

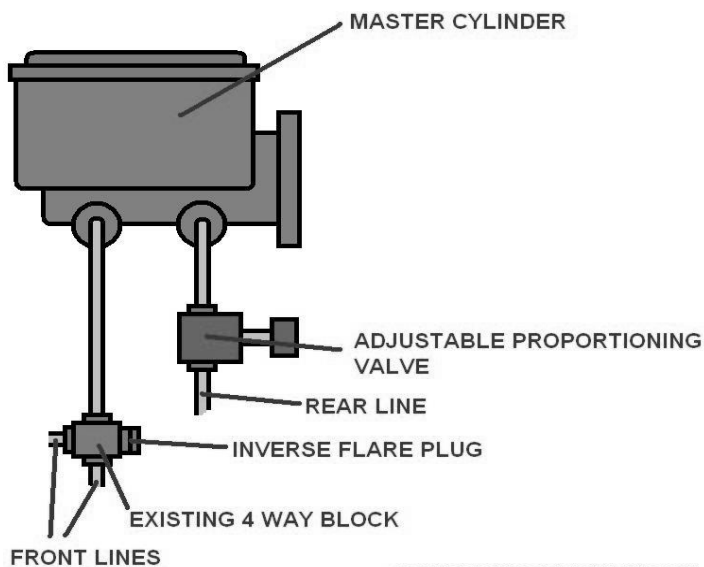
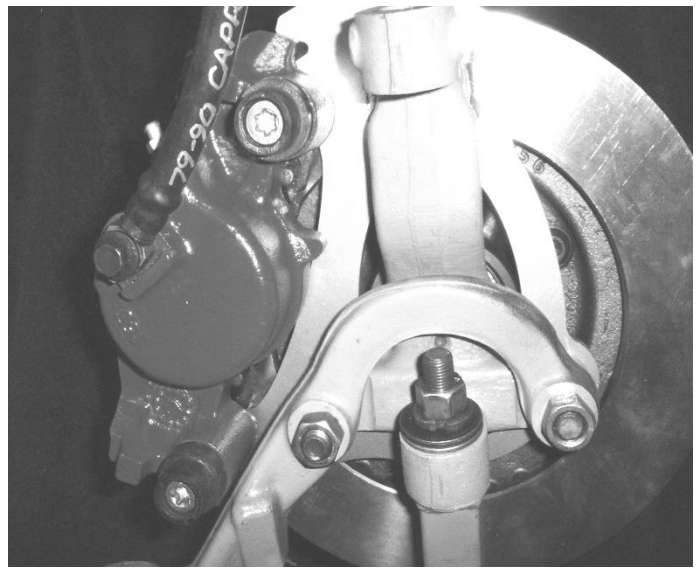
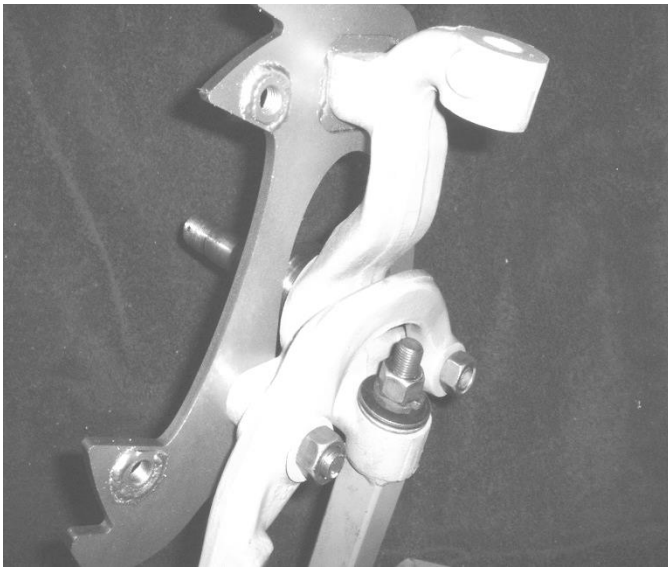


1964-72 Pontiac Lemans/GTO Front Disc Brake Conversion Installation Instructions

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 and then removing the hose frame clips. Undo lower drum backing plate nuts, and then remove the bolts attaching the backing plates to the spindles. Remove drum backing plates and hardware as complete assemblies. Clean off spindle assemblies.
5. Place adapter plate over spindle with upper pocket facing inward, and ***caliper opening to the rear***. Insert included top bolt loosely with a drop of Loctite Blue, then reinsert lower bolts and torque to 75 ft-lbs. Torque upper bolt to 75 ft-lbs.
6. Clean and repack wheel bearings (A2 and A6 if you are replacing them). Install new seal. Place spacer onto spindle stub with taper facing inward with a few drops of Loctite. Assemble rotor onto spindle, tighten outer nut to spec, then secure with keeper, new cotter pin and dust cap.
7. Wipe down rotor with alcohol, lacquer thinner or other cleaner to remove grease and oils.
8. **Wash hands to prevent grease contamination of rotors and/or pads.**
9. We recommend using calipers with Hawk HPS HB396F.630 pads for street driving. Slide caliper assembly into caliper bracket with bleed screw facing up, lube contact points with silicone grease then screw in new slide bolts, and tighten to 35 foot-pounds. Some calipers come with "right" or "left" cast in them – ignore this.

Check fitment and rotate rotor to check clearance. If caliper bolts hit rotor, remove from caliper with steel sleeve and shorten bolt till it clears. If the caliper is too snug in the bracket, carefully file caliper to fit with very slight interference fit. We used 1979 Cadillac Seville front hydraulic hoses – run down from the caliper (unlike the picture) and up to the hardline, forming a "J". Remove brake line bracket from frame and file to fit hose in correct position. Install hose with new soft copper crush washers.

10. Master cylinder and proportioning valve specs are quite varied. We recommend using a 1975-80 Monza master cylinder for dual manual, a 1964-66 Chevelle w/ HD brakes for single reservoir and a 1978-80 Cutlass for power boosted (Large reservoir feeds the front, small reservoir feeds the rear). Make sure that the pin in the booster matching the depth of the master. Leave a small amount of slop in the pedal rod – otherwise the master will NOT disengage. We recommend an adjustable proportioning valve in the rear line, such as Summit's house piece, SUM-G3906.
11. **Bench bleed** disc master cylinder first, then mount on car, and then **gravity** bleed entire system and test. Harbor Freight sells a nice air-powered vacuum setup for around \$30 that works very well.
12. Break in pads before any hard braking - 30 smooth stops from 30 mph and 30 seconds between each, then let cool.



SCAREBIRD CLASSIC BRAKES LLC 2007

Part	Application	NAPA	Wagner	Raybestos
Rotor	1978 Monte Carlo	4885595	BD60477	5034
Caliper, LH	1990 Celebrity front N4745	TQM25006	RC4233	
Caliper, RH	1990 Celebrity front N4746	TQM25007	RC4234	
Hose (15")	1979 Seville front	36845	F98912	BH36845
Wheel Seal	1970-85 Camaro front	19753	SKF 19984	Timken 8871
Banjo Bolt	1979-90 Buick Electra	82703	Dorman part number 13940	
Dust Caps	1975-86 Chevy C10 truck	Dorman part number 618-102		

*Verify fit and length before buying

Caliper mounting brackets
 Chevelle bearing spacers
 1/2-20 x 1-1/4" shaved FHMS upper bolts
 Hose locks
 Metric banjo bolts
 Cotter pins

Scarebird Classic Brakes LLC

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.