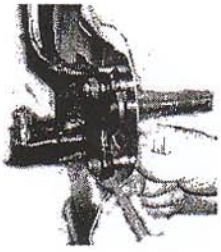
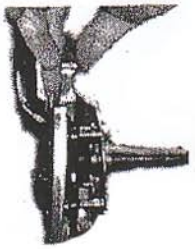
1964-69 Mustang Single Piston Disc Conversion Kit - Fairland, Falcon, Comet - 11” Rotors 5 on 4 1/2”

*** IMPORTANT! READ BEFORE BEGINNING INSTALLATION! ***
Place Vehicle on stable level ground. With Vehicle in gear or in park, set the parking brake If you are only working on the front of the vehicle, place a wheel chock on both sides of the rear wheels to prevent the car from rolling. Chock front wheels if you are working on the rear of the vehicle. Place jack stands under the vehicle in the correct, approved locations. Do not work on any vehicle supported only by a floor jack. Be sure to disconnect the battery if installing any electrical components or welding on the vehicle. Always follow approved safety practices and wear appropriate safety equipment, including safety glasses. Some hydraulic braking systems can have residual pressure in the system. Be sure to follow the instructions and read all warnings before beginning any repair. Some wheel/tire combinations may need a small wheel spacer to allow the wheel to clear the calipers. Most 14” and up disc brake style factory wheels will fit correctly.

The first step is to remove the drum brake backing plate from the spindle. To begin the installation locate the six (6) 1 1/2” long 3/8” hex head bolts and two (2) 2 1/2” long 3/8” hex head bolts. You will use three (3) of the 1 1/2” and one (1) of the 2 1/2” bolts on each side. The 1 1/2” long bolts get used on the top two holes and on the forward of the two lower holes. The 2 1/2” bolt gets used on the lower rear hole. Put these bolts through the holes in the dust shields. The cut-outs on the dust shields for the calipers face forward when installed on the spindle. Install the dust shield over the spindle with the bolts through the holes. Place a 1/4” spacer over the two upper and forward lower bolts.

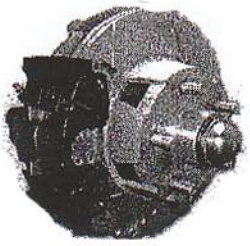
Next install the caliper mount bracket over the bolts. The opening to mount the caliper in should be in front of the spindle to match up with the dust shield. Install the C-Lock nuts (they will only start on the bolts one way). Tighten these to 45 foot-pounds. So in order from outermost to innermost the spindle should now be as follows; bolt head, dust shield, spindle, spacers, caliper bracket and lock nuts.





With the brackets installed to the spindle, the next step is to prepare the rotors for installation. You will need to pack the bearings with Disc Brake Grease before installing them. This can be done by hand or with the use of a bearing packing tool. Place the rotor with the wheels studs facing down. Install the greased inner (larger) bearing into the bearing race in the rotor so the tapers match. Next install the inner bearing grease seal. Press the seal in until flush with the rotor.

Next you will install the rotor on to the spindle. Slide the rotor over the spindle until the inner bearing seats all the way onto its inner race on the spindle. Add a small amount of grease in the area between the rotor and spindle and install the greased outer (smaller) bearing, again matching the tapers. Follow the bearing by the spindle washer and nut. Tighten the spindle nut to 15 foot-pounds while turning the rotor to make sure all the bearings are seated in their races. Back the spindle nut off and tighten by hand, then turn with a wrench until you align the castle slots on the nut to the first available hole for the cotter pin. Verify that the rotor spins freely without much drag, and also that there is no free-play movement in the bearings or rotor. Finally install the cotter pin and fold the ends of the cotter pin over or around the spindle end. Place a small amount of grease into the dust cap and install on rotor.



Now install the brake caliper with the brake pads installed over the rotor being sure the bleeder screw is at the top of the caliper. Use a small amount of the disc brake bearing grease on the caliper pins as you slide them into the caliper. Thread them into the bracket and tighten to 40 foot-pounds. Rotate the rotor to verify there is no binding of the rotor/caliper. Now connect the brake hose to the caliper with the supplied banjo bolt and copper washers. Connect the opposite end to the vehicles hard brake line. You are now ready to bleed the system.