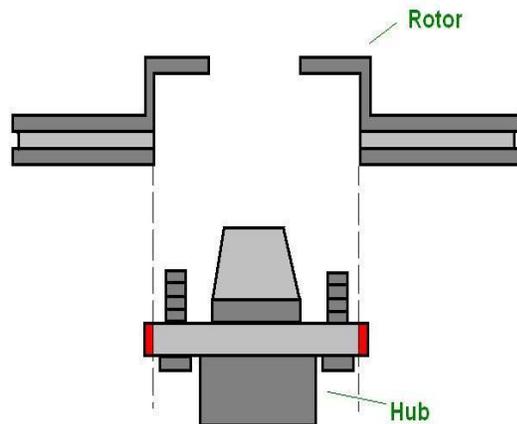


1960-73 Falcon, Mustang, Comet, Maverick Front Disc Brake Conversion Installation Instructions

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 drum/hub assemblies. Put a few drops of penetrant oil on brake line nuts where they screw into rubber lines.
4. Turn-down the outer diameters of the drum/hub assemblies to fit inside the rotors. This can be done with an engine lathe or brake lathe. Do NOT use a grinder or sander! Outside dimension should be approx. 5.560"; this sizing is what centers the rotors, so care should be taken to not remove too much material.

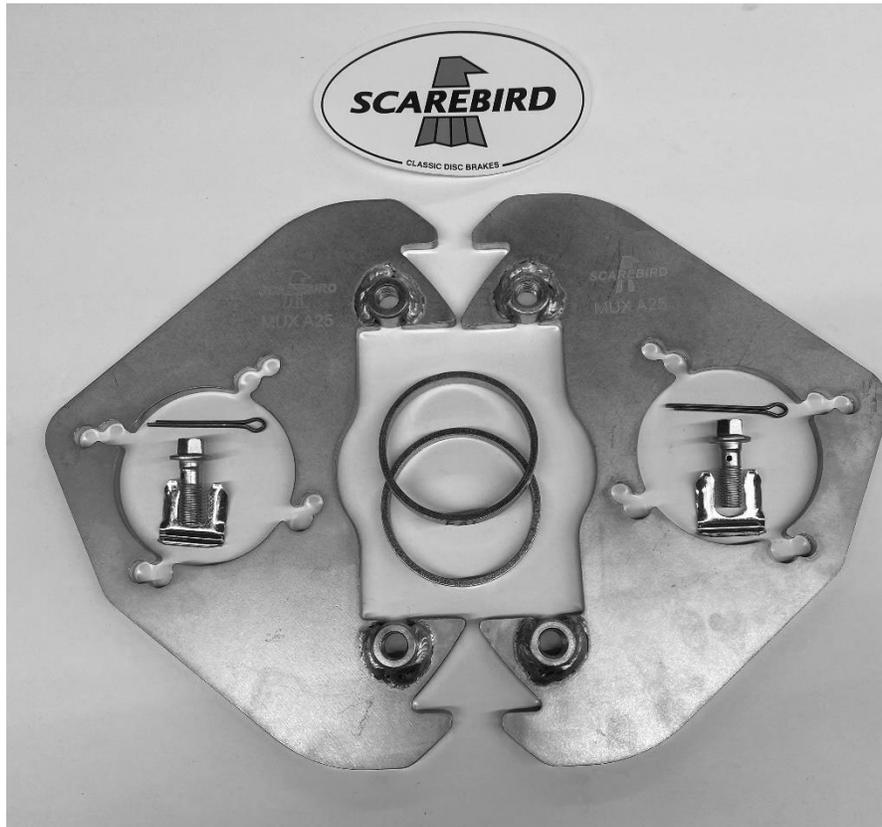
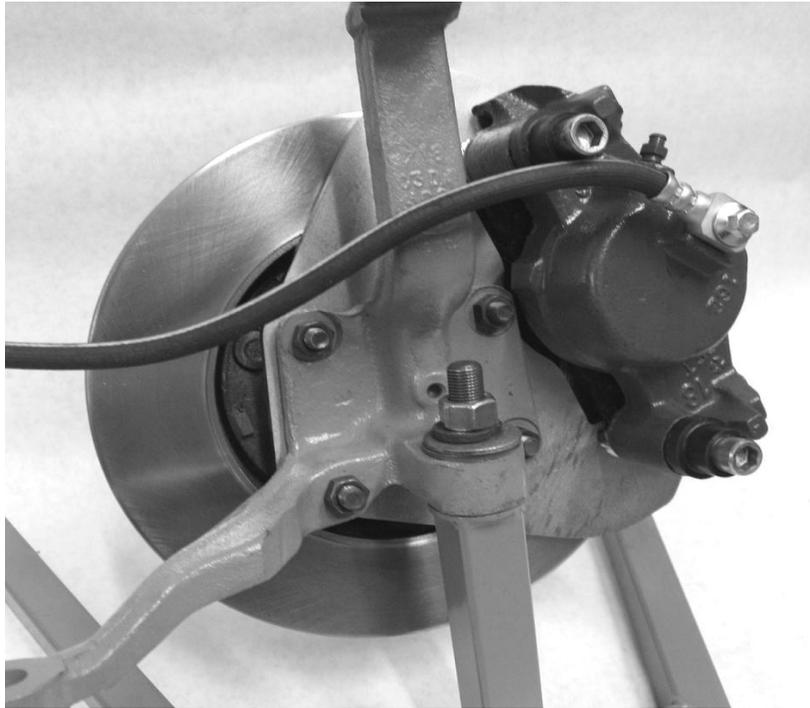


5. Resize the stud/rotor interface geometry to be compatible with one another. This can be accomplished by reducing the size of the stud bases with a swage cutter, replacing the studs with Moser or ARP studs, or by drilling out the rotor stud holes to fit over the stud bases (5/8"+). Place rotor centering rings on hub and test fit rotor. If ring is loose, glue in position with 2-3 drops of silicone seal. If too tight, heat in oven or gas stove burner.
6. Disconnect flexible brake lines at the frame by unscrewing hardline nuts with a flare wrench, then removing clip. Undo and remove drum retaining bolts. Remove drum backing plates, hoses and all drum hardware as complete assemblies. Clean off spindle assemblies well.
7. Place adapter plates over spindles with the caliper openings oriented towards the front of the vehicle. The weld nuts are to face inward on 1960-66 models and outward on 1967-74 models. Make sure no dirt is lodged between the spindles and mounting plates. Replace OEM bolts and tighten to 42 ft-lbs.
8. Clean and repack wheel bearings. Install new seals (same as drum seals) and assemble machined hubs onto spindles. Tighten outer nuts to spec and then install the keepers. Finish off by installing new cotter pins and dust caps.

9. Place rotors onto hubs and run two or three lug nuts down finger tight to retain rotors. Wipe down rotors with alcohol, lacquer thinner or other cleaner. Wash hands to prevent grease contamination of the rotors and/or brake pads.
10. Test fit calipers onto brackets. Lubricate caliper contact point of brackets. Slide assemblies into caliper brackets. Make sure bleed screws face upward- if not, reverse sides. Some calipers have a small nub that interferes with fitment- remove this nub. If outer edges of calipers interfere with brackets, file the calipers to remove these burrs. Tighten caliper bolts to 35 foot-pounds. Check fitment and rotate rotors to check clearances.
11. Test fit and install hoses with new copper crush washers. If you are using 17" hoses, remove the brackets attached to them by cutting relief slots in them and then bending the brackets open to release the hoses from them. You may need to file slots in the hardline retainers for hose fitment. Some hard lines are 7/16"; if encountered, you will need to change the hardline nuts, order custom hoses, or use Weatherhead #7828 adapters.



12. Master cylinder and proportioning valve specs are quite varied. We recommend using a NAPA 1974 Maverick manual disc master cylinder for best results. Plumb in an adjustable proportioning valve in the line going to the rear cylinders, or use a disc proportioning valve
13. Bench-bleed disc master cylinder. Mount MC on car, then gravity bleed entire system first to eliminate most of the air, then pump-bleed and test to ensure your distribution block does not become un-centered from a pressure imbalance. Another method is to use a suction device at the caliper, both Griot's and Harbor Freight have air-powered units for less than \$40 that work very well.
14. Replace wheels, install lug nuts, lower car and torque nuts to spec. Test drive carefully without making any initial hard stops. A series of 30 smooth stops from 30 mph, with a 30 second cooling period between stops will bed in the pads properly. Let cool for an hour after finished bedding



Caliper mounting brackets, (2) centering rings, (2) hose locks, (2) metric banjo bolts, (2) cotter pins

Part	Application			
Rotor	1991-96 Infinity G20 front	NAPA	4886063	
		Raybestos	96063	
		Centric	12142041	
		Bendix	PRT1656	
		Brembo	25511	
		Durago	61981	
		NAPA		Wagner
Caliper, LH	1990 Chevy Celebrity	N4746	L107084	Raybestos
Caliper, RH	1990 Chevy Celebrity	N4745	L107085	RC4234
Brake Hose*	1979-82 Eldorado front	36959/36960	F98914/98914	RC4233
Brake pads	1990 Chevy Celebrity	TS7136M		BH36959/36960
			MX215	

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.