in place.
3. Jack up front end of car and support vehicle with appropriately-rated jackstands.
4. Remove front wheels followed by the drum/hub assemblies.
5. Remove the drums from the hubs. This will require using a swage cutter, or other suitable method of your choice.
6. Disconnect the flexible lines at the frame by loosening and removing the hardline nuts and then removing the frame clips. Undo the lower drum backing plate nuts and then remove the upper bolts. Remove the drum backing plates and all the drum mounting hardware as complete assemblies. Clean off the spindles.
7. Place the caliper mounting brackets over the spindles with the caliper welds facing inwards and the caliper openings oriented forward of the axle. Make sure no dirt is lodged between the spindles and the mounting brackets. Insert the supplied bolts and tighten them to 75 ft-lbs.
8. As-received, the rotor pilot holes will be too small to fit the hubs. Increase their size to 2.81" using a lathe or other suitable tool.
9. Clean and repack the wheel bearings. Place the inner bearings into the hubs and install new seals. Assemble the hubs onto the spindles and install the outer bearings and spindle nuts. Tighten the nuts to spec, then secure them with keepers and new cotter pins before installing the dust caps.
10. Place the rotors onto the hubs, and run two or three bolts down on them, finger-tight, to retain them. Wipe down the rotors with alcohol, lacquer thinner or other cleaner. Wash your hands at this time to prevent grease contamination of the rotors and/or brake pads.
11. Test fit the calipers onto the mounting brackets. Some calipers come with bolts, others do not – use the ones spec'd out on the following page. Lubricate caliper contact points of the mounting brackets and slide the caliper assemblies onto them. Make sure the bleed screws face upwards, if not, swap the calipers side for side.

Some calipers have a small nub on them that interferes with fitment; remove this nub with a hacksaw, or cut-off wheel. If the outer edges of the caliper interfere with the mounting brackets, file the **calipers** to remove such burrs. Tighten the caliper bolts to 35 foot-pounds. Check fitment and rotate the rotors to check clearances.

Install the brake hoses. Plumb in an adjustable proportioning valve in the line going to the rear cylinders, or use a disc brake proportioning valve

12. Gravity-bleed the entire system to eliminate most of the air, then pump-bleed and test it to ensure the distribution block piston does not trip off-center due to a pressure imbalance. We strongly recommend using another method, which is to use a suction device at the caliper. Griot's and Harbor Freight both have air-powered units of this type that are effective and affordable.
13. Install the wheels and lug nuts then lower the car and torque the nuts to spec.
14. Test drive carefully while making no hard stops, a series of 30 smooth stops from 30mph with 30 seconds cooling between each stop will bed in the pads properly.

Part	Application	NAPA	Wagner	Raybestos
Rotor	1991-92 Lincoln Mark VII rear	4886237	BD125154	66237RGS
Caliper, LH	1990 Chevy Celebrity	N4746	L107084	RC4234
Caliper, RH	1990 Chevy Celebrity	N4745	L107085	RC4233
Caliper bolts	1990 Chevy Celebrity	UP82458W	F108725S	H50302
Brake pads	1990 Chevy Celebrity	UP7136M	MX215	RMD215
Brake Hose LH	1979-82 Chevy G10 Van	36855	F102464	BH36855
Brake Hose RH	1979-82 Chevy G10 Van	36856	F102465	BH36956
Banjo Bolt	1988-91 GMC 1500 Reg. Cab	82703	DORMAN Part # 13940	

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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.