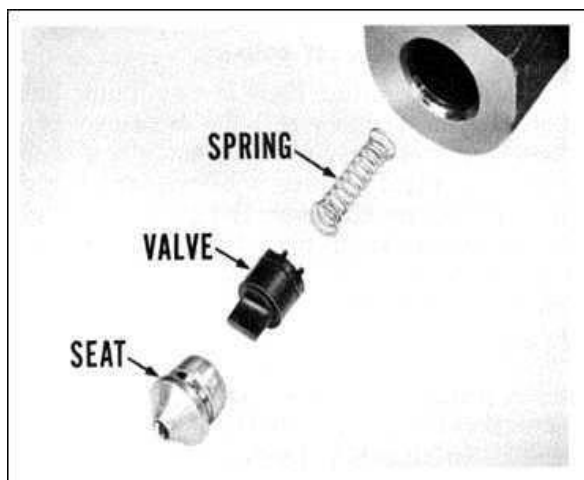
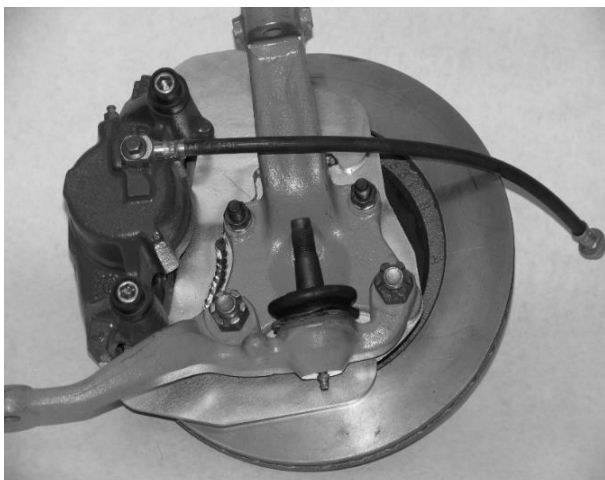
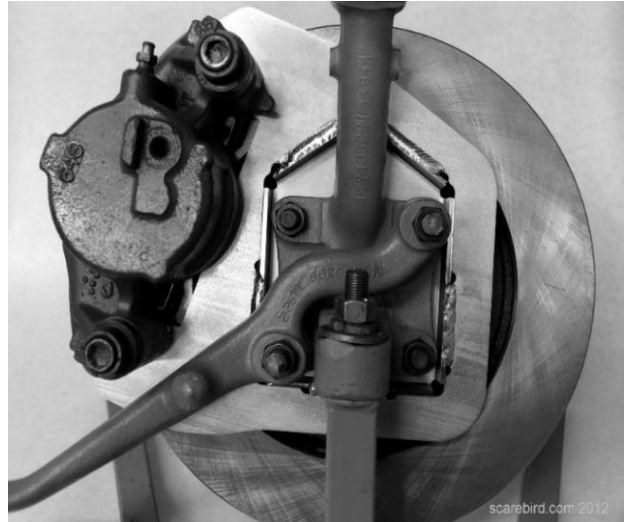
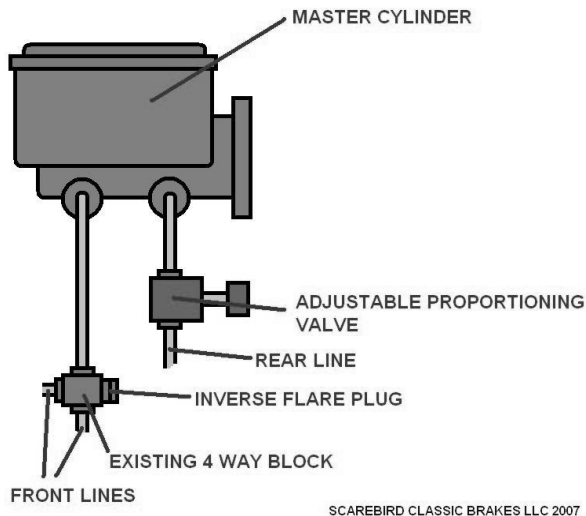




1963-64 Chrysler 300 Front Disc Brake Conversion Installation Instructions

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 jack stands.
3. Remove front wheels, followed by the from drum/hub assemblies.
4. Disconnect flexible brake lines at frame by unscrewing hardline nuts, then removing clips. Undo lower ball joint nuts, and remove bolts. Remove drum backing plates and all drum hardware as complete assemblies. Clean off spindles.
5. Place adapter plates on spindles with caliper openings to the rear and welded inserts facing **inwards**. Reinstall bolts and torque to spec.
6. Pack wheel bearings with grease and install new seals. Place supplied bearing spacers onto spindle stubs (taper to inside), if bearing spacer is too tight, heat in oven at 450 for 20 minutes, set on spindle and cool. If loose, use a couple of drops of Loctite. Assemble rotors onto spindles. Tighten supplied new outer nuts to spec, then secure with new cotter pins and dust caps.
7. Wipe down rotors with alcohol, lacquer thinner or other cleaner to remove grease and oils.
8. **Wash hands to prevent grease contamination of rotors and/or pads.** Install loaded calipers, and lube contact areas with silicone grease then screw in new slide pins and tighten them to 35 foot-pounds. Check to make sure the caliper bolts do not contact the rotor itself- some are too long and require shortening. Make sure bleed screws are facing up as shown in the illustration below. Check fitment and rotate rotors to check clearance.





9. Measure brake hose lengths for best desired fit with a piece of fuel line. If hard line terminates in front of the spindles, have the flex line cross as shown in the left-side picture on page 1. If the hardline is rear of the spindle, have the flex line go down from the caliper and back up to the hardline, forming a "J". Install new hoses with new copper crush washers, first to calipers, then insert other ends into hose brackets on frame and secure with clips.

Reconnect the hard lines. The hose ends have an inverse 3/8-24 flare to them; some of the hardline nuts are 7/16. Either cut off nuts, install 3/8-24 hardline tube nuts and re-flare, or use NAPA Weatherhead #7868 adapters.

10. Master cylinder and proportioning valve specs are quite varied. We recommend using a 1967-68 Fury or similar disc master cylinder for best performance match. Some have used the existing single chamber master cylinder with success- **but be wary of fluid level: if you run out, you don't stop or even slow down!** Check the master before installing to verify it does not have a residual pressure valve like in the right-side picture on page 1. If it does it must be removed.

Note diagram above— you can plumb in an adjustable proportioning valve in the rear line if rear axle lockup is an issue. Trim braking bias until fronts lock up just before rears.

11. Bench bleed disc master cylinder, mount on car, then gravity bleed first, then bleed entire system and test. We recommend using a pneumatic vacuum bleeder; Harbor Freight has a decent one for under \$30- it sucks the fluid out from the calipers and rear slave cylinders. Use a half gallon of fluid to purge all air and old fluid from system. Break in new pads by 30 stops from 30MPH, with 30 seconds cooling between stops.

Part	Application
Rotor (2)	1977 Chrysler Cordoba
Caliper	1990 Chevy Celebrity HD
Disc Pads	1990 Chevy Celebrity HD
Hose (12")	1979-84 Buick Electra front
Hose (15")	1979-81 Chevy Camaro, Pontiac Firebird front
Hose, (17")	1979-85 Cadillac Eldorado
Inner Bearing	1977 Chrysler Cordoba
Outer Bearing	1965-72 Plymouth Fury
Wheel Seal	1977 Chrysler Cordoba
Dust cap	1977 Chrysler Cordoba Dorman 13996

MON 300 A10 OE spindle- 2207031 1963-64 Chrysler 300

Supplied parts: bearing spacers, metric banjo bolts, hose locks, cotter pins and dust caps

Scarebird Classic Brakes LLC warrantees 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.