



### Tools required for a safe and smooth installation:

*Proper Jack & Jack Stands, Tube Wrenches, Standard Socket Set, Standard Wrench Set, Torque Wrench, Lug Wrench, Pliers, Mallet, Brake Fluid, Brake Cleaner, Wheel Bearing Grease.*

### Fitment Notes:

This kits is designed to fit cars with 5-lug wheels with a 5x4-1/2" bolt pattern. The car must have been factory equipped with 10" brake drums in order for the kit to fit correctly.

### Drum Brake Removal:

1. Safely raise the vehicle off the ground until the wheels are clear and spin freely. Support the vehicle using the appropriate Jack Stands and remove the front wheels.
2. Starting at the front wheel hub, remove the grease cap, cotter pin, lock nut and flat washer from the spindle as well as the outer bearing.
3. You should now be able to slide the hub/drum assembly off the spindle. If you have trouble removing this assembly you may need to retract the brake shoes by inserting a flathead screwdriver into the adjustment slot in the drum brake backing plate. Use the screwdriver to disengage the adjusting lever from the adjusting screw. You should now be able to turn the adjusting screw to retract the brake shoes.
4. Before you remove the drum brake backing plate you will want to remove all brake fluid from your brake system. ***Be very careful not spill any brake fluid on any painted surfaces as it will damage your paint.*** To remove the brake fluid from your system first remove the lid from your master cylinder. Next place one end of a clear hose on the bleeder of your wheel cylinder and the other into a suitable container. Finally open the bleeder screw until all fluid has been removed from your system
5. From under the dash disconnect the pushrod from the pedal assembly.
6. Disconnect the brake line(s) from your master cylinder. Remove the retaining hardware and remove the master cylinder and or power booster from the firewall. This assembly will also include the pushrod that was previously disconnected from the pedal.
7. Disconnect the hard brake line from your flexible hose at the frame rail. It is recommended you use a tube wrench as to not damage the brake line fittings. If your fittings look rusty spray them with penetrating oil and let them soak for easy removal.
8. Remove the horseshoe clip from the brake hose at the frame mount.
9. Remove the drum brake backing plate assembly by removing the 4 retaining bolts and nuts attaching it to your spindle. Again the use of penetrating oil is recommended on any rusty hardware for easy removal.

### Inspection:

Once you have removed all drum brake components from your spindles it is recommended that you clean your spindles bearing surfaces. Check for any debris or signs of damage to the spindle. Any light damage caused by rust can usually be cleaned up with an emery cloth.

At this point you should also test install your new bearings onto the spindle to ensure proper fitment without interference.

### Brake Kit Installation:

1. The calipers will be installed on the back side of the spindle. Install **Caliper mounting brackets** so that the caliper mounting holes are orientated towards the rear of the car. **Photo 2**
2. Before bolting the brackets into position the lower rear hole in both spindles will need to be drilled out using a 1/2" drill bit. The bit will tend to follow the existing hole, but take care to insure the hole is drilled as straight as possible.
3. The caliper mounting bracket can be installed on the outside face of the factory spindle. Use the 7/16" bolts and lock washers to secure the upper holes and use the 1/2" bolt and lock washer to secure the lower rear hole. The factory hardware should be reinstalled in the lower front hole. Torque the 7/16" bolts to 45-50 ft. lbs. and torque the 1/2" bolts to 75-80 ft. lbs. **Photo 3**
4. Next you will need to properly pack the **inner and outer bearings** with grease prior to installation.
5. Remove the protective coating from your **rotors** on both the braking surface and bearing race surfaces using a brake cleaner available at your local parts store.
6. Install the greased **inner bearing** into the inner race of the **rotor**. **Photo 4**
7. Lightly pack grease into the inner lip of the **grease seal**. Next install the **grease seal** into the inner portion of the **rotor** using a soft mallet or piece of wood. This will prevent any damage from occurring during installation. \* **The lip of the seal should face the bearing when installed. Photo 5**
8. Slide the supplied in spacer onto the spindle prior to installing the rotor. This will insure the rotor sits in the proper position on the spindle. **Photo 6**
9. Slide the **rotor** onto the **spindle** and install the greased **outer bearing, slotted washer** and **adjusting nut. Photo 7**
  - a. **Proper adjustment of the bearings is VERY IMPORTANT.** Rotate the rotor while tightening the spindle nut to 18-24 ft lbs. Next back off the adjustment nut about 1/2 turn and retighten to 10-15 ft lbs while aligning the retaining slots with the cotter pin hole in the spindle.
  - b. Install **cotter pin**, bend cotter pin so that each side is bent in the opposite direction of the other.
  - c. Install the **grease cap. Photo 8**
  - d. Spin the rotor to insure there is no interference with the grease cap and retaining assembly.
10. **Calipers** should arrive preloaded, if they are not you must install the brake pads so that the friction material is facing each other. Next install the metal retaining clips using the 1/4" bolts and lock washers supplied. Torque to 7-11 ft lbs. **Photo 9**
11. Install the **calipers** with the bleeder facing up. Use the **7/16-20 x 2" bolts** and lock washers provided. Place one of the supplied tube spacers between the caliper mounting boss and the caliper mounting bracket at each hole. Torque to 45-60 ft. lbs. **Photo 10**
12. Once the calipers are installed spin the rotors to insure there is no interference between the caliper and the rotor.

13. Attach the flexible brake lines to the caliper using the banjo bolt and copper washers provided in the kit. Place one copper washer on the banjo bolt and then slide the banjo bolt into the flex hose. Install a second copper washer onto the end of the bolt and then install the bolt into the caliper. Tighten the banjo bolts to 25 Ft/Lbs. Additional torque may be required if any leaks are noted after bleeding the brakes.
14. Install the other end of the flex hose to the frame bracket and retain it using the **horseshoe clip** provided. Reconnect the original hard line and tighten using a tube wrench.
15. Turn the wheels thru a complete left and right turn to insure there is no interference with the new brake system and any suspension or body components. Also check the rubber hoses during this operation to insure the hoses are not binding or twisting. If your rubber hoses bind during a turn you could experience loss of braking while driving. If it looks like they are binding remove the horseshoe clip and reposition the brake hose until it no longer binds.

**Install your wheels, and spin them to insure they still spin freely making sure the caliper doesn't interfere with the wheel and your brakes are not dragging or locked up.**

**That completes the installation of your brake kit at the spindles. If you purchased a kit containing power or manual actuation, please refer to the separate instructions provided with those components.**

**If you have any questions please call our tech line at (716) 852-2139**

**Thank you for purchasing from Leed Brakes we hope you have had an enjoyable experience.**



## Installation Photos

### Disc Brake Conversion Kit

**Applications:** 1965-72 Dodge and Plymouth A-body cars



← Front of Car

Photo 1

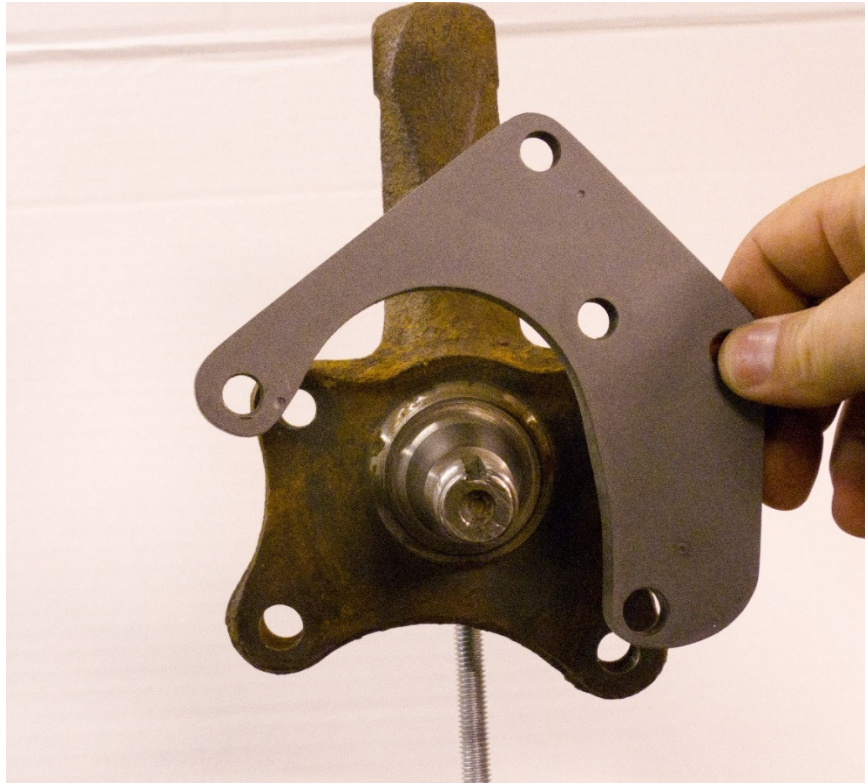


Photo 2

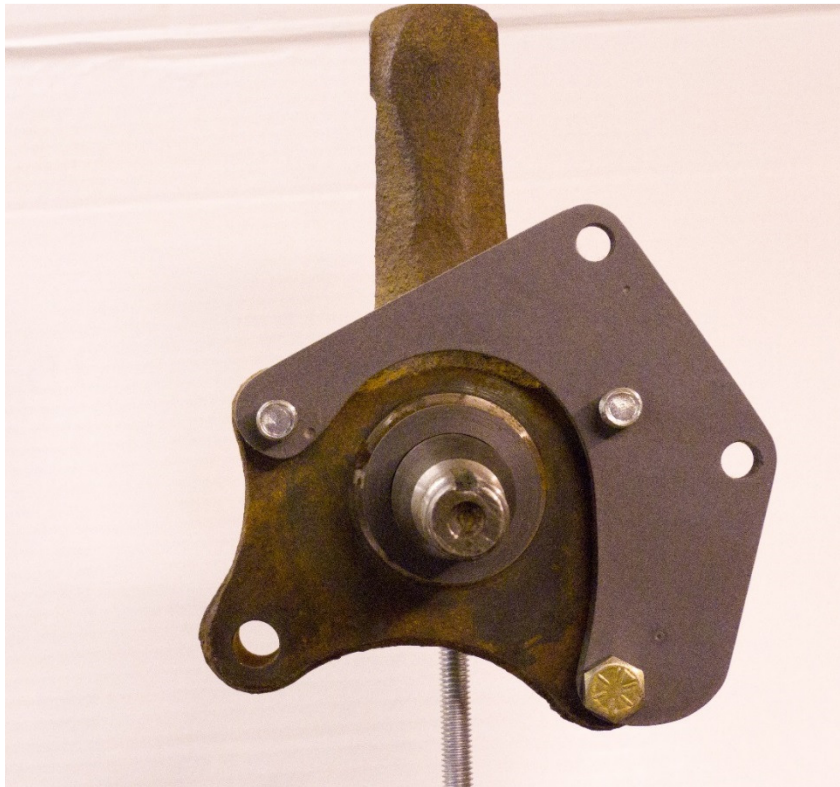
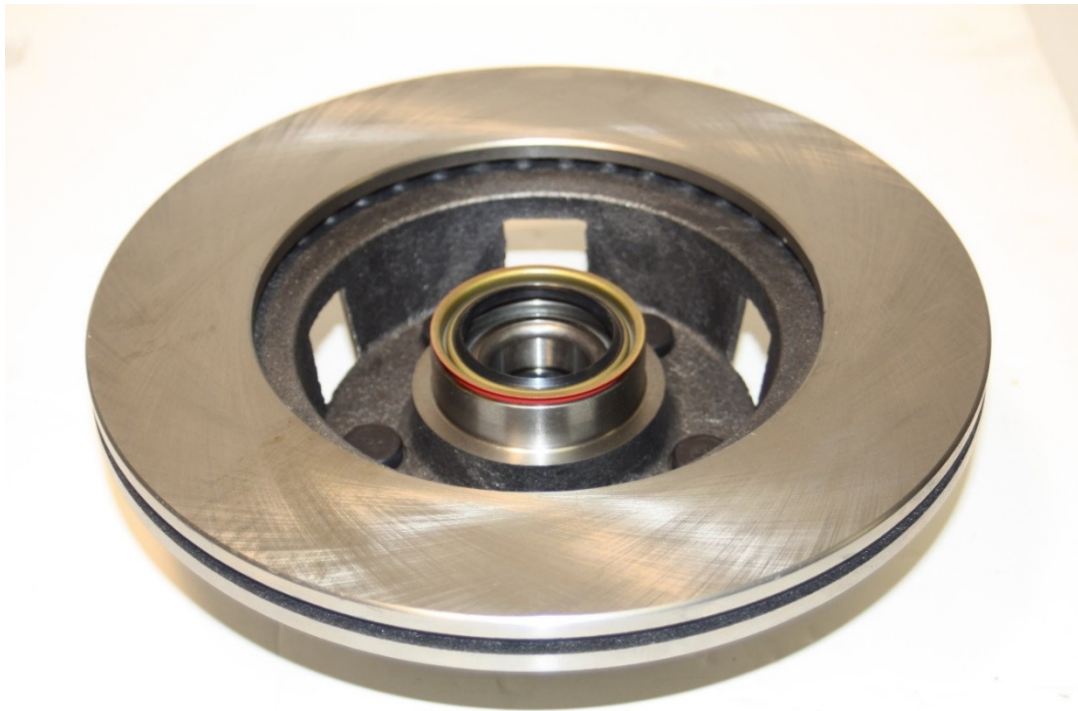


Photo 3



**Photo 4**



**Photo 5**

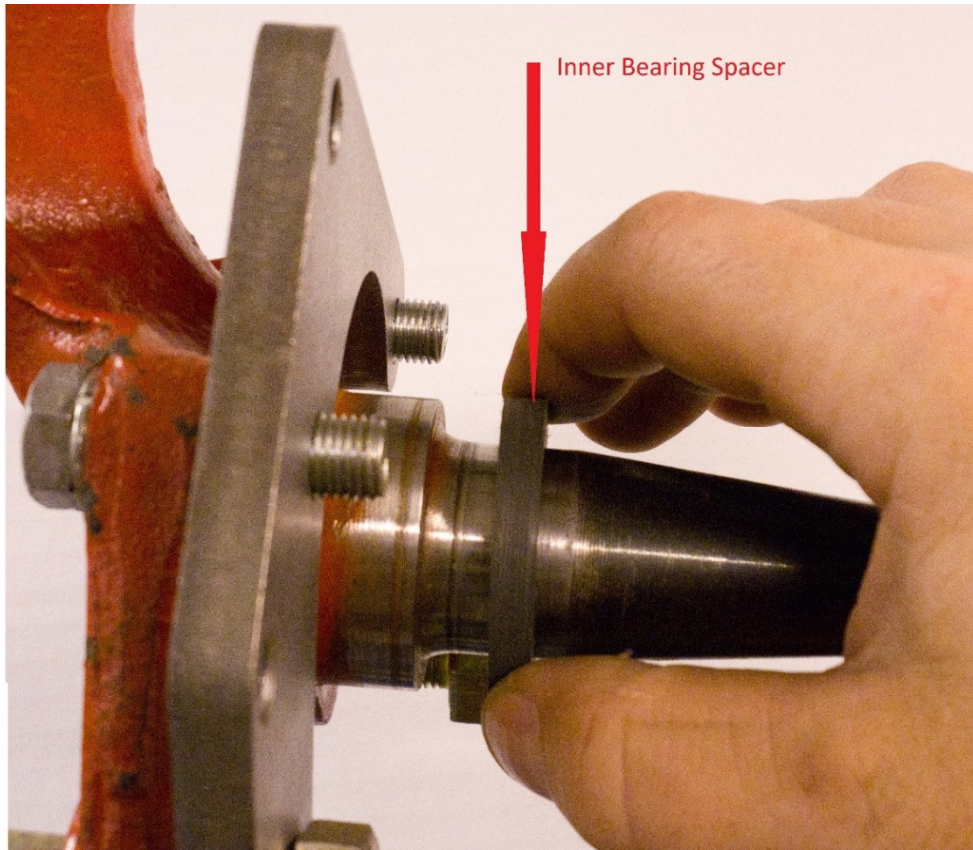


Photo 6



Photo 7





Photo 8

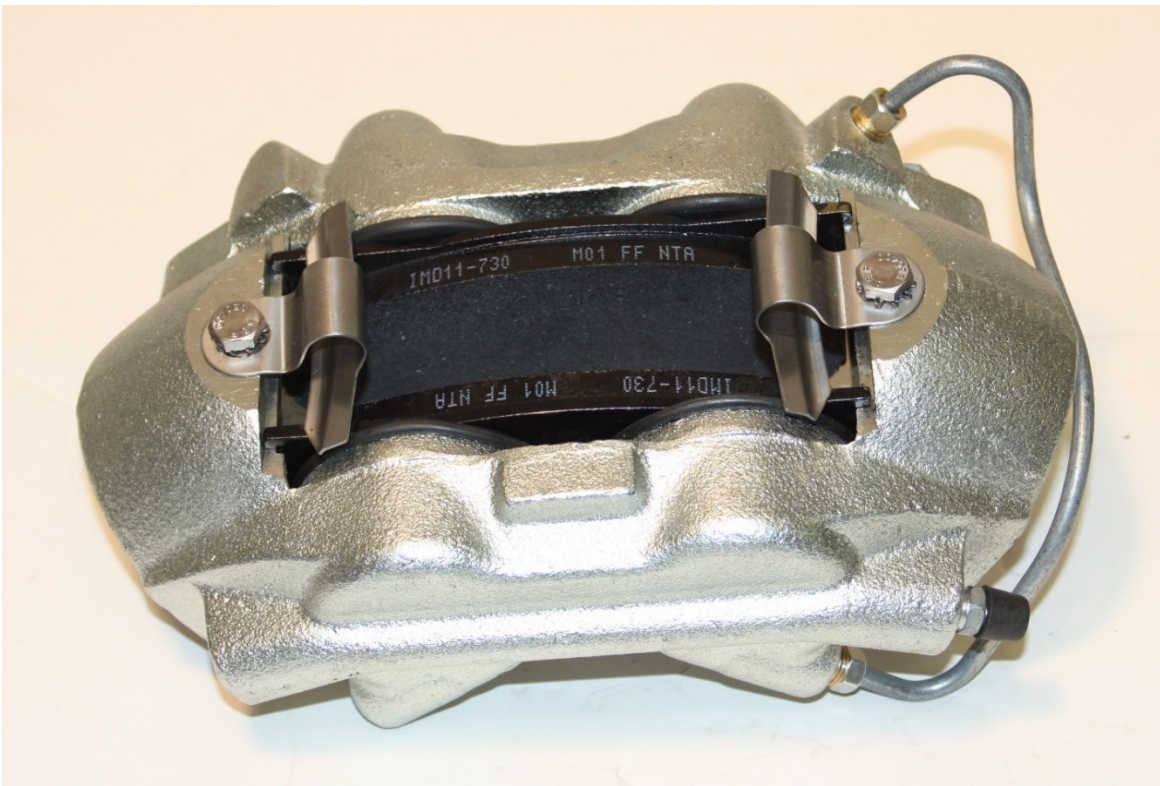
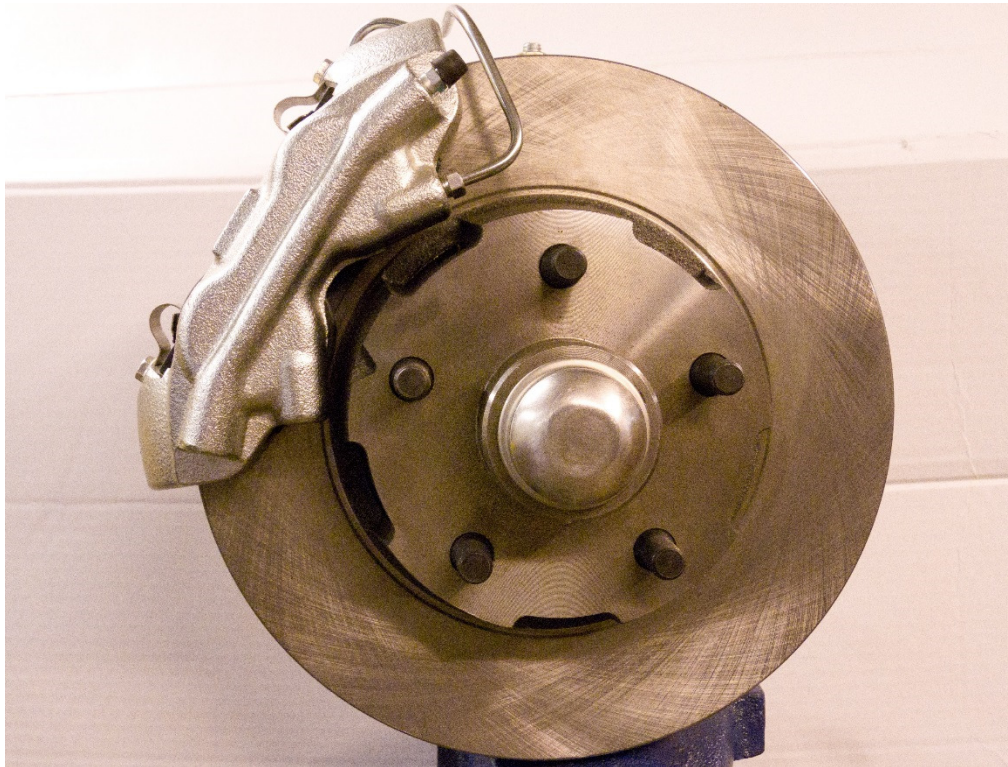


Photo 9



Front of Car →

Photo 10



Photo 11