

Ford Model A Front Disc Brake Installation

Warning: Improper installation may result in serious injury or death.

You must have an appropriate level of automotive technical skill in order to properly install a brake kit. If you do not have an appropriate level of skill, you will need to seek the support of a skilled automotive technician. Failure to install all components correctly may result in serious injury or death. Installer assumes all responsibility for proper installation and resulting function of the brakes.

This kit is intended for stock Model A wheels and tires or 16" (1935) wheels with a maximum 5.4" tire tread width. If you are building a hot rod with wide tires and offset wheels, you should be looking at one of the many hot rod kits available.

This kit is designed to be installed without permanently changing the original stock parts of the Model A. It can be completely removed and the stock parts re-installed to return to the mechanical drum brakes.

Some of the standard procedures can be found in the book "Model A Ford Mechanics Handbook, Vol 1" by Les Andrews. This is a popular resource for general mechanics for the Model A, but not the only one.

Properly support the car with the front wheels off the ground using appropriate jack stands or other supports.

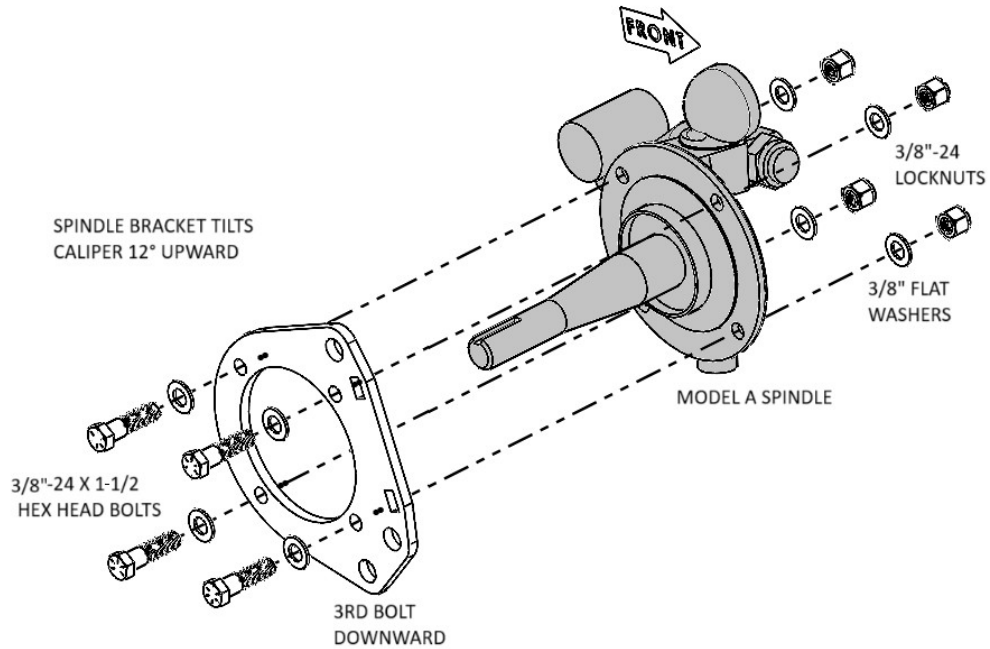
Standard Model A Procedure: Remove the wheels, brake drum/hub assembly, brake shoes, backing plates, operating pins, shims, actuator arms, brake rods, grease baffle, etc, leaving the bare spindle. Clean the mounting surfaces and mounting holes.



Bare Spindle, ready for disc brake assembly

The disc brake bracket subassembly may be assembled prior to attachment to the spindle or may be assembled onto the spindle.

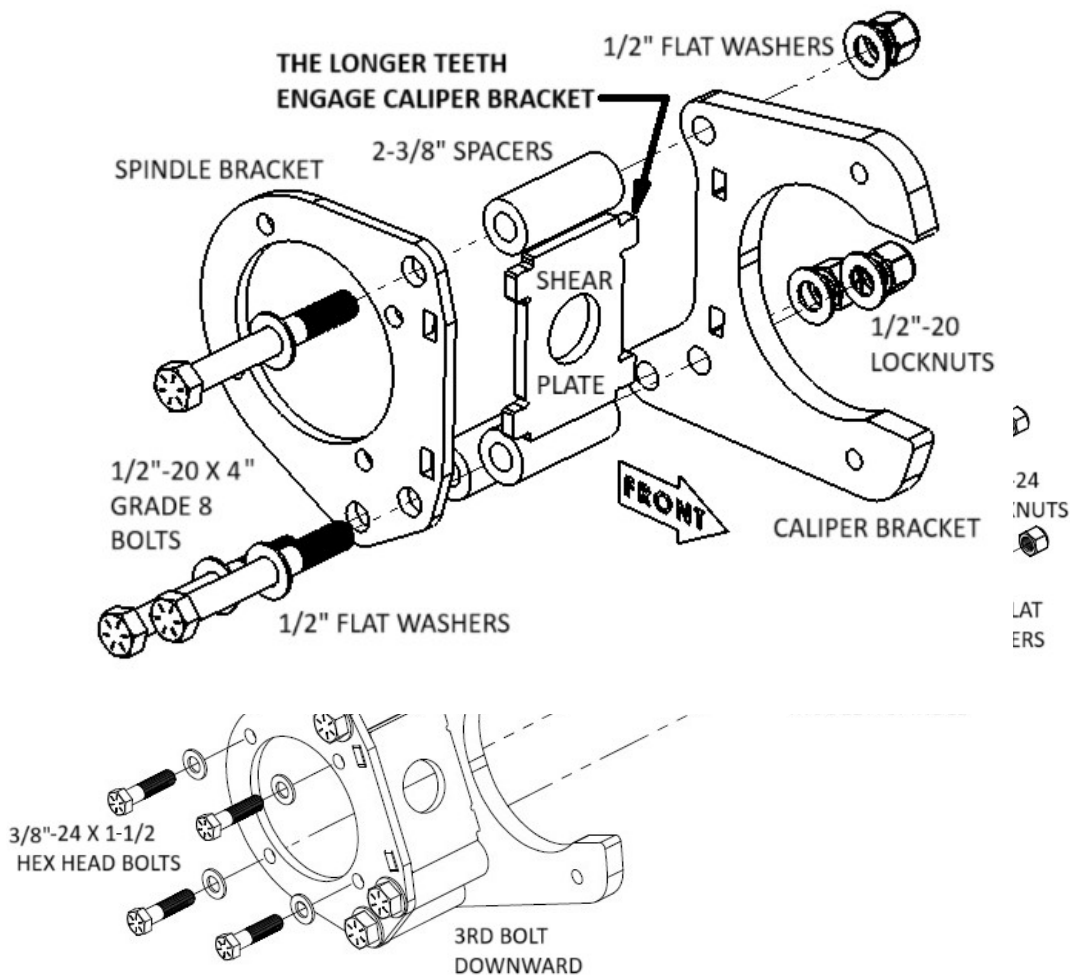
NOTE: The teeth on the shear plate are intentionally an interference fit into the spindle bracket and the caliper bracket to ensure the loads are passed directly through the assembly. The bracket assembly may need some persuasion with a hammer, so you may want to assemble the brackets before installing onto the spindle.



Bracket sub-assembly may be assembled before ↓ or after ↑ installation onto spindle.

Install the Spindle Bracket using the 3/8-24 grade 8 hardware provided in the kit. Torque 3/8" bolts to 35 ft-lbs.

The caliper is mounted forward of the spindle centerline and will not require the removal of the ball at the top of the Spindle Bolt (kingpin).



Assemble the Caliper Bracket, Shear Plate and Round Spacers to the Spindle Bracket using the 1/2"-20 grade 8 hardware provided in the kit. The Shear Plate teeth are a tight fit in the rectangular holes so it may be necessary to tap these with a hammer to get them most of the way engaged before tightening the hardware. (The longer teeth on the Shear Plate plug into the holes in the Caliper Bracket.) Tighten

July 2025

the three bolts a couple turns at a time to keep the assembly straight so it will seat properly. Torque the ½" bolts to 90 ft-lbs.



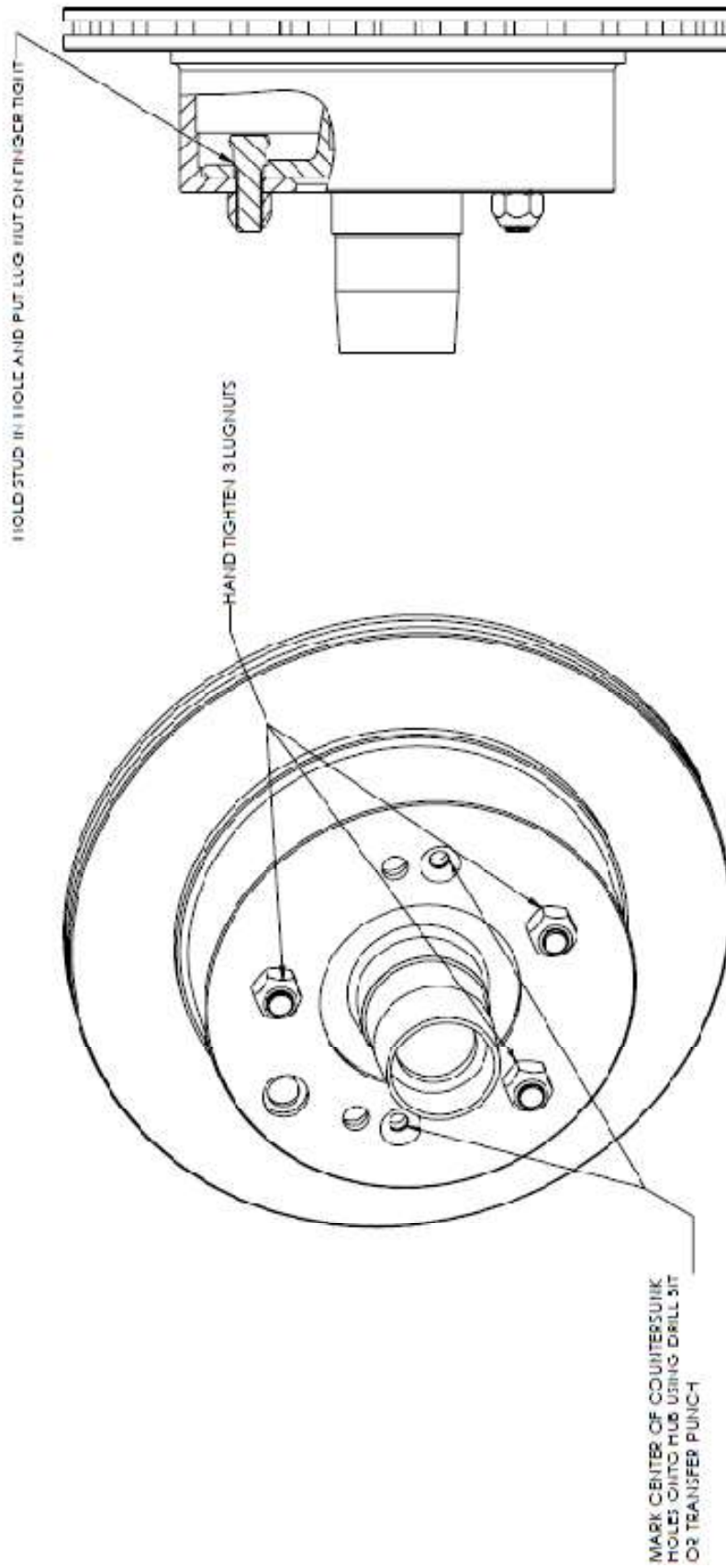
Rotor Assembly

Remove the drums from the hubs. This may be accomplished by using a stud cutting tool (Goodson ST-500) or by using a 5/8" hole saw. The hole saw will require some grinding on the inside diameter with a Dremel tool to clear the threads on the original studs. Be sure to lube the cutting tool when cutting the swaged portion of the original studs. (If you are careful in your cut, the drums can be re-used if you decide to do that.) Once the cut is deep enough, a sharp blow with a hammer will knock the studs through. Be sure to support the hub flange when driving out the studs to avoid deforming the flange.



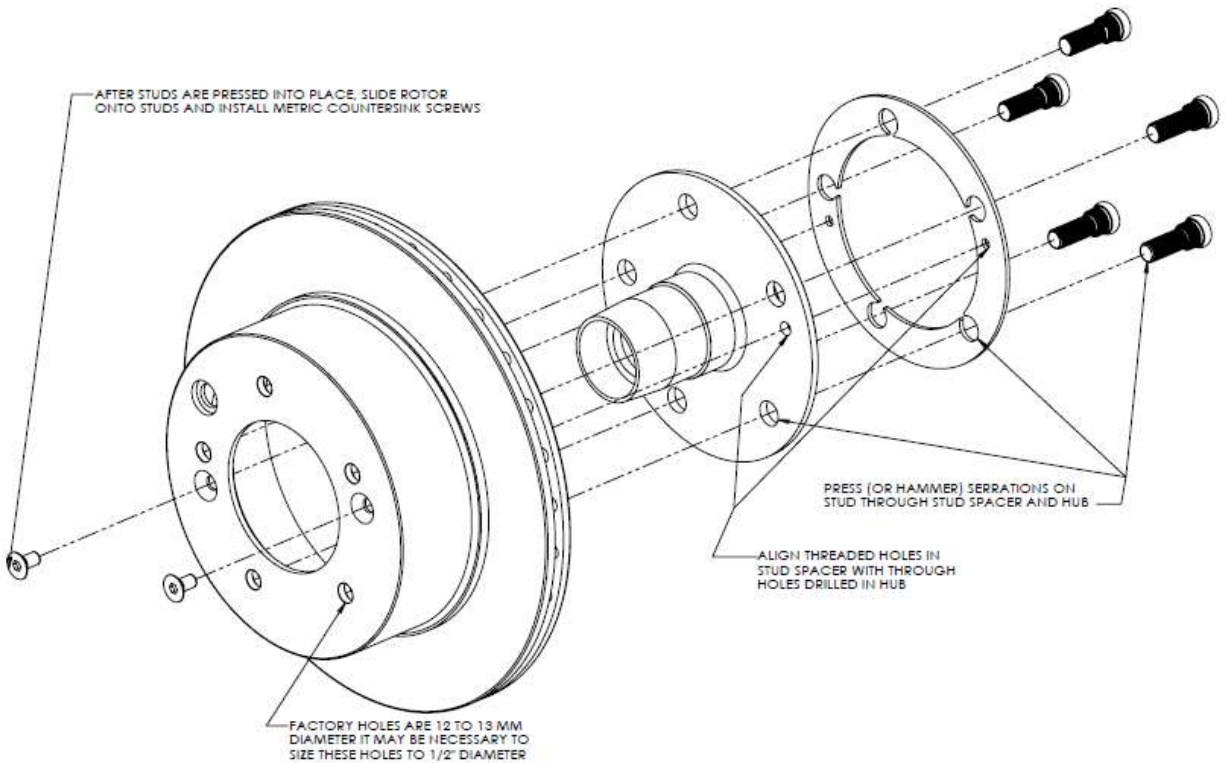
Insert the studs provided in the kit through the holes in the hub and in the rotor. Spin a lug nut on backwards until it touches the rotor. Install at least 3 of the studs this way and tighten only finger tight. The goal is to align the stud holes well without drawing the studs into the hub.

Mark the location of the countersunk holes in the face of the hub flange of the rotor onto the original Model A hub flange (see figure below). Using a scribe or drill bit or transfer punch. Disassemble the rotor from the hub and drill the marked holes through the hub flange using a 21/64 or 11/32 drill bit.



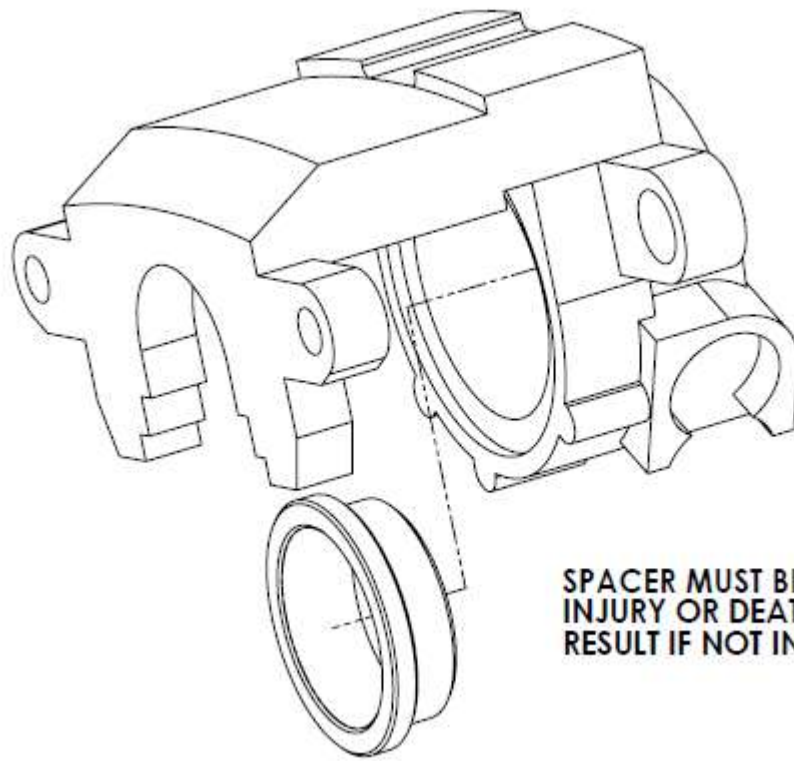
Push new studs from the kit through the holes in the Stud Spacer and through the stud holes in the hub. Align the two threaded holes in the Stud Spacer with the holes drilled through the hub flange previously. Press the studs into place in the hub. (A hammer will work but a press is preferred.) Make sure the hub flange is properly supported to avoid deformation.

The holes for the lug studs in the rotor are 12 mm to 13 mm in diameter and may need to be sized using a 1/2" drill bit carefully. The rotor may now be slid onto the studs and the countersunk metric screws installed. Torque screws to 120 in-lbs (10 ft-lbs). Pay attention to align the two countersunk holes to the hole in the hub and the holes in the Stud Spacer.



NOTE: If the holes in your hub are worn oversize, the lug studs will not be a zero/tight fit in the hub. This will require replacement of the hub or a small weld to retain the studs. If welding is used, take precautions to keep the studs straight.

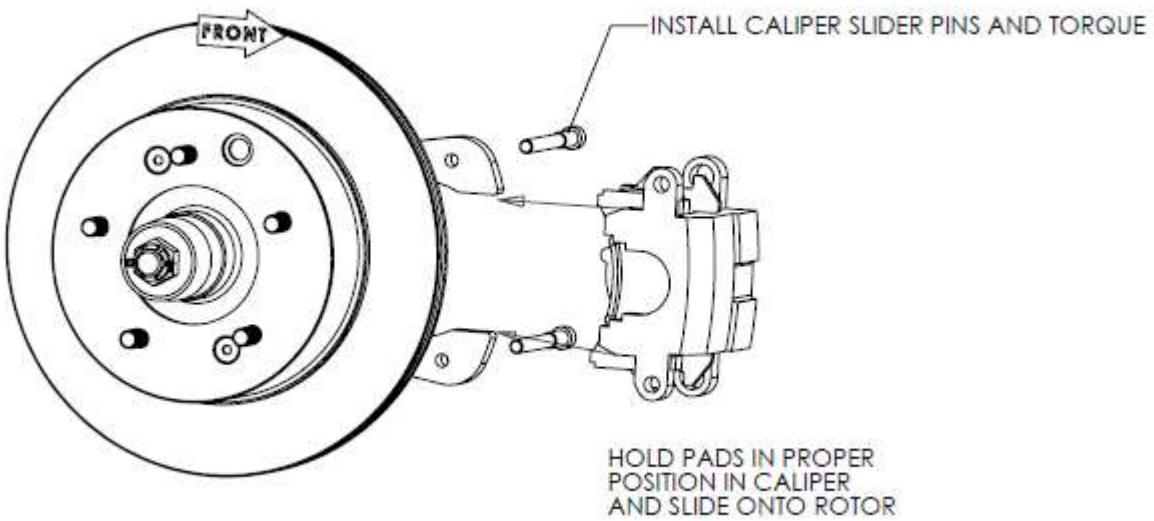
Standard Model A Procedure: Install the rotor/hub assembly along with the wheel bearings, washer, nut and new cotter pin using the Les Andrews "Mechanics Handbook" for reference. (This is a good time to clean and repack the wheel bearings.)



**SPACER MUST BE INSTALLED
INJURY OR DEATH MAY
RESULT IF NOT INSTALLED**

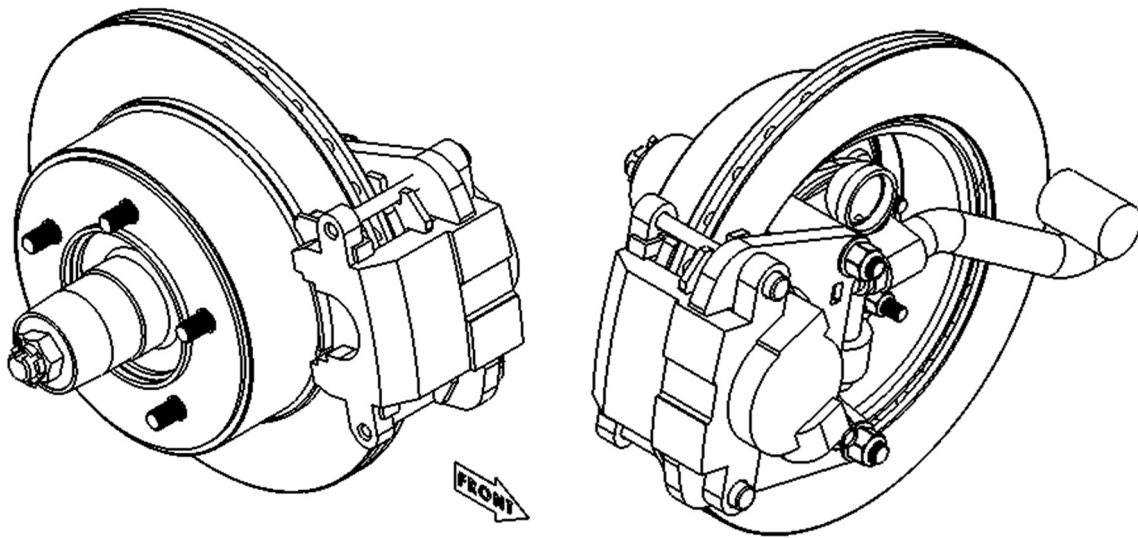
Install the brake pad spacer into the piston in the caliper.

**IMPORTANT: THE BRAKE PAD SPACER MUST BE INSTALLED! INJURY OR
DEATH MAY RESULT IF THIS IS NOT PROPERLY INSTALLED.**



Install the brake pads into the caliper and hold in place while you slide the caliper onto the rotor. The caliper must be slid onto the rotor radially in alignment with the Caliper Bracket. Slide the caliper into the bracket.

Once the caliper is slid into the bracket, install the slider pins through the caliper and bracket. The slider pins thread into the Caliper Bracket. Torque slider pins to 35 ft-lbs.




With the caliper located forward of the spindle centerline, it may be necessary to remove the caliper from the bracket and use a spacer (about $\frac{3}{4}$ ") between the brake pads in order to tilt the caliper to the optimum orientation for bleeding the air out of system. Be sure to properly re-mount the caliper and re-torque the slider pins if this is done.

Wheel spacers **MUST** be used with the disc brake kit. Failure to use the correct wheel spacer may result in damage to the wheels that can lead to serious injury or death.

The builder is responsible for installing an appropriate master cylinder and tubing/hoses to the calipers.



A-2010 WHEEL SPACERS- USED TO INSTALL 16-21" WHEELS TO HYDRAULIC BRAKE DRUMS



Product Code: A02010
Availability: In Stock

\$

Qty - 1 + [ADD TO CART](#)

[Add to Wish List](#) [Compare this Product](#)

★★★★★ 0 reviews | [Write a review](#)

Front Disc Brake	
Part	Kit Qty
Spindle Bracket	2
Caliper Bracket	2
A-660-2 3/8" Custom Spacers	6
Shear Plate (Rev A)	2
Hub Wheel Stud Spacer	2
Hardware	Qty
Included in kit	
Dorman 610-085 Studs	10
1/2-20 X 4 Bolts	6
3/8-24 X 1-1/2 Bolts	8
1/2-20 Lock Nuts	6
3/8-24 Lock Nuts	8
1/2 Flat Washers	12
3/8 Flat Washers	16
2X M8X1.25 X 16mm long	4
Cotter Pin 5/32" X 1"	2
Lug Nuts	10
Included Parts	
GM Piston Spacer	2
Wire Wheel Spacers	2
Purchased Separately by Customer	
Kia Rear Discs	2
GM Metric Caliper	2
Pads	1
Brake Hose to Caliper	2