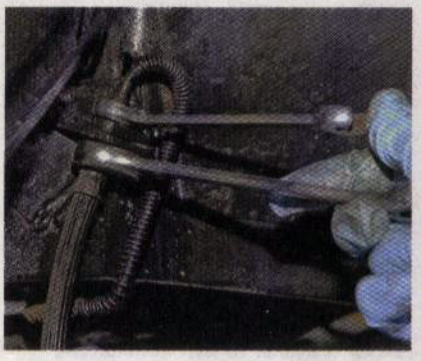
1 Brent Parry's Challenger took farther to stop from 60 mph than it did when new, so Parry knew his car needed help. He started the MCB upgrade by securing his Mopar on jackstands, disconnecting the battery and pulling off the front tires. Then he used a master-cylinder siphon to drain the brake fluid.

2 During initial teardown, Parry checked the condition of all front wheel bearings and front seals, then put them in a plastic bag to reuse later. If you have any doubt about these parts' condition, replace them.

3 To disassemble the driver-side front brake drum, Parry removed the secondary show spring, the anchor, the primary return spring and the cable guide. Next, the primary shoe retainer, springs and retaining nail came off, followed by the secondary show retainer, spring and nail.



4 Parry removed the driver-side brake hose from the brake line junction. Then the old hose was removed from the wheel cylinder.

5 Using a floor jack to take the tension off the lower control arm, Parry removed the two bolts that secured the lower portion of the backing plate to the lower control arm/ball joint assembly.

6 After removing and discarding the old Mopar wheel cylinder, Parry installed the MCB high-volume wheel cylinder using the new bolts provided in the kit.

7 Next, Parry installed the kit's braided stainless brake line, first to the junction at the back of the high-volume wheel cylinder, and then at the hard line junction.

8 On goes the OE 11-inch Mopar drum brake backing plate, followed by the plungers. Parry used plenty of antiseize compound with the plungers.

9 After "dressing" the contact areas on the drum brake backing plate, Parry applied liberal amounts of antiseize compound. Then he installed the new shoe-retaining nails provided in the kit. MCB clearly labels the shoes "primary" and "secondary" to avoid any confusion. The first to go on was the secondary shoe, followed by its retaining spring and retainer, and then the OE brake shoe anchor. Once the secondary shoe was on, Parry installed the Heavier Trick (return) Spring and adjuster cable.

.42. "To put this into perspective, the brake material that you buy over-the-counter today features a coefficient of friction of .25, so we're about 38 percent higher on friction capabilities alone. Then when you couple that with the composite drum, it brings it up to about a 42 percent higher friction level."

Adding to the brake's increased stopping capabilities are MCB's high-volume wheel cylinders. "These cylinders feature a larger cavity, so they move a larger volume of brake fluid, which creates less pedal pressure than an OE wheel cylinder," Ambrose said. "We also use a high-volume master cylinder, which features a larger bore that in turn moves a larger volume of fluid through the system."

MCB also offers upgraded component hardware, including a Heavier Trick Spring Kit that enhances the system's pullback ratio. A stock drum brake