

EC-704

Instructions

READ THESE INSTRUCTIONS COMPLETELY BEFORE DOING ANYTHING!

Installation Instructions for GM Rotor and Caliper with Aluminum Hub

NOTE: This kit is designed to be used on the 74-78 Mustang II and 73-80 Pinto/Bobcat spindle. It will also fit most dropped spindles and tubular 'A' arm combinations.

CHECK AND BE SURE BEFORE YOU PAINT OR PLATE ANYTHING. MAKE SURE THAT YOU WRAP A PIECE OF PAPER AROUND THE HUB DIAMETER AND TAPE IT IN PLACE WHILE FITTING THE ROTOR ON SO AS NOT TO SCRATCH OR DAMAGE THE HUB. SCRATCHED OR DAMAGED HUBS WILL NOT BE ACCEPTED FOR RETURN NOR WILL PAINTED OR PLATED PARTS.

- 1) Remove the existing brake system components from the spindle along with the rotor dust shield. Retain the outer wheel bearing washer, nut and nut retainer.
- 2) **Without using any grease**, install the inner bearing on the spindle and install the outer bearing, bearing washer and wheel bearing nut, finger tight only.
- 3) Wrap a strip of paper around the hub diameter where the center hole of the rotor will locate. Scotch tape it in place. Slide the rotor over the studs. Make sure the rotor fits on freely. Hold the rotor in place with two or three lug nuts - finger tight only. Do not attempt to pull the rotor onto the hub using the lug nuts. You will bend the rotor and/or the hub.
- 4) Mount the appropriate bracket, (there is a left and right hand bracket), to the spindle using the new lower bolt supplied and the **stock Mustang upper caliper cradle bolt**. Do not use any other type of bolt. **STOCK MUSTANG ONLY**. Snug them up for now.
- 5) Install the caliper on the bracket with the pads in place and snug the bolts for now. Remember the caliper bracket fits between the caliper mounting ears. Turn the rotor and make sure everything runs true.
- 6) Remove the lug nuts that you installed to hold the rotor in place. Cover the hub with a rag so it does not get damaged and **gently** install the wheel and tire. Check closely for adequate wheel clearance on the caliper before you turn the wheel. If all is well turn the wheel **very slowly** to make sure there are no points of interference.
- 7) If everything checks out okay, take it all back apart. Paint, plate or whatever at this time.
- 8) Grease the bearings - use lots of GOOD wheel bearing grease. You don't want to spin a bearing in these hubs, they are very expensive. Install the grease seal in the hub and set it aside for now.

- 9) Install the caliper mounting bracket, (remember there is a right and left) using the new lower mounting bolt and lockwasher provided and the stock Mustang upper bolt. **This bolt must be coated with a small amount of loctite on the threads prior to installation just like Ford did it.** Tighten the bolts.
- 10) Install the hub on the spindle followed by the outer bearing, bearing washer and retaining nut. Adjust the wheel bearings as required, (that means like any other ones you've ever done). Install the castellated ring and a **new** cotter pin.
- 11) Install the 'O' Ring on the dust cap. Apply a **small** amount of grease to the 'O' Ring and install it in the hub with a slight twisting motion.
- 12) Remove the piece of paper from the hub and install the rotor. Use a couple of lug nuts again to hold it in place.
- 13) Keeping in mind that the bleeders point up install the caliper as before and tighten the bolts. Rotate the rotor and make sure everything is running true.
- 14) Install a suitable brake hose. Fill and bleed the system. Install the wheel and tire and **check again** for adequate clearance when you rotate the wheel.

03/27/2018