

CLASSIC TRUCK BRAKE UPGRADE



Wayne Brown, better known in Mopar circles as “The Ram Man” spends more time studying brakes than anybody we know. Seriously, the guy absolutely thrives on messing about with old braking systems and coming up with better ways to make things stop; it’s a serious passion, or obsession, or call it what you will, the boy loves the science of making things stop. Which brings us to what Wayne considers “might be the biggest thing I’ve ever done” – which is saying a lot given all the things he’s accomplished through the years.



What you have here is nothing short of a miracle for owners of every Dodge truck made between 1948 and 1971. Having worked on this project for more than a year, The Ram Man now has this 100% bolt-on front disc brake conversion kit that will pop right onto the stock front spindles of all Dodge pickups made between 1957 and 1971; that covers an awful lot of ground! This is a seriously important breakthrough because those trucks never had the option of getting disc brakes and are generally found with very poor manual drum brakes, which were never that great to begin with. These kits use all-Chrysler components, and are actually 1976 11.75" rotors reworked to fit the truck spindles, and the kits use all factory bearings, calipers, and everything else. Honestly, if you can replace the brake shoes on your drum brakes, you can take those things off and bolt on these huge disc brakes right there in your own garage in about the same amount of time. This is a seriously revolutionary breakthrough for older truck owners, and better still, you can add one of The Ram Man's power brake booster assemblies, and in a few hours,

your old Dodge pickup can go from barely being able to stop itself to making your face hit the backside of the windshield if you're not wearing a seat belt! And if you're building a truck that's going to be a bit showier, The Ram Man can also provide you with slotted or drilled rotors, and larger calipers as well, if that's what you desire. Better still, Wayne's engineered these kits for both the standard ½ ton trucks and the larger ¾ ton haulers, so you can get the big rotors with either the basic five lugs or with the heavier duty eight lug pattern.

If you're making use of an older Dodge truck, either for hauling shop parts around or cruising or having off-road fun, this is probably the single biggest improvement you can do, and amazingly, this is something you can do in your own garage with basic tools. It's absolutely brilliant, and kudos to The Ram Man for knocking this one out of the park.

For more information, contact The Ram Man, 7200 Winters St., Fort Worth, TX 76120, or call 817-691-5996. Tell 'em you saw it in MCG! **16 MOPAR COLLECTOR'S GUIDE**



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Dodge D100 Disc Brake Kit Contents

The Ram Man Dodge D100 disc brake kit comes complete with the following:

- Power Brake Booster
- Master Cylinder
- Rotors
- Grease Seals
- Calipers
- Caliper Brackets
- Caliper Bracket Adapters & Plates
- Brake Pads
- Brake Hoses
- Inner & Outer Bearings
- Spindle Washers & Nuts
- Dust Caps



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WARNING!

CALIPER POSITION

- 1.If you choose the wrong position, you will not enjoy correcting it! It will cost you time, aggravation and grief.
- 2.The plates allow the possibility of 4 positions (nine o'clock, ten o'clock, two o'clock and three o'clock). This allows the system to mount on many years and many models.
- 3.Most people seem to have success with two o'clock or ten o'clock.
- 4.Think about it before you drill!!



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Good Information For Owners of Every Dodge Truck Made Between 1948 and 1971

Having worked on this project for more than a year, The Ram Man now has a 100% bolt-on front disc brake conversion kit that will pop right onto the stock front spindles of all Dodge pickups made between 1948 and 1971; that covers an awful lot of ground! This is a seriously important breakthrough because those trucks never had the option of getting disc brakes and are generally found with very poor manual drum brakes, which were never that great to begin with.

These kits use all new factory 1976 A-Body Chrysler components with big 11.75" rotors reworked to fit the truck spindles, and the kits use all factory bearings, calipers, and hardware. A huge added bonus: The wearable items are available at your local parts house. Bearings are factory D100 A-2, A-5 and pads are D84. The rotors are 1976 and up, Cordoba rotors, with bearing races cut for the larger A-5 bearing, not smaller A-17. Honestly, if you can replace the brake shoes on your drum brakes and follow simple instructions and guidelines, you can take those things off and bolt on these huge disc brakes right in your own garage in about the same amount of time.

This is seriously a revolutionary breakthrough for older truck owners, and better still, you can add one of The Ram Man's power brake booster assemblies, and in a few hours, your old Dodge pickup can go from barely being able to stop itself, to making your face hit the backside of the windshield if you're not wearing a seat belt!

And if you're building a truck that's going to be more for show, or if you're wanting increased stopping power over plain rotors, The Ram Man can also provide you with drilled & slotted rotors.

If you're making use of an older Dodge truck, either for hauling shop parts around or cruising, this is probably the single biggest improvement you can do, and amazingly, this is something you can do in your own garage with basic tools. It's absolutely brilliant, and kudos to The Ram Man for knocking this one out of the park!

For more information, contact The Ram Man at 817-429-0105. We also urge you to visit their website at www.therammanINC.com and view the following four videos in the Dodge D100 Section:

- 1) [1948-1971 Dodge D100 Spindle Modification - Detailed Explanation](#)
- 2) [1948-1971 Dodge D100 Power Disc - On Road Demo](#)
- 3) [1948-1971 Dodge D100 Component Installation Complete Overview](#)
- 4) [1948-1971 Dodge D100 Design & Function - Detail Explanation](#)



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IMPORTANT NOTES

- 1) If you don't feel comfortable doing your own installation, **then please don't do it!** Get somebody with the proper qualifications.
- 2) Use good drill bits, as you may burn up several of them.
- 3) We have modified these spindles on the trucks in the driveway. Leave one side down. This will hold the other one steady, while you perform the modifications. We use a good gear drive drill.
- 4) Bolt the plates on and they will show you where the 2 new holes must be drilled. Use a center punch and it will help.
- 5) We drill a smaller starter hole, say 1/8th of an inch, using several drills to get to the final size required.
- 6) **IMPORTANT NOTE:** The calipers may be run in 4 positions: the "9 o'clock," "10 o'clock," "2 o'clock" and "3 o'clock" position. This will be determined by desire and where there is no interference with other steering and suspension components.
- 7) You can make your own pedal location by simply modifying the pedal length to your desire.
- 8) Screw the safety switch into the brake valve last (this is optional).
- 9) This kit actually fits 1948 through 1971, with various additions.
- 10) **The spindle modification video (mentioned previously) will save you a lot of grief.** It has a lot of helpful tips, especially on tapping and threading.
 - 11) You may use permanent Red Loctite on all of the fasteners if you desire.
 - 12) You may use Red Loctite on the spindle nut.
- 13) You may use a center punch to damage/peen the outside thread, preventing the spindle nut from coming off.
- 14) Some cool gearheads have drilled the spindle nut with a 1/8th inch carbide drill bit so that they can tap a roll pin in the hole, down into the spindle keyway, preventing the nut from coming off.
- 15) **IMPORTANT NOTE:** The spindle modifications are extremely easy for a local qualified machine shop.

STEERING STUD NOTES

- 1) Some years use 3 long studs and 1 short stud.
- 2) Some years use 2 long studs and 2 short studs.



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TRUCK DISC BRAKE INSTALLATION

TIPS & TRICKS

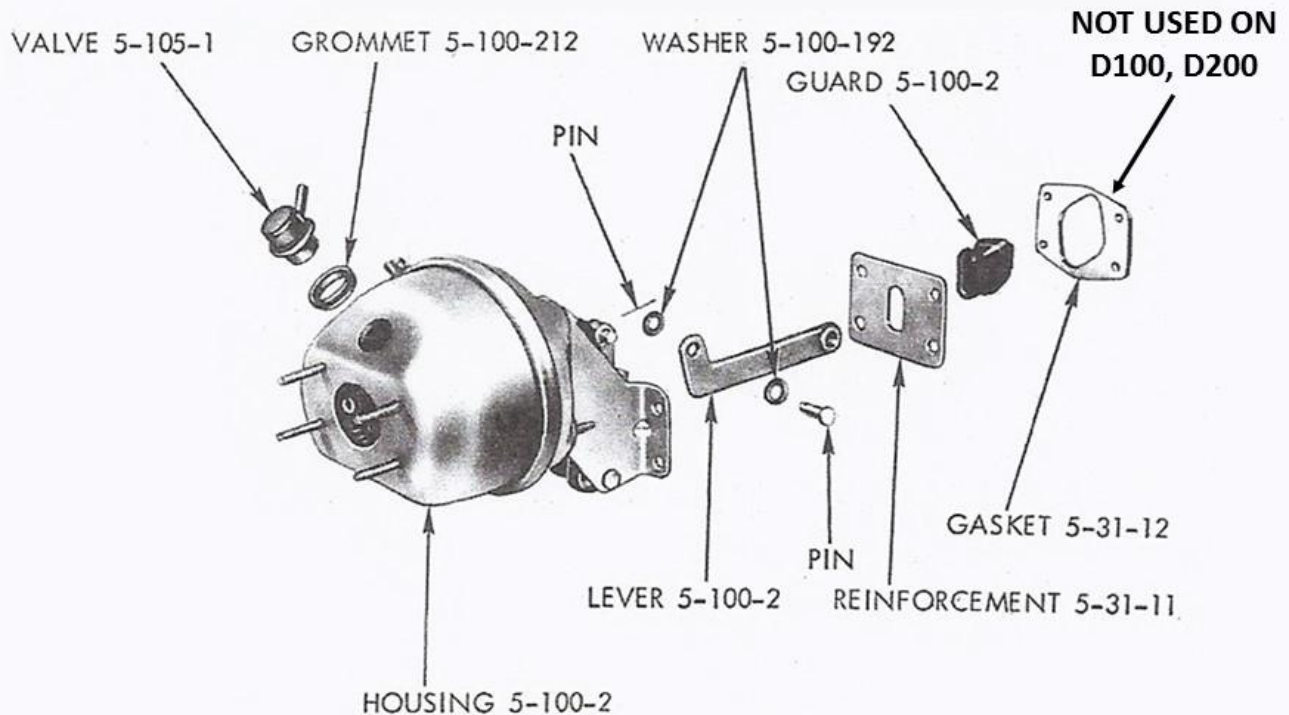
1. Do one side at a time. The down side will hold the opposite spindle stationary for modification.
2. Use the plates to mark the holes to drill and tap. Fasten the plate with two top bolts.
3. Start taps straight with typical "T" Handle. **Be careful, straight is always best.**
4. The spindle pin interferes with tapping the holes rapidly with a "T" Handle. You can use end wrenches, gear wrenches, and sockets to run the tap in efficiently.
5. Go slow! These holes are hard forged spindles. **Do NOT brake your tap or you will be in trouble. Be sure to use lubrication.**
6. REMEMBER: Caliper bleeder screws on top, always.
7. Use Loctite Red on anything you choose.
8. You can intentionally damage the last outside thread of the spindle pin with a center punch. This distortion inhibits the nut from loosening (an old school method).
9. Lugs are standard 1/2" x 20"



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POWER BRAKE UNIT VALIANT, DART, BARRACUDA & D100/D200 TRUCK



IMPORTANT NOTE:

- 1) Check all fasteners.
- 2) Do NOT over tighten Bracket Pivot Bolt. Movement must be free.
- 3) The extra lever (pedal link) is for client customization of pedal height.

NOTE: THIS LINK MAY BE CUT & RE-WELDED TO WHAT EVER LENGTH YOU DESIRE.

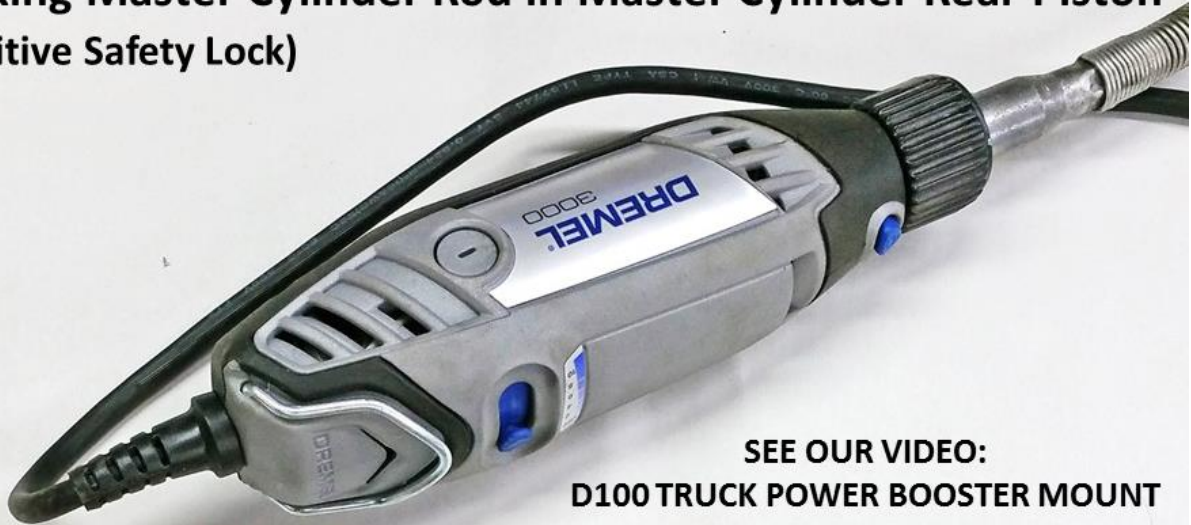
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Locking Master Cylinder Rod in Master Cylinder Rear Piston (Positive Safety Lock)



SEE OUR VIDEO:
D100 TRUCK POWER BOOSTER MOUNT
FIREWALL MODIFICATION
<https://vimeo.com/199863375>



Clip groove cut in old style master cylinder rod for plastic
keeper lock (safe positive lock).



Newer style master cylinder rod and rubber keeper that
locks in master cylinder rear piston.



TRM D100-D200 Master Cylinder Rod Keeper Fix



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THERE IS NO WARRANTY OR REFUND AGAINST CENTER PLATE OR HUB DAMAGE

IMPORTANT FACTS TO PREVENT DAMAGE

- 1) IF NO MASTER CYLINDER IS BOLTED TO THE BOOSTER, DAMAGE WILL OCCUR; THE BOOSTER MUST HAVE RESISTANCE OR THE INTERNAL BOOSTER MECHANISM CAN DAMAGE THE PLATE AND/OR HUB.
- 2) DO NOT BLEED THE BRAKES WHILE THE BOOSTER IS ATTACHED TO THE VACUUM SOURCE.
- 3) DO NOT BLEED THE BRAKES WHILE THE ENGINE IS RUNNING.
- 4) MASTER CYLINDER STUDS SHOULD ONLY BE TORQUED UP TO 100 INCH LBS (8.33 FT LBS).
- 5) ON ORIGINAL BOOSTERS, IT IS A GOOD IDEA TO CHASE THE THREADS WITH A THREAD DIE; 5/16X18. THIS IS ESPECIALLY TRUE BEFORE USING CRIMP LOCKING NUTS.

WE CANNOT BE RESPONSIBLE FOR DAMAGE THAT OCCURS IF THESE PRECAUTIONS ARE NOT FOLLOWED CORRECTLY AND WARRANTY WILL BE VOIDED.



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THE RAM MAN INSTALLATION DISCLAIMER PLEASE READ!

We assume owners have service manuals for their vehicles. Reprints are available on the internet for approximately \$30 to \$40.

We also assume owners are competent (having mechanical sense and experience), or have the good common sense to seek qualified help when needed.

THE RAM MAN IS NOT RESPONSIBLE FOR IMPROPER INSTALLATIONS OR ANY DAMAGE THAT COULD POSSIBLY RESULT FROM AN IMPROPER INSTALLATION.

IF YOU ARE NOT QUALIFIED TO INSTALL OUR PRODUCTS PROPERLY, PLEASE HAVE YOUR INSTALLATION PERFORMED BY A QUALIFIED MECHANIC.

D100 Installation Instructions

**STOCK
SPINDLE**

**MODIFIED
SPINDLE**

1. Bolt plate on using small bolts.

3. 7/16 x 20 Bottom tap.

2. 25/64 Drill Modified

6/10" or .600 deep

4. Enlarge 37/64 Drill

5. 5/8 x 18 tap



ONLY FIVE STEPS

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D100 Installation Instructions



25/64
Drill

7/16 x 20
Bottom Tap

5/8 x 18
Tap

37/64 Drill



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D100 Installation Instructions



25/64 Drill
7/16 x 20 Bottom Tap
For Large Bolts

37/64 Drill
5/8 x 18 Bottom Tap
For Steering Studs

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D100 Installation Instructions



**Plate
Mounted**

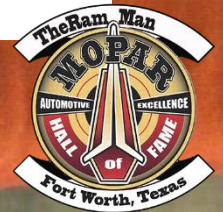


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D100 Installation Instructions

- Some models use
- 3 long studs
- 1 short stud

- Steering Arm Studs
- Long usually in rear
- Short usually in front



D100 Installation Instructions

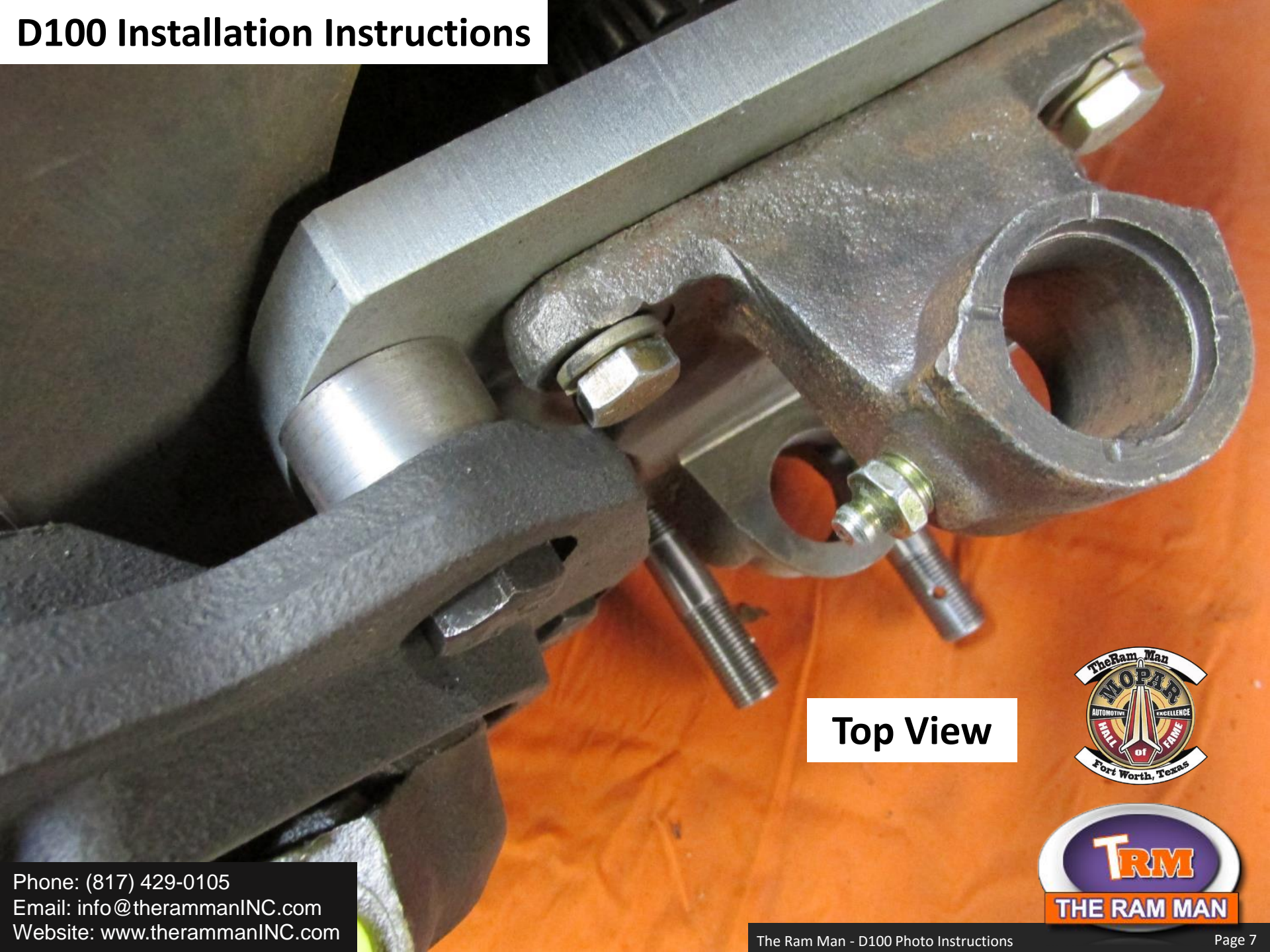


**Plate and Steering Studs
Backside View**



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D100 Installation Instructions

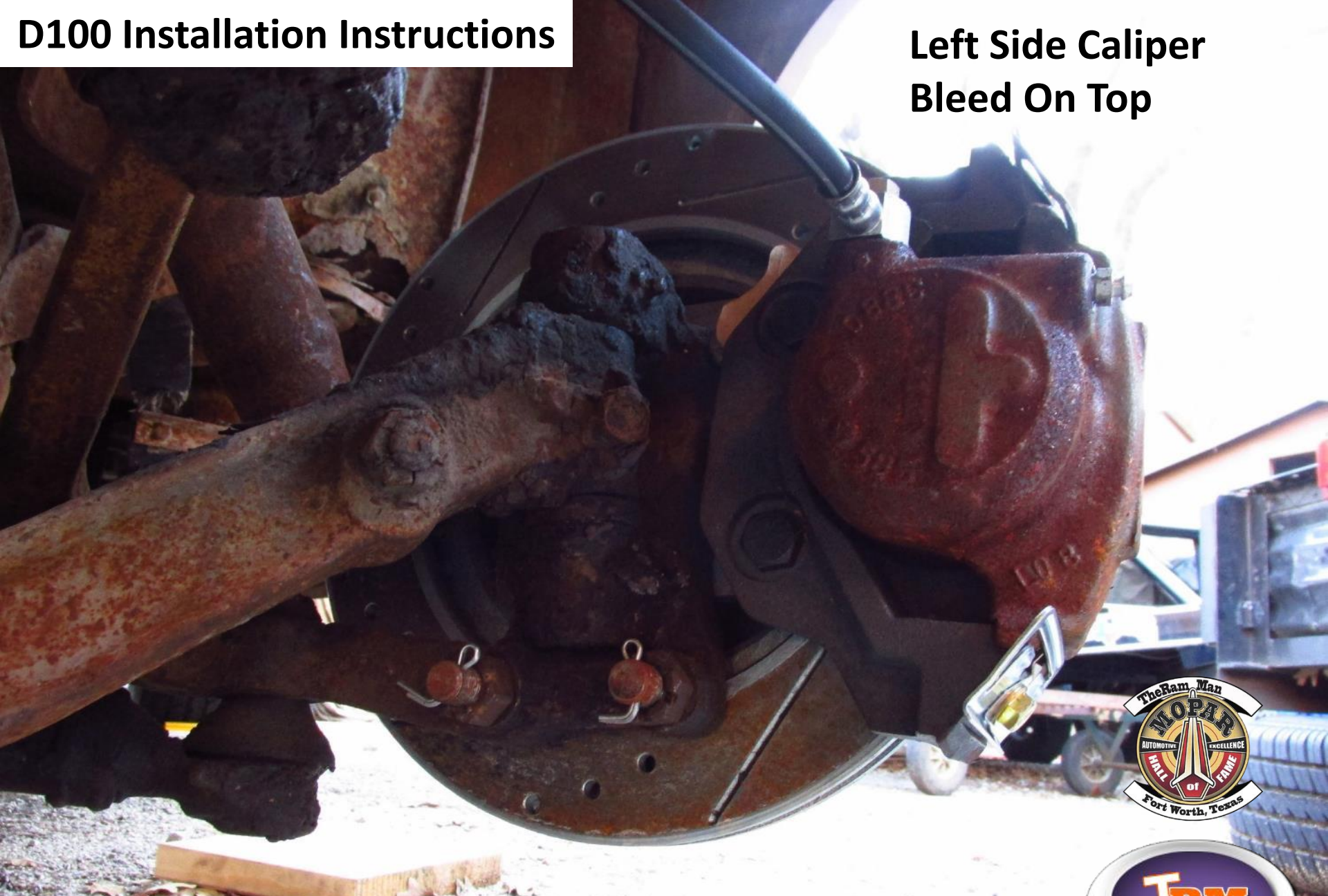


Top View



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Left Side Caliper Bleed On Top



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D100 Installation Instructions

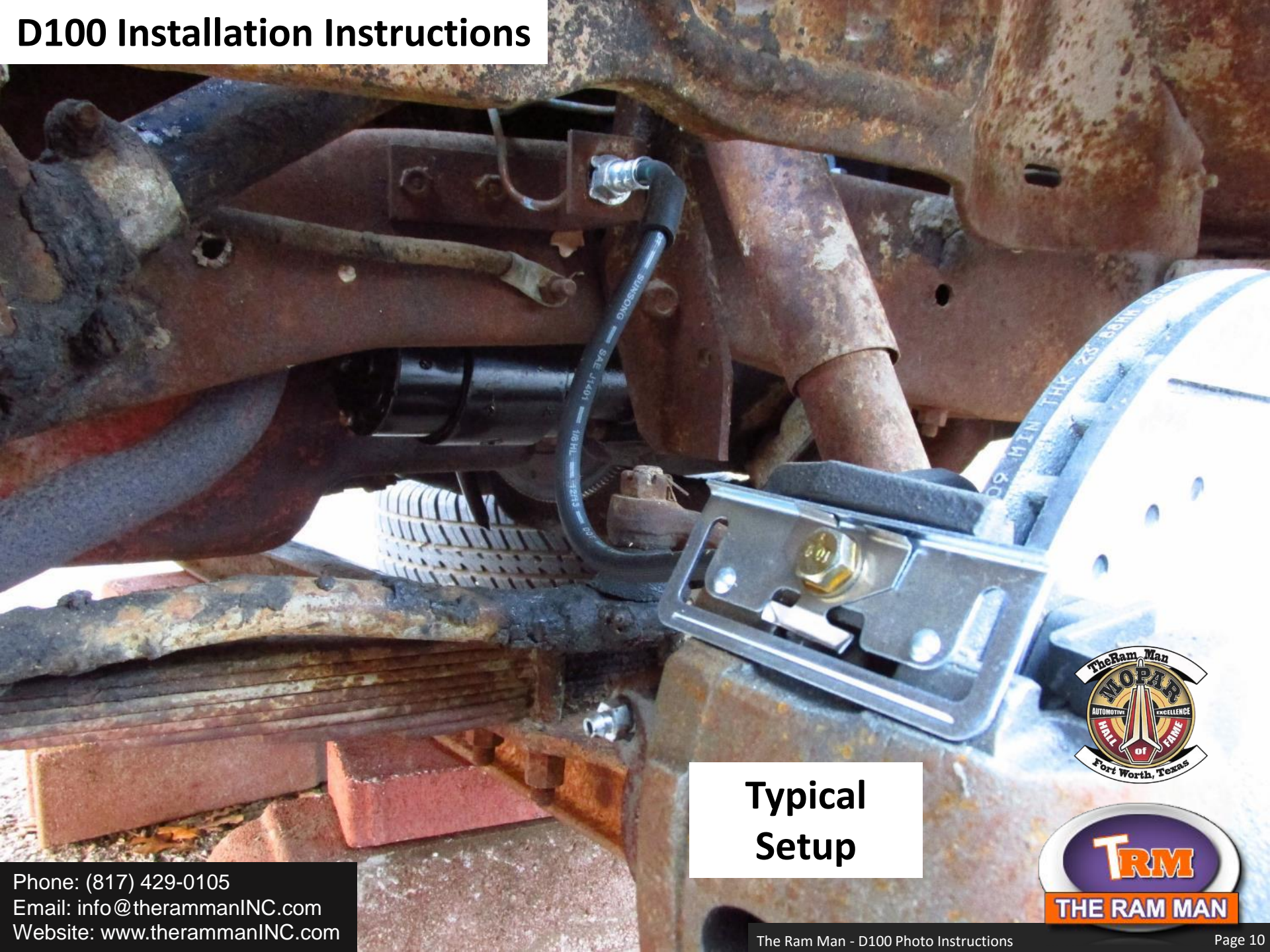


Left Side

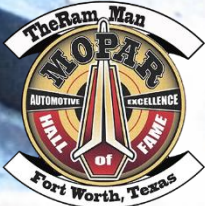


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D100 Installation Instructions

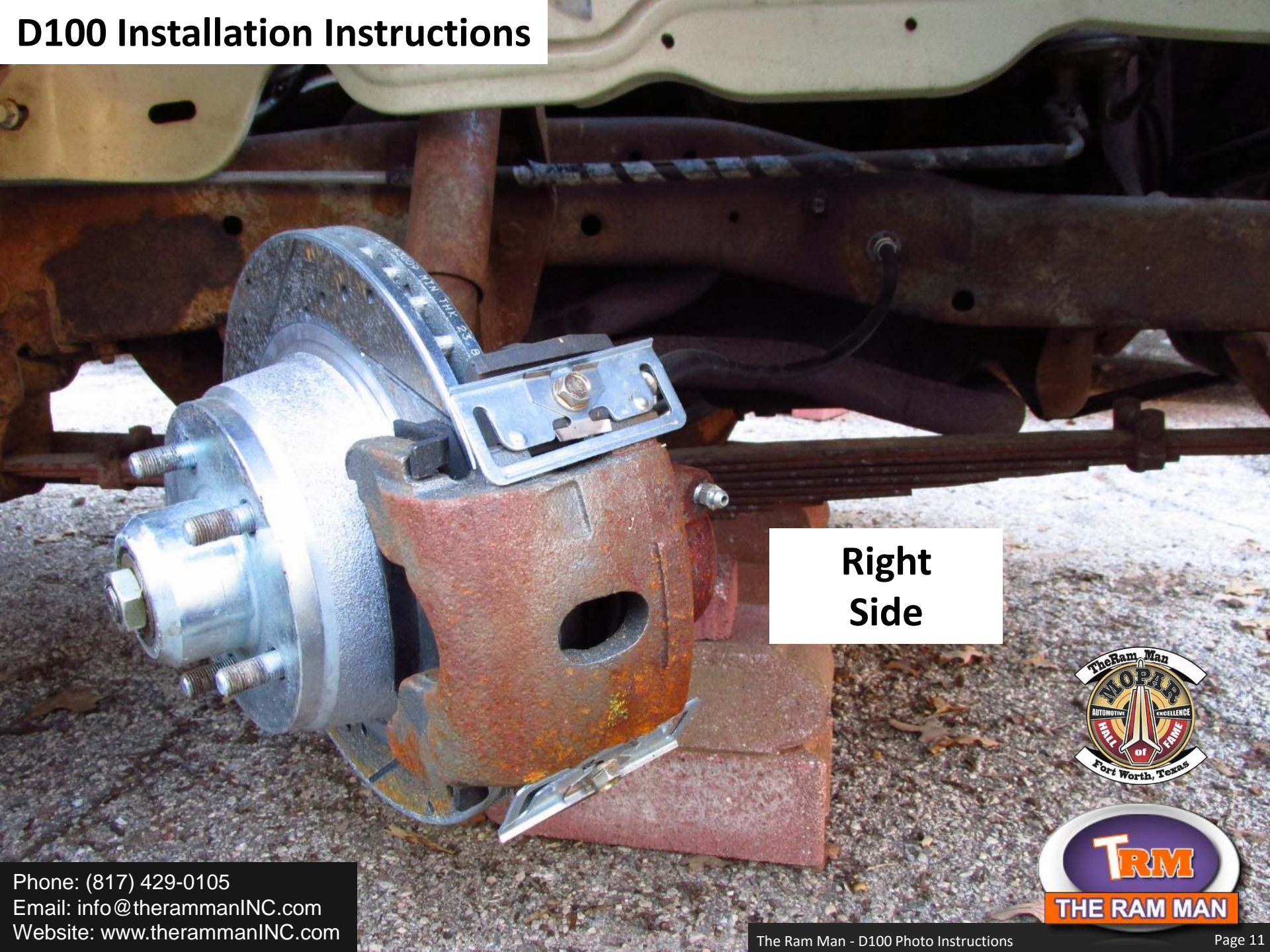


Typical
Setup



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D100 Installation Instructions



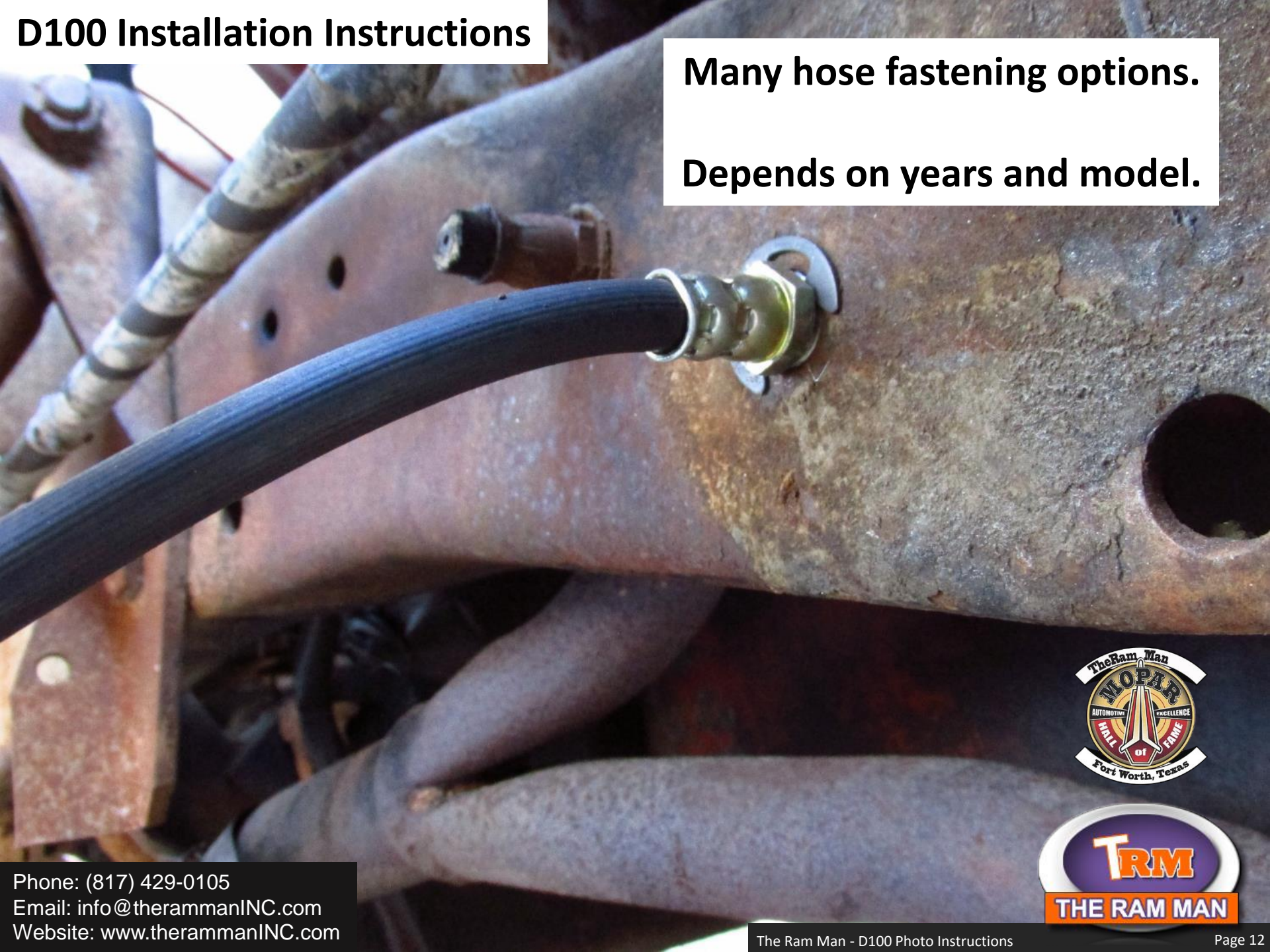
Right
Side



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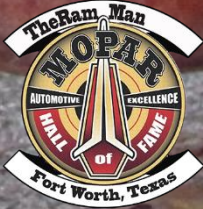
D100 Installation Instructions

Many hose fastening options.
Depends on years and model.



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D100 Installation Instructions

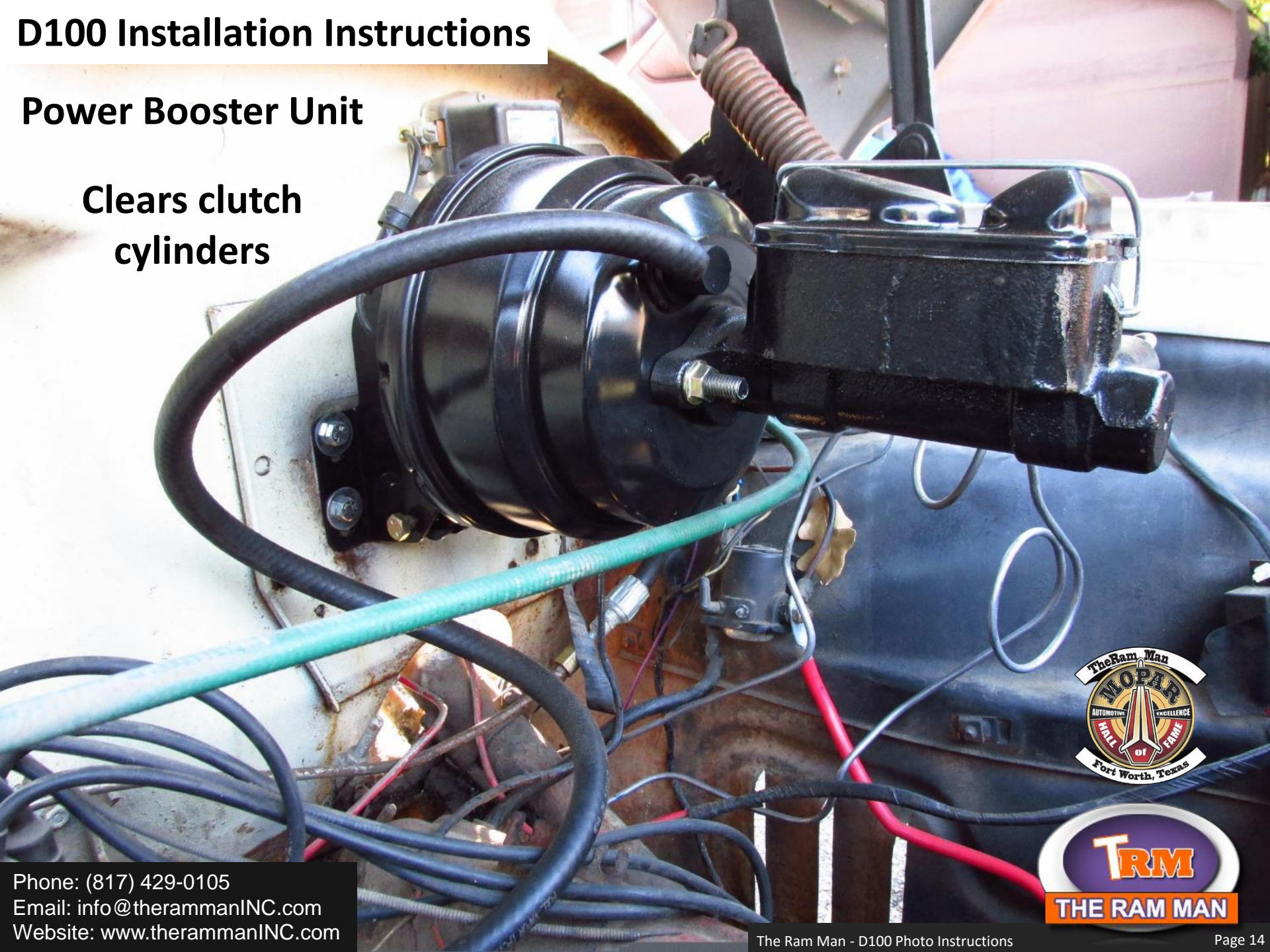


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D100 Installation Instructions

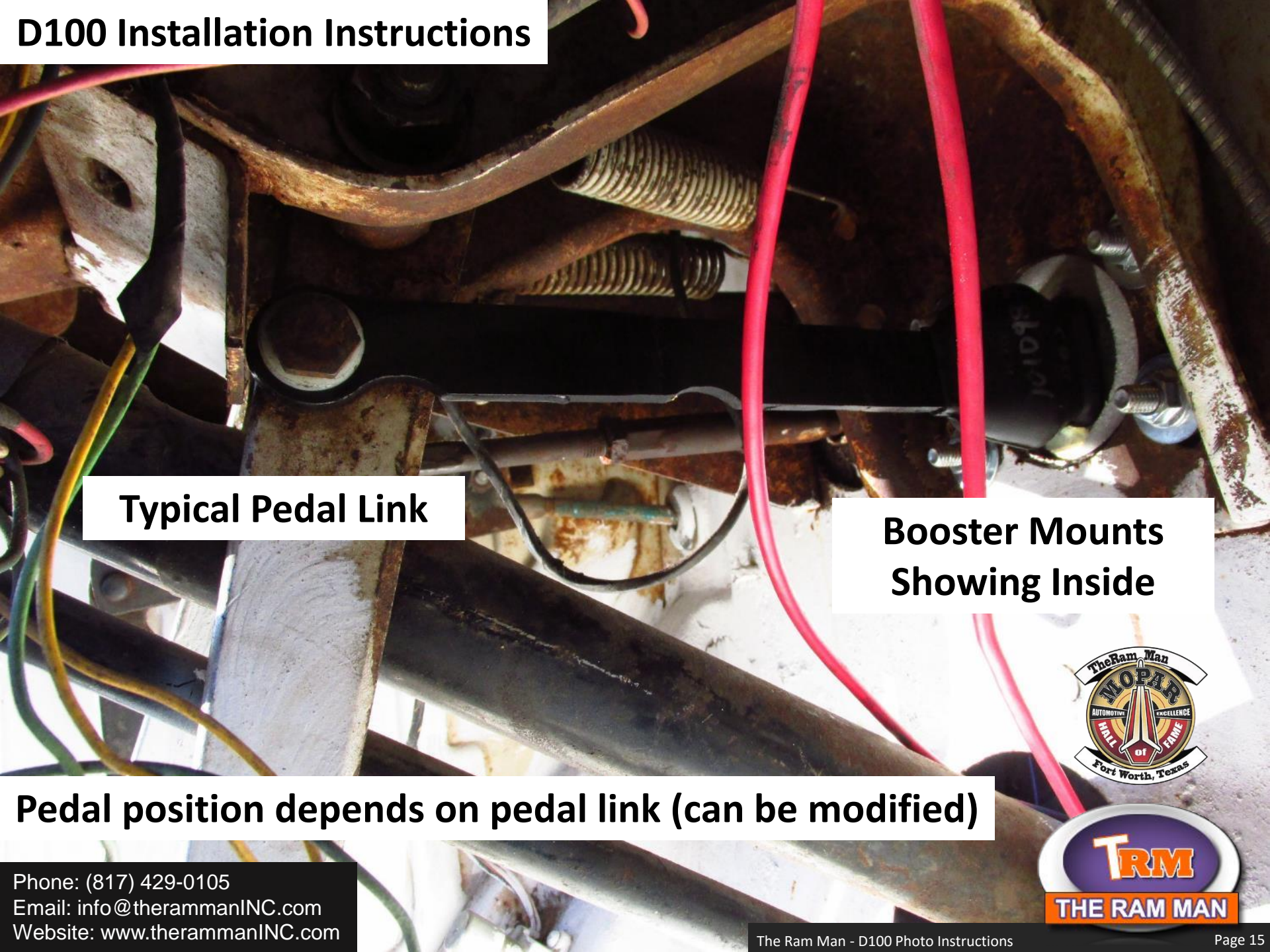
Power Booster Unit

Clears clutch
cylinders



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D100 Installation Instructions



Typical Pedal Link

Booster Mounts Showing Inside

Pedal position depends on pedal link (can be modified)



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D100 Installation Instructions

Adjustable Dual Circuit Brake Valve

This valve can be
mounted anywhere
convenient to your
truck's layout.

Wire Connection
Not Required

Screw in safety
switch last.

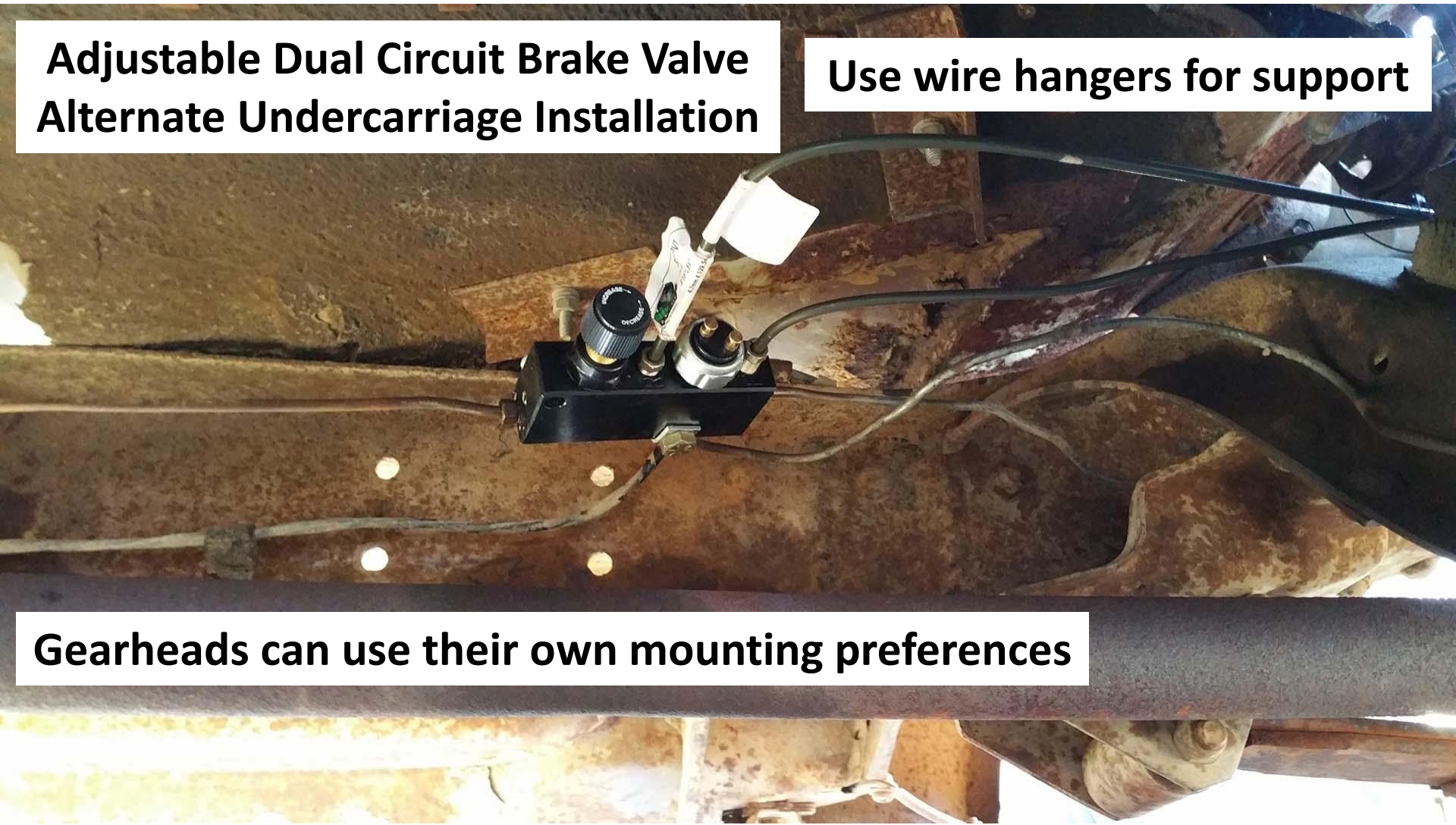


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D100 Installation Instructions

**Adjustable Dual Circuit Brake Valve
Alternate Undercarriage Installation**

Use wire hangers for support



Gearheads can use their own mounting preferences

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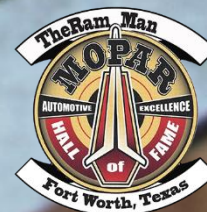


D100 Installation Instructions

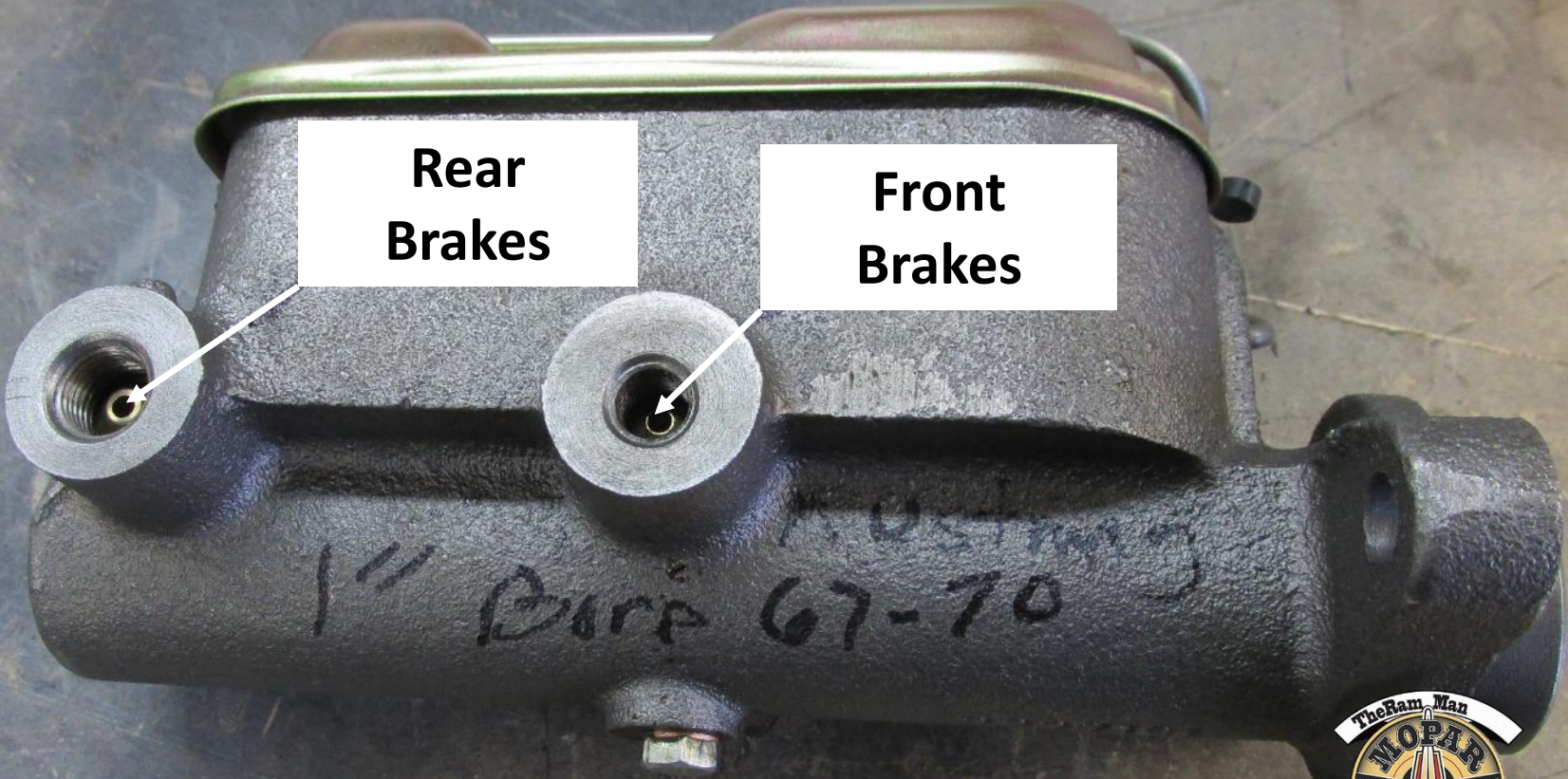


Red Loctite and 1/8th roll pin

Spindle nut cannot unscrew.



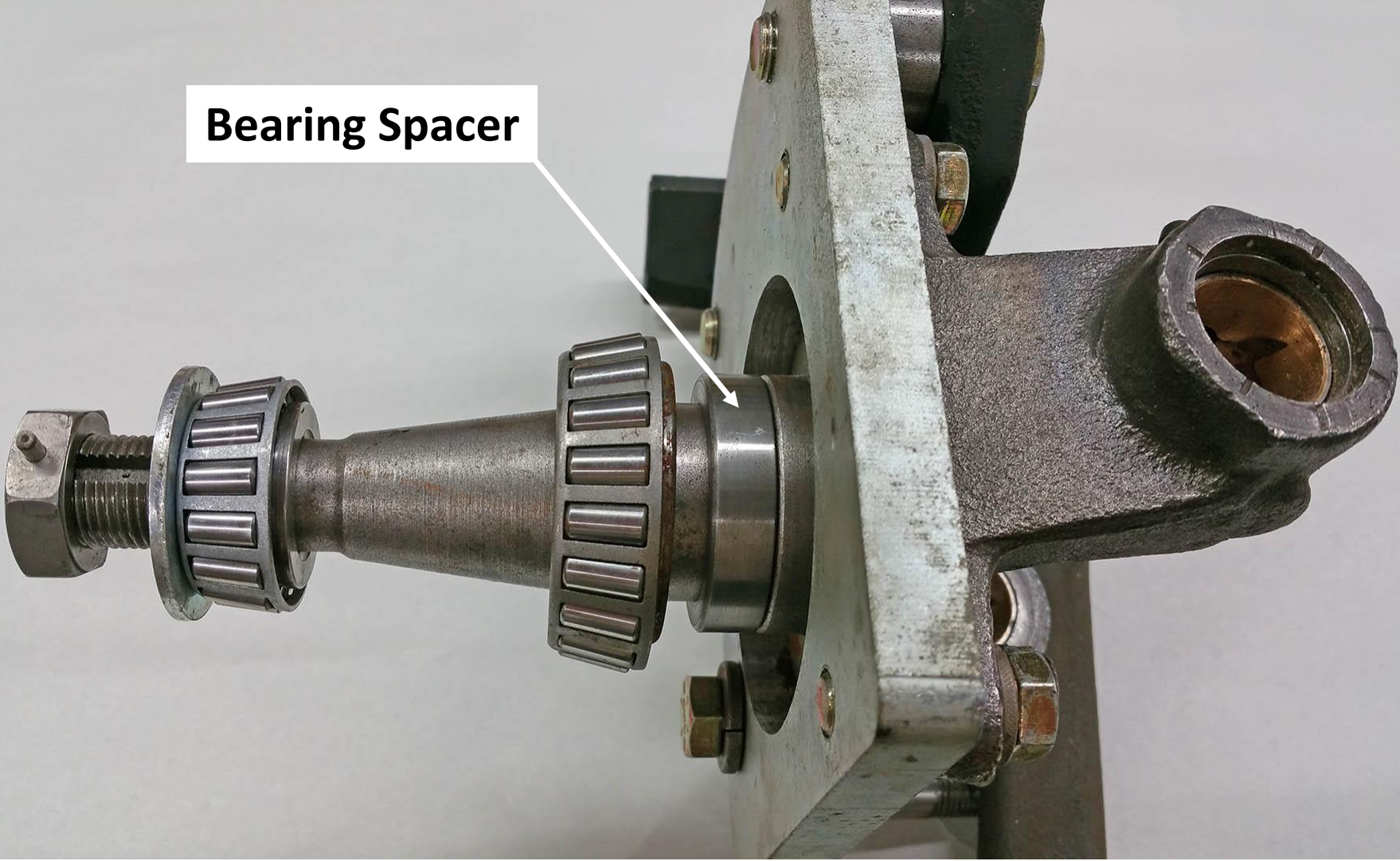
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D100 Installation Instructions

Bearing Spacer



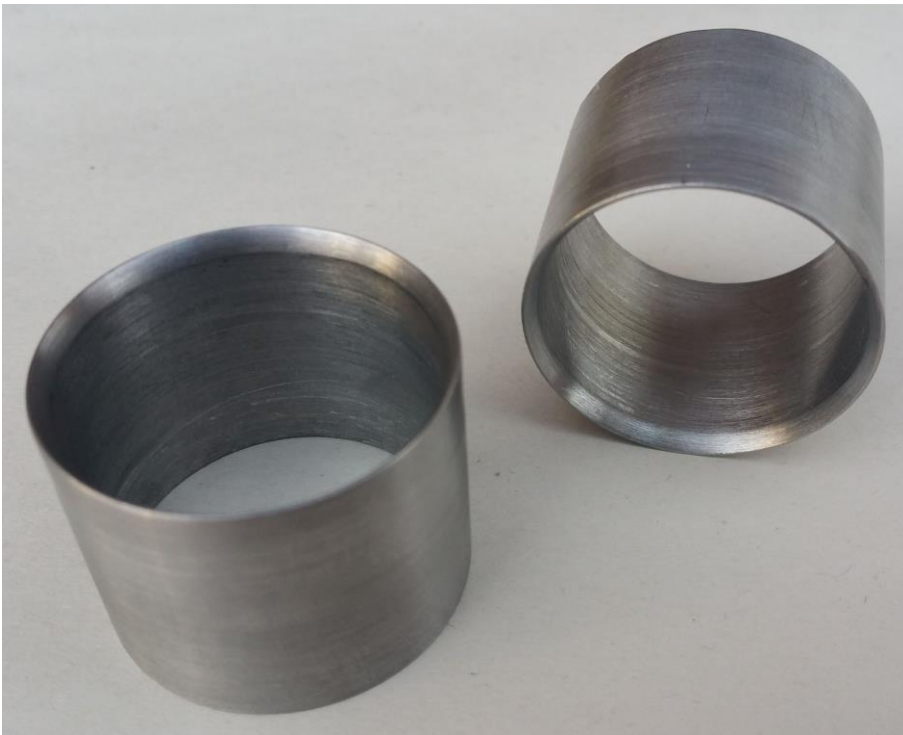
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D100 Installation Instructions

Spindle Sleeves

For converting 1.25" inner bearing to standard 1.375"



See our Spindle Sleeve Tech online video tutorial at:
<https://vimeo.com/171179449>

Rubber O-Rings

A young engineer's bad idea.
Normally NOT used in real life
(Anti-Rattle)

- 1. The break almost immediately
- 2. Impossible to install them
- 3. Prevents calipers from sliding as designed



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FANTASTIC TIPS AND IMPORTANT INFORMATION ON BRAKE SYSTEM HYDRAULICS

A major portion of all brake system problems and grief, can definitely be diagnosed with a simple procedure called, 2 person bleeding. Fluid flow issues, component failures and blocked brake lines, can all be identified easily, seeing is believing.

THE AWESOME ADVANTAGES OF THE OLD SCHOOL 2 PERSON BRAKE SYSTEM BLEEDING

1. A human gets to see and interpret the fluid flow at the bleeder fittings, no guessing.
2. This simple act indicates there are no flow restrictions and all components of the system are working correctly. No (or poor) fluid flow definitely indicates problems.

ADVANTAGE OF BENCH BLEEDING THE MASTER CYLINDER

You get to see and interpret the fluid flow, indicating the true status of the master cylinder. This simple act answers all questions. Are both ports flowing? Is only one flowing? Does it leak out of the back?.....etc.

BENCH BLEEDING MASTER CYLINDER

1. Clamp master cylinder securely in a bench vise.
2. Twist/push pointed bleeder tube adaptors into the outlet ports of the master cylinder and bend the tubes into the master cylinder reservoirs. Use the hose retainer.
3. Fill the reservoir with new brake fluid to approximately 1/4" from the top. Be sure the ends of the tubes are covered by the brake fluid.
4. Using a bleeding tool or suitable blunt stroking tool, begin slowly depressing the master cylinder piston using 3/4 to 1 inch strokes. Continue this procedure until you see a nice steady stream of fluid. While fluid is flowing on the compression stroke, you can lift the end of the clear tube out of the brake fluid, observe flow.
5. Remove master cylinder from vise and install on vehicle.
6. Now remove the bleeder tubes from the outlet ports and attach the vehicle's brake lines.
7. The wheel cylinders and calipers must now be bled to remove any remaining air from the system. Refer to the Service Manual or bleeding sequence guide for the proper bleeding procedure.

**There are multiple videos on YouTube at [theramman01](https://www.youtube.com/channel/UC...) channel,
showing Bleeding and Fluid Flow verification.**

TURN OVER FOR MORE NOTES



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TESTING MASTER CYLINDER

Be sure that the master cylinder compensates at both ports. This can be done by applying the pedal lightly with the engine running (power brakes) and observing for a geyser of fluid squirting up in the reservoirs. This may only occur in the front chamber and so to determine if the rear compensating port is open, it will be necessary to pump up the brakes rapidly and then hold the pedal down. Have an observer watch the fluid in the rear reservoir while the pedal is raised. A disturbance in the fluid indicates that the compensating port is open.

IMPORTANT NOTE

There is no warranty for any client that chooses to use Dot 5 Brake fluid. When Dot 5 and Dot 3 mix on any level (even microscopic), a chemical reaction happens that causes the seals, gaskets and cups to swell and drag, increasing resistance. This can cause slow apply and slow or no release. It is the single worst thing you can do to an old car, using original rubber cups and seals.

God Bless America,
Wayne

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SEE OUR HELPFUL B100, C100, D100-200 VIDEOS BELOW

1. DODGE B,C,D100,D200 TRUCK MANUAL BRAKE RODS

<https://vimeo.com/180071537>



2. Dodge B,C,D100,D200 Disc Brake Kit Explained

<https://vimeo.com/175393146>



3. SPINDLE SLEEVE TECH

<https://vimeo.com/171179449>



4. Dodge B,C,D100-200 Design & Function

<https://vimeo.com/169255372>



5. Dodge B,C,D100 Component Installation

<https://vimeo.com/169255371>

