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**Suggested Installation Instructions for:**  
**319-401, 319-402, 319-403**  
**Beetle 1968-1977, Ghia 1968-1974, and All Off-Road Front Disc Brake Kit**

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These step by step instructions should be read before you start to do any work and you should be able to understand them completely. If you do not have the resources to do this installation then have it performed by a qualified mechanic. Failure to follow these directions could result in damage to your vehicle or possible bodily injury.

- STEP 1 – To start, secure the car on a level, hard surface. Block the rear wheels and set the emergency brake, loosen the front lug nuts while the front wheels are still on the ground. But do not remove yet.
- STEP 2 – Levate the complete front suspension off of the ground and use approved jack stands to support the weight of the car. (Do not use the jack only to support the car.)
- STEP 3 – Remove both front wheels.
- STEP 4 – Remove the front brake drum on the driver's or left side. Making sure you remove the inner wheel bearing and old grease seal.
- STEP 5 – Loosen and remove the rubber brake hoses from metal brake line at the pan.
- STEP 6 – Remove the 3 bolts that hold the drum brake backing plate to the spindle. Remove the complete backing plate with hose.
- STEP 6A – For Kits 391-289 and 301-911 for Ball joint beams: You must replace your spindle with the new spindle furnished in the kit. Your brake caliper will bolt to this spindle. Skip steps 7, 8 and 9.
- STEP 7 – Clean and inspect your drum spindle, making sure that the spindle stub is in good condition. If the spindle is damaged or shows signs of excessive wear, you should replace it before you install your new brake kit.
- STEP 8 – Clean the surface of the spindle before installing the new caliper bracket . This surface must be free from anything that will cause the bracket to bind or not set flat on the spindle. Bolting the bracket to an uneven surface will cause it to crack or break and possibly cause the caliper to bind.
- STEP 9 – Install the caliper bracket so that caliper is to the rear of the spindle. The bracket should go on easily, DO NOT hammer or force the bracket in place, DO NOT use the bolts to "pull" the bracket in place. (Doing this could cause damage to the bracket or spindle,) Torque the bolts to 25 ft. lbs.

- STEP 10 – Install the existing wheel bearing races in the new rotors. (Be careful not to damage the rotor or the races by binding them.) If you do not wish to reuse your bearings and seals you can purchase new ones from Mid America Motorworks.
- STEP 11 – Pack the bearings with suitable hi-temp wheel bearing grease.
- STEP 12 – Install the greased wheel bearings and the inner seal in the new rotors.
- STEP 13 – Install the new rotor on the existing drum brake spindle – using existing thrust washer and adjuster nuts. Adjust to factory specifications. (Be careful not to over tighten adjuster nut. This will cause overheating of the bearings, resulting in damage to spindle, bearings and rotor.) Install the grease cap and speedometer clip.
- STEP 14 – Remove the plastic separator from between the brake pads in the caliper and install the caliper onto the bracket. Use a thread locker sealer and torque to 35 ft. lbs.
- STEP 15 – Install the hose at the caliper first.
- STEP 16 – You are now ready to repeat this procedure on the passenger side. Once completed you will be ready to bleed the system
- STEP 17 – To bleed the complete hydraulic system. Fill the brake fluid reservoir with fresh dot 3 disc brake fluid.
- STEP 18 – Start at the master cylinder loosening metal each metal brake line to bleed air there first – recheck the fluid level.
- STEP 19 – Bleed the passenger side caliper side caliper first and then driver's side – remembering to not allow the reservoir to run dry!
- STEP 20 – Do the final bleeds. Start with the passenger's rear then driver's rear, then the passenger's front, and finally the driver's front. Do the final fill of the brake fluid.
- STEP 21 – Rinse the brake fluid off with water (brake fluid is water-soluble), be careful not to let brake fluid get on any painted surfaces.
- STEP 22 – Re-install the front tires and wheels, remove from the jack stands and lower the car to the ground. Give the lug nuts a final tightening. When test driving, be sure to make a few slow short stops first, to familiarize yourself with the cars new braking power and making sure that everything is functioning properly.

**NOTE: For Kits 391-289 and 301-911 – Ball joint beam, it is recommended to check the front alignment.**