

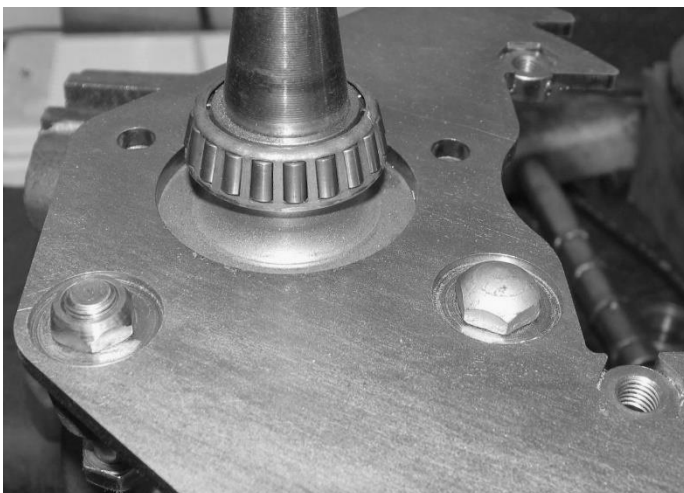
DRT SB1025

1965-72 Mopar A-Body with 10" drums

Front Disc Brake Conversion 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. Remove the drums from the hubs (do not attempt to hammer them out). The best ways to do this is with a swage cutter and hydraulic press, or by drilling the stud heads off inside the drum using a 5/8" diameter bit. Once the drums have been removed, clean off the wheel mounting surfaces and registers with wire wheel or bead blaster. Install new studs which are at least 1/4" longer than the originals, such as **NAPA #641-1563 (Dorman 610-156)** (10" drums).
5. 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.
6. Place the caliper mounting brackets over the spindles with the bolt counterbores facing outward and the caliper openings oriented towards the front of the axle. Make sure no dirt is lodged between the spindles and mounting brackets.

Attach the brackets to the spindles making note of the placement and orientation of the bolts as depicted in the left image below; the rearward bolt uses a supplied jam nut, while the forward bolt is reversed. A drop of Loctite is recommended to be used on the jam nut.



7. Check the dimensions of the rotors, they should be 10" in diameter and 2" tall. Drill-out the wheel stud holes per the supplied pattern. Cut-out the pattern with scissors, spray it with a light coat of oil or WD-40 and then center it on the rotors. Lightly prick-punch the hole centers in the pattern and then center punch them harder/deeper after removing the pattern. Drill out the holes to 1/2" diameter.

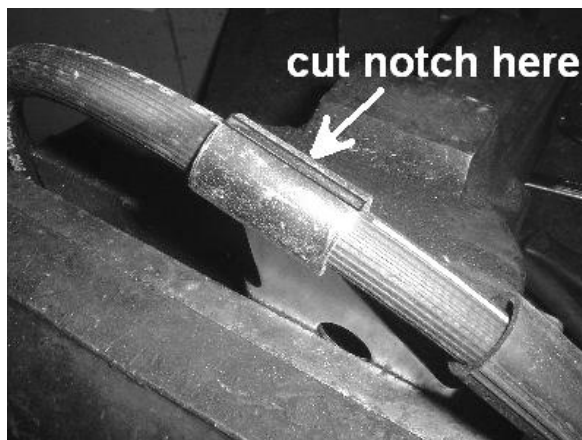
Verify that the rotors lay flat against the hubs by trial-fitting them on backwards. If the stud knurls interfere with the rotors, countersink the stud holes in the rotors to clear them.

8. Clean and repack the wheel bearings, place the inner bearings inside 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 and secure them with the keepers and new cotter pins. Install the dust caps and the wheel centering rings on the hubs.
9. Place the rotors onto the hubs and run two or three lug nuts down onto them, finger-tight, to hold them in place. 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.
10. Test fit the calipers onto the mounting brackets. Note if and where their casting lugs interfere with the spindles and remove such occurrences with a hacksaw, cut-off wheel or grinder. If using either of the last two methods, make sure you do not heat-up the caliper too much and melt the seals.

If fitting into the stock drum rims, you will need to carefully round-off the outer edges of the calipers with a grinder also. Lubricate the caliper contact point of the mounting brackets and slide the loaded caliper assemblies into the caliper brackets.

Make sure the bleeder screws face upward, if not, swap the calipers side for side. We recommend buying semi-loaded calipers, and softest pads, like NAPA TruStop. Tighten the caliper bolts to 35 foot-pounds. Check the fitment and rotate the rotors to check for possible component interference.

11. Cut and remove the frame brackets from the brake hoses. Install the hoses with new copper crush washers, one on each side of the hose.



12. Master cylinder and proportioning valve specs are quite varied. We recommend using a 1973-75 Dodge Dart, or similar disc brake master cylinder for the best performance match, which are available in both power and manual flavors. Plumb-in an adjustable proportioning valve in the line going to the rear cylinders, or use a disc brake proportioning valve.
13. Bench-bleed the master cylinder and install it on the car. We highly recommend using the Griot's (#35714) or Harbor Freight (#92924) pneumatic vacuum bleeder. Gravity-bleeding works well too.
14. Install the wheels and lug nuts, then lower the car and torque the nuts to spec. Test drive the car carefully while making no hard stops; a series of 30 smooth stops from 30mph with 30 seconds cooling time each stop will bed in the pads properly.

The components supplied with the DRT SB1025 Scarebird kit:

- (1) DRT SB1025-01 Bracket
- (1) DRT SB1025-02 Bracket
- (2) SB1025-03 Hub Spacers
- (2) SB1075 GR8 Thin 1/2-20 Hex Nuts
- (2) SB1007 1/8" X 1-1/2" COTTER PIN
- (2) SB1008 Metric Banjo Bolt BB-10MM
- (2) SB1009 Brake Hose Lock

Optional Parts:

- (2) SB1057 CNC Machined Previa Rotors with 5 on 4" Bolt Pattern (sold as a pair)
- (2) SB1058 High Clearance calipers – CNC Machined for clearance, sold outright – no core.

The components intended to be user-supplied are listed below:

Part	Application	NAPA	Wagner	Raybestos
Rotors	1991-94 Toyota Previa front rotor w/ rear drum option	48-86174	BD125058	96174
Caliper, (L)	1990 Chevy Celebrity	N4746	L107084	RC4234
Caliper, (R)	1990 Chevy Celebrity	N4745	L107085	RC4233
Brake hoses*	1979-82 Eldorado front	36959/36960	F98914/98914	BH36959/3696
Brake pads	1990 Chevy Celebrity	TS7136M	MX215	

*Verify fit and length before buying

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 Thank you.