

1965-72 Valiant, Barracuda, Dart 9" Front Disc brake conversion instructions

1. Crack front wheel nuts loose, chock up rear wheels. Jack up front end of car, support outer control arms with jack stands. 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. Clean off wheel surface and register with wire wheel or bead blaster. Machine 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 NAPA #641-1017 or Dorman #610-041.
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.
4. Place adapter plate over spindle with caliper bolt retaining nut welds facing outward, and caliper opening to the front. Make sure no dirt is lodged between spindle and plate.
5. Drill out wheel stud holes with pattern supplied. Cut out pattern with scissors, then spray with oil and lay on rotor. Lightly punch for holes, then remove and punch harder. Drill out holes 1/2" diameter. 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 knurls.
6. 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 dust cap.
7. Install center ring on hub. Place rotor onto hub, and run two or three lug nuts down finger tight to retain rotor. Wipe down rotor with alcohol, lacquer thinner or other cleaner.
8. Wash hands! Rotor must be squeaky clean.
9. Slide assembly into caliper bracket. We recommend buying loaded calipers. Grind rib on caliper down where it hits the spindle. Install and tighten caliper bolts to 35 foot-pounds. Check fitment and rotate rotor to check clearance.
10. We use 1979-85 Cadillac front hydraulic hoses; these were 17" long. Use a piece of fuel line to find the optimal length and routing for your application first. Install hose with new copper crush washers. 1979 Caprice are 12", 1979 Cadillac Seville are 15" long, while 1979 Cadillac Eldorado are 17".
11. Master cylinder and proportioning valve specs are quite varied. I would recommend 1967-72 Dart or similar disc master cylinder for best performance match available in both power and manual flavors. Plumb in an adjustable proportion valve in the line going to the rear cylinders, or use a disc proportioning valve
12. 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, otherwise your distribution block may jam from a pressure imbalance.
13. 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
Rotor (2)	1990 Chevy Celebrity	85768	BD60678
Caliper, LH	1990 Chevy Celebrity	242-2066	L107084
Caliper, RH	1990 Chevy Celebrity	242-2067	L107085
Hoses (2)*	1979-85 Caddy Eldorado	36959	F98914/F98913
Brake pads	1990 Chevy Celebrity	AE7136M	MX215

*Verify fit and length before buying Scarebird Mechanical 27 August 2005 Rev C

Mopar 9 and 10 inch drill pattern

Instructions:

1. Cut out pattern along outer circle with scissors
2. Spray or soak pattern with light oil.
3. Center pattern on Celebrity rotor.
4. Gentry pin punch intersections inside small circles.
5. Remove pattern carefully and use on second rotor

