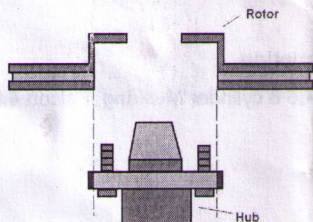
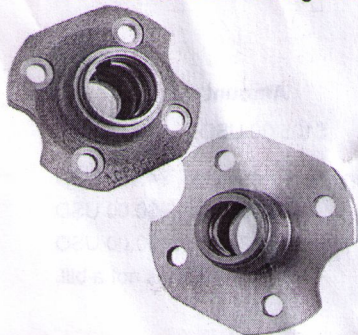


1960-69 Falcon, Comet, Mustang 6 cylinder Front Disc Brake Install

1. Use all normal safety precautions. If you are not familiar with bleeding brakes, get experienced help or hire a professional. Crack front wheel nuts loose, chock up rear wheels. Jack up front end of car, support crossmember with jackstands. Remove front wheels, drum/hub assembly. Put a few drops of penetrant oil on brake line nuts where they screw into rubber lines.
2. Take drum/hub assembly and remove drum by pressing out and discarding studs. Use a swedge cutter if possible. If not, we found out that center punching, then pilot drill the backside of the stud, then drill with a 5/8 bit will just take off the head, then use the center punch to drive the rest of the stud back out, not damaging the splines. Clean off wheel surface and register with wire wheel or bead blaster. Lathe cut outer edge of hub flange to fit inside rotor with about 0.010" loose fit. This is important, as it is what centers the rotor on the hub. Replace studs with 1/4" longer or more studs, such as:
Ford: Moser #8368, NAPA #641-1112 or Dorman #610-080. Studs may need to have threads chased an extra 1/4" for full lug nut seating.
Corvair: NAPA #641-1267 or Dorman #610-259
3. Disconnect brake flexible line at frame by unscrewing hardline nut with flare wrench, then removing clip. Undo and remove drum retaining bolts. Remove drum backing plate, hose and all drum hardware in one assembly. Clean off spindle assembly well. Place adapter plate over spindle with caliper bolt retaining nuts facing outward, and caliper opening to the front (rearward on Corvair). Make sure no dirt is lodged between spindle and plate. Replace bolts and torque to 35 ft-lbs.



4. Verify that rotor lays flat against hub by fitting rotor backwards onto hub. If the stud knurls interfere with rotor, countersink stud holes in rotor to clear stud knurls.
5. Clean and repack wheel bearings. Install new seal. Assemble hub onto spindle, tighten outer nut to spec, then secure with keeper, new cotter pin and dustcap.
6. Place rotor onto hub, and run two or three lugnuts down finger tight to retain rotor. Wipe down rotor with alcohol, lacquer thinner or other cleaner to remove grease and oils.
7. **Wash hands! Rotor must be squeaky clean.**
8. Assemble pads into caliper (we **strongly** recommend using loaded calipers), and slide assembly into caliper bracket with bleed screws facing upward. Lube slide pins with silicone grease then screw in slide pins, tighten to 35 foot-pounds. Check fitment and rotate rotor to check clearance.
9. Install hydraulic hose with new copper crush washers. Connect other end to hardline and frame with clips and nuts. Some hoses come with brackets- cut them off carefully by scoring the back and bending them open. Corvairs may be happier with a 15" hose from 1979 Seville front- test routing with a piece of fuel line first.
10. Master cylinder and proportioning valve specs are quite varied. I would recommend 1974 Maverick manual disc master for best performance match. Or, simply use a 65-66 Mustang single **disc** master cylinder as Ford did. Same thing for Corvair, though a 1969 Nova disc master should work fine. You may want to plumb in an adjustable proportion valve in the line going to the rear cylinders if you have excessive rear lockup issues.
11. Bench bleed disc master cylinder, mount on car, then gravity bleed entire system and test.
12. Replace wheels, install lug nuts, lower car and torque nuts to spec. Test drive carefully- no hard stops, a series of smooth stops will help bed in the pads properly.

Part	Application	NAPA	Wagner	Raybestos
Rotor (2)	1986-89 Nissan Stanza	85914	BD60859	9914 or 109914
Caliper, LH	1983-89 Chevy Cavalier	242-2042	CR108811	RC5237
Caliper, RH	1983-89 Chevy Cavalier	242-2043	CR108812	RC5238
Hydraulic Hoses	1979-82 Eldorado front	36959/36960	F98914/98914	BH36959/36960
Brake pads*	1983-89 Chevy Cavalier	AE7070BM	MX289	RRD190M
Caliper bolt (4)*	1983-89 Chevy Cavalier	UBP82458	108726S	H50302
Banjo Bolt	1979-90 Buick Electra	82703	DORMAN Part #	13940
Wheel Seal 1960-66	1960-66 Ford Falcon	NOS15509	BCA/NATIONAL Part #	7994S
Wheel Seal 1967-69	1967-69 Ford Falcon	NOS19921	BCA/NATIONAL Part #	6815

*comes with loaded calipers Scarebird Classic Brakes 8 November 2006 Rev B

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.