



WARNING

Proper operation of your brakes is essential for your safety and the safety of others. Any brake service should be performed ONLY by persons experienced in the installation and proper operation of brake systems. It is the responsibility of the person installing any brake component or kit to determine the suitability of the component or kit for the particular application. After installation and before operating your vehicle, be sure to test the function of the brakes under controlled conditions.

DO NOT DRIVE WITH UNTESTED BRAKES!

FOR TECHNICAL ASSISTANCE CALL:

888-533-1199

MONDAY - FRIDAY

8:00 AM TO 5:00 PM EST

IMPORTANT

Take time to read all the literature that came with this kit. Check the provided list of parts against what you received to ensure all parts are present. While this kit was designed to make the process of changing brake parts as simple as possible. **NOTE: WITH SOME KITS IT MAY BE NECESSARY TO MAKE MINOR CHANGES TO YOUR CAR!**

READ ALL WARRANTY DISCLAIMERS AND RETURN POLICIES INCLUDED IN THIS KIT PRIOR TO INSTALLATION!

MASTER POWER BRAKES

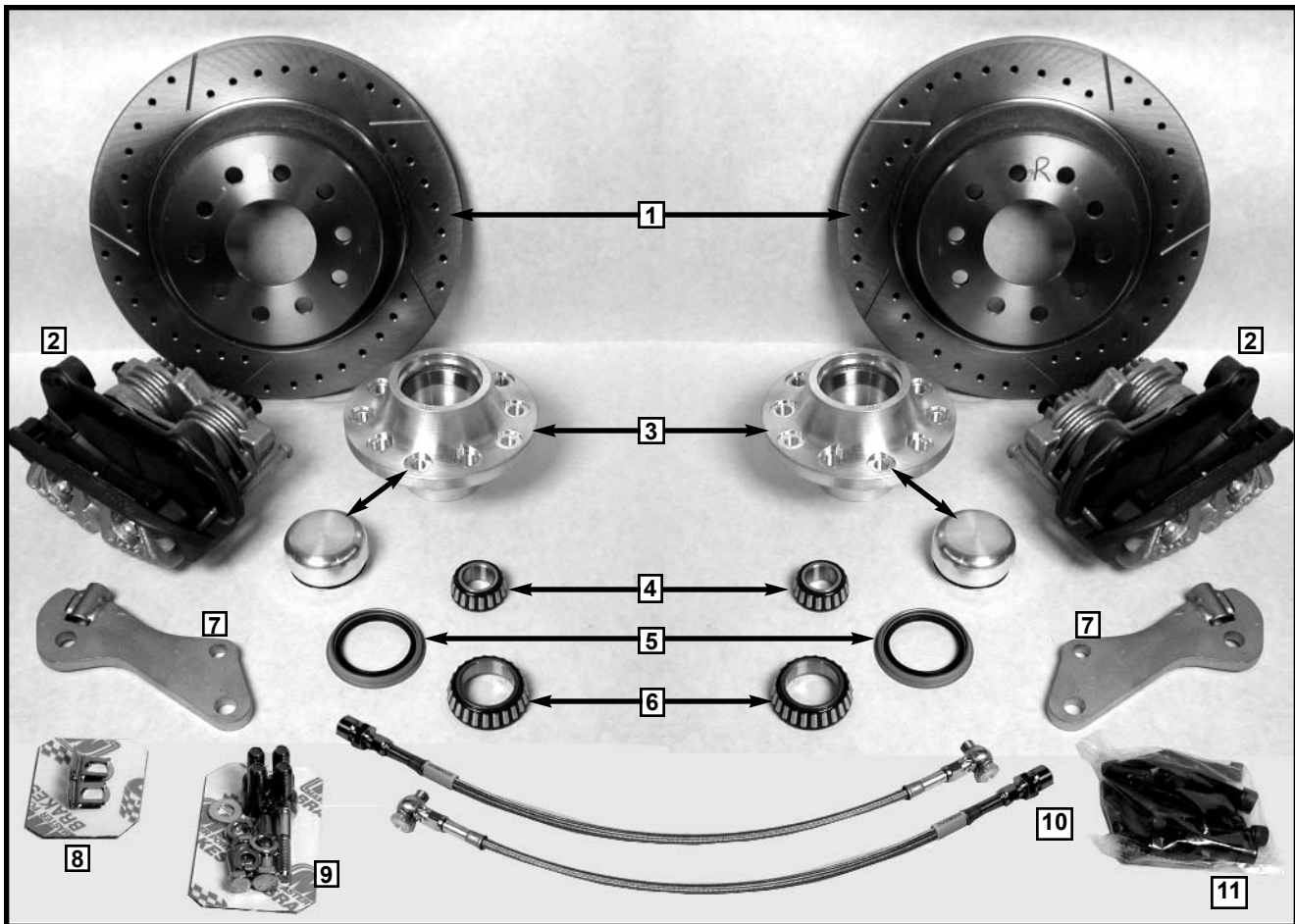
110 CROSSLAKE PARK RD. MOORESVILLE, N.C. 28117

www.mpbrakes.com

DB1527BHP

Mustang II Disc Kit

Parts List



Parts included in the box:

1. (2) Cross-drilled & slotted rotors
2. (2) Calipers
3. (2) Aluminum multi-bolt pattern hubs with dust caps
4. (2) Outer bearings
5. (2) Bearing seals
6. (2) Inner bearings
7. (2) Caliper brackets
8. (1) Bracket hose bracket kit
9. (1) Caliper mounting hardware kit
10. (2) Disc brake hoses with hardware
11. (1) Pack of wheel studs
12. (1) Set of instructions (Not shown)

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Installation Instructions

WARNING:

Installation of any component or kit should only be performed by persons experienced in the installation and proper operation of disc brake systems. It is also the responsibility of the person installing any brake component or kit to determine the suitability of the component or kit for that particular application.

NOTE:

Before operating the vehicle after installation test the function of the brakes under controlled conditions. Make several stops in a safe area from low speed and gradually work up to normal speeds. **DO NOT DRIVE WITH UNTESTED BRAKES!** Always utilize safety restraints when operating the vehicle.

Note: This kit is designed to be used 74-78 Mustang II and 73-80 Pinto/Bobcat spindles. It will also fit most dropped spindles and tubular "A" arm combinations. Check the fit before painting or plating any parts.

STEP 1:

1. Check to be sure that your kit has all the necessary parts needed to complete this project! (Use the supplied parts list as a check list.)

STEP 2:

Remove the following components from you car:

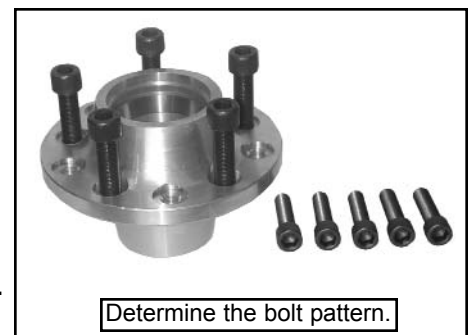
Tech tip: Prior to disassembly spray the nuts and bolts that will be removed with a penetrant.

1. If you are performing the installation with a jack, be sure that the parking brake is set and that the rear wheels are chocked. Support the front of the vehicle with jack stands. Never work on sloping ground.
2. If you are using a lift, raise the vehicle to a comfortable working height.
3. Remove the front tires.
4. At this point, be sure to place the proper support under the lower control arm. Failure to do so will allow the coil spring to blow out when spindle is removed, which could result in vehicle damage and possible serious injury or even death.
5. Next, disconnect the drum brake hoses from the hard line using the appropriate flare wrenches.
6. Now remove the dust cap, cotter pin, spindle nut, spindle washer, bearings and drum from the drum brake spindle.
7. Detach the steering arm from the tie rod.
8. Now disconnect the ball joints from the spindle and remove the spindle.
9. Clean and inspect ball joints and tie rod ends for excessive wear or damage, replace at this time if necessary, in preparation for assembly.

STEP 3:

Things to prepare before assembly of the new disc brake kit:

1. Grease the bearings. (Use a high quality disc brake bearing grease.)
2. Install the wheel studs into the hub. **Note:** This Mustang II kit is designed to be a multi-pattern hub with either the GM 5 x 4 3/4" spacing or the Ford 5 x 4 1/2" spacing. Determine which pattern you will need and install the wheel studs into the hub prior to assembly. The Ford uses 1/2" studs and the GM uses 7/16" studs.



Step 3: (Cont.)

3. Now install the hub onto the rotor and secure with lug nuts to hold the hub and rotor together while assembling the kit. **Only finger tighten the lug nuts to ensure no damage to the rotor.**

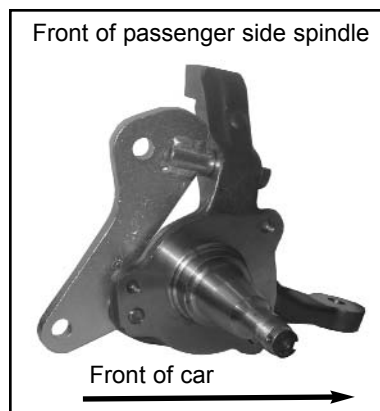
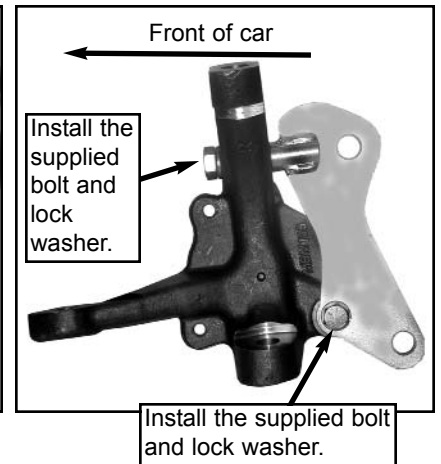
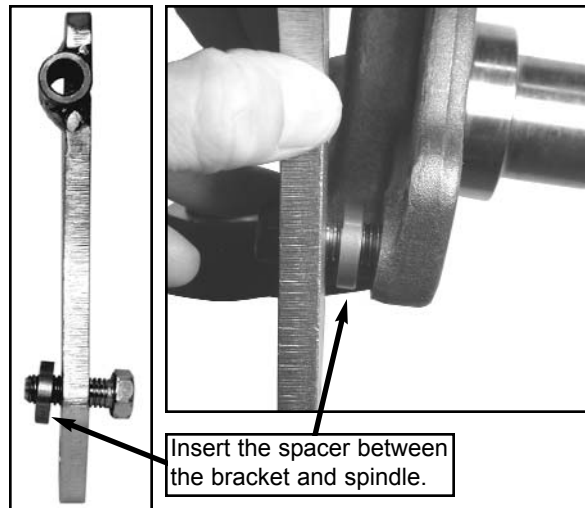
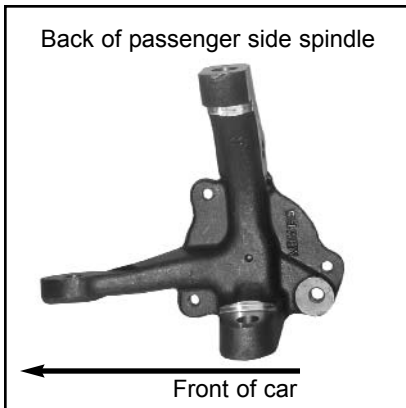


4. Install the greased inner bearing and the rotor seal onto the rotor. **Note: The supplied hubs come with races, so you can disregard the races that are with the bearings.**



5. Clean the rotors using brake cleaner first, then with soap and water. Dry with a clean towel.

6. Now clean the new spindles and then mount the supplied caliper brackets. There are right and left side brackets be sure to identify which is which. The brackets are stamped left and right; "L" is for drivers side and "R" is for passenger side. Note: The calipers will mount toward the rear on this kit. Be sure to insert the supplied spacer between the bracket and the spindle in the lower hole and use the lock washers that are included.

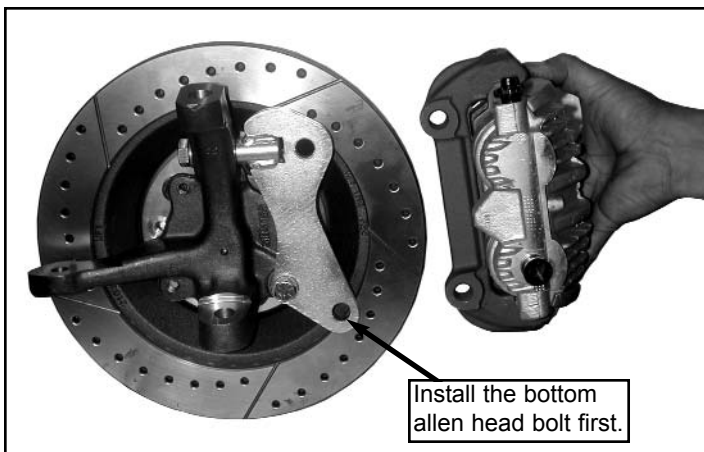
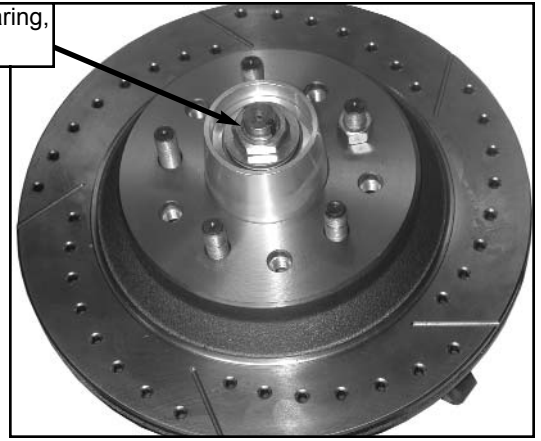


STEP 4:

Installation of disc brake components:

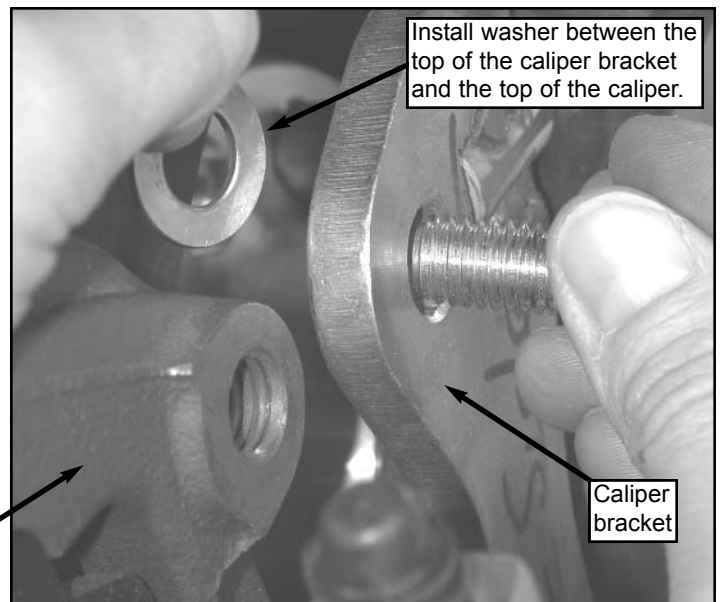
1. Place the new disc brake spindle with the installed caliper bracket onto the lower ball joint. Torque the nut to the correct specifications for your vehicle. Insert the cotter pin and bend it.
2. Raise the control arm support and repeat process in number 1 for the upper ball joint.
3. Now connect the tie rod to the steering arm.
4. Slide the rotor onto the spindle (**with the greased inner bearing and the rotor seal already installed**) followed by the outer bearing, the keyed washer and the spindle nut. Tighten the spindle nut until rotor moves freely but is not loose. Then install the cotter pin to secure.
5. Install the caliper with pads onto the caliper bracket. Using one of the supplied allen head bolts secure the bottom of the caliper and this will allow you to be able to fit the washer between the caliper and the bracket at the top. Then install the top allen head bolt and tighten both. The bolts will go through the caliper mounting bracket and thread into the caliper cradle.

Install the rotor, then outer bearing, keyed washer & spindle nut.



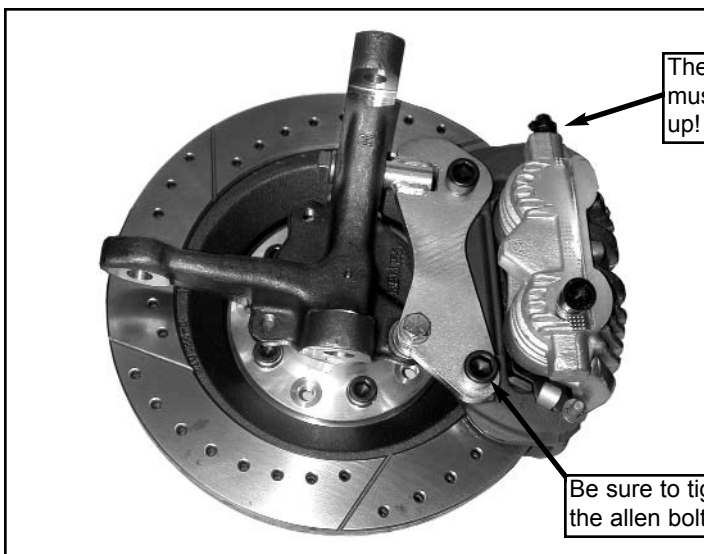
Install the bottom allen head bolt first.

Caliper



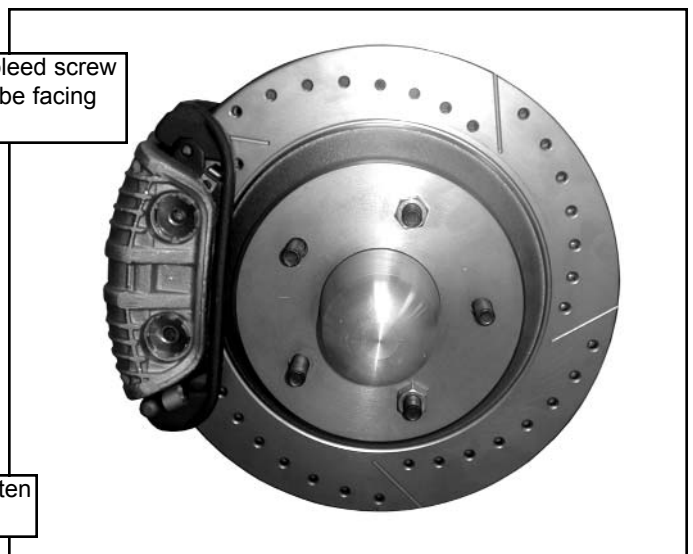
Install washer between the top of the caliper bracket and the top of the caliper.

Caliper bracket



The bleed screw must be facing up!

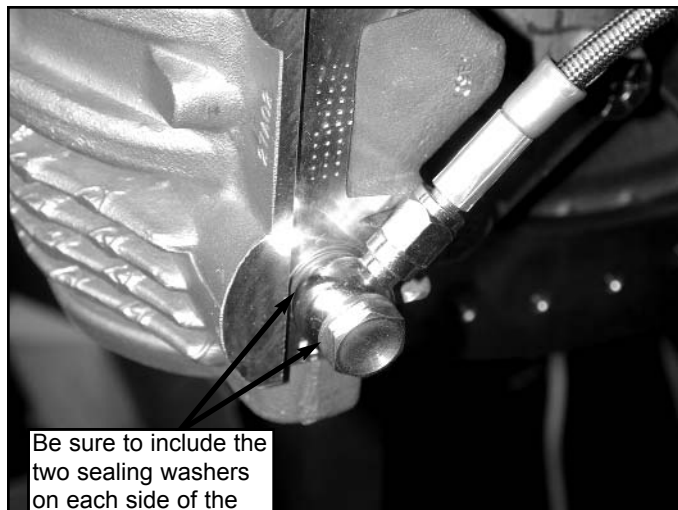
Be sure to tighten the allen bolts



10. Attach the brake hose to the caliper using the supplied banjo bolt. Be sure to include the two sealing washers on each side of the hose end.

11. Connect the new brake hose to the system at the frame, in the same location that the drum hoses came off. **(NOTE: In some cases it may be necessary to relocate the hard line.)**

12. Now repeat this process on the opposite side.



Be sure to include the two sealing washers on each side of the hose end.

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