



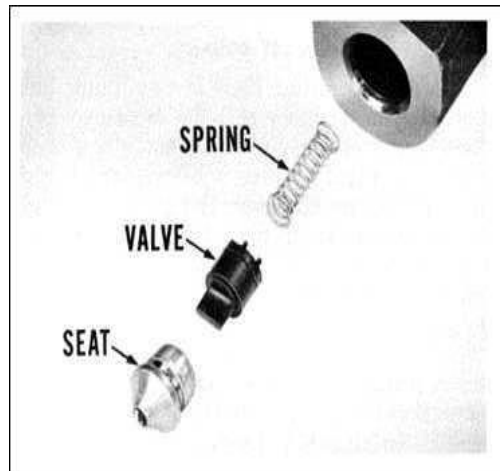
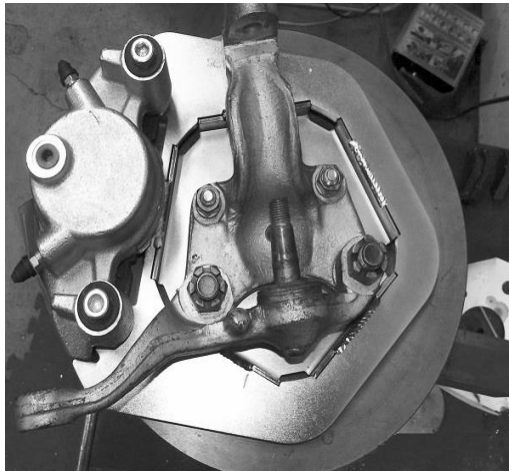
## Mopar 1965-72 B-Body and 1970-72 E-Body HD Front Disc Brake Conversion Installation Instructions

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 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.
5. Place adapter plate on spindle with caliper opening to the rear with welded inserts facing **inwards** as shown in first picture. Reinsert bolts and torque to factory spec.
6. Pack the wheel bearings with grease, place the inner bearings into the hubs, and install new seals. Place supplied bearing spacers onto the spindle shafts (tapers to inside) as shown in the lower left picture. If the spacers are too tight, heat them in an oven set to 450° for 20 minutes and then install them.

If they are too loose due to spindle wear, install them with a couple of drops of red Loctite. Assemble the hubs onto the spindles and install the outer wheel bearings and spindle nuts. Tighten the nuts to spec, then secure them with new cotter pins before installing the dust caps.

Assemble the rotors onto the spindles using the supplied new outer bearing nuts. Tighten the nuts to spec, then secure them with new cotter pins before installing the dust caps.

7. Wipe down the rotors with alcohol, lacquer thinner or other cleaner to remove grease and oils.

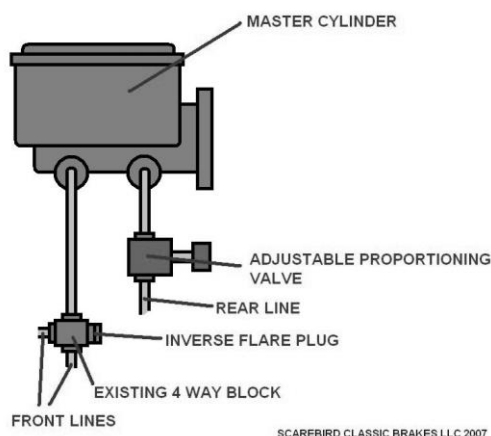


8. Wash your hands at this time to prevent grease contamination of the rotors and/or brake pads.
9. Install the loaded calipers onto the rotors while first ensuring to apply silicone grease to the contact areas of the mounting brackets and the caliper slide bolts. Tighten the bolts to 35 foot-pounds. Check to make sure the caliper bolts do not contact the rotor itself; some are too long and require shortening.

Make sure the bleeder screws are facing up as shown in the illustration. If you are using our HD calipers as shown, the hoses will come out from the center boss. Check fitment and rotate the rotors to check component clearances.

10. Measure brake hose lengths for desired best-fit with a piece of 3/8" fuel line. If the hard lines terminate in front of the spindles, have the flex lines cross the spindles. If the hardlines are to the rear of the spindles, have the flex lines go down from the calipers and back up to the hardlines, forming a "J".

Install new hoses with new copper crush washers, first to the calipers, and then insert the other ends into the hose brackets on the frame and secure them with clips. Clips may need to be clearanced with a file to fit. Torque Banjo bolts to 15 ft/lbs. Reconnect to the hard lines.



11. Master cylinder and proportioning valve specs are quite varied. We would recommend using a 1967-68 Fury or similar disc brake master cylinder for the best performance match for early cars, or the OE disc brake master cylinder for cars so equipped (i.e. 1970 Charger use a 1970 Charger disc brake master cylinder).

Existing single-chamber master cylinders have been used with success, *but be wary of fluid level if you choose to go this route...If you run out of fluid, you can't stop the car or even slow it down!*

Check the master cylinder before installing it to verify it does not have a residual pressure valve as shown in the upper left picture. A simple poke with an unbent paper clip will show if you have this valve. If it does it must be removed. Our HD calipers are a perfect match for disc brake Mopar master cylinders. Note the upper left diagram; you can plumb in an adjustable proportioning valve in the rear line if rear axle lockup is an issue.

Trim the braking bias until the fronts lock-up just before the rears. We do NOT recommend aftermarket non-adjustable proportioning valves.

12. Bench-bleed the master cylinder and then mount it on the car. Gravity-bleed the **entire system** and then vacuum/pressure-bleed it and test. We recommend using a pneumatic vacuum bleeder; Harbor Freight has a decent one that is effective and affordable; it sucks the fluid out from the calipers and rear slave cylinders.

Use half of a gallon of fluid to purge all air and old fluid from system. Break in new pads by 30 **easy** stops from 30MPH, with 30 seconds cooling between stops then a ½ hour cool down. Use soft pads, do not use “race” pads!

The components supplied with the Scarebird kit include: (2) caliper mounting brackets, (2) Forward bearing spacers, (2) metric banjo bolts, (2) hose locks, (2) Cotter pins, and (2) wheel bearing nuts (Dorman 615-016).

The components which are to be user-supplied are listed below.

Part	Application
Rotor	1977 Chrysler Cordoba
Caliper	1990 Chevy Celebrity w/V6 (or Monster calipers)
Disc pads	1990 Chevy Celebrity w/V6
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	1980 Buick Regal w/TH200, front pump seal
Dust cap	1977 Chrysler Cordoba Dorman 13996
Wheel Bearing Nut	Dorman 615-016

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.

Contact: [sales@scarebird.com](mailto:sales@scarebird.com) Thank you.