

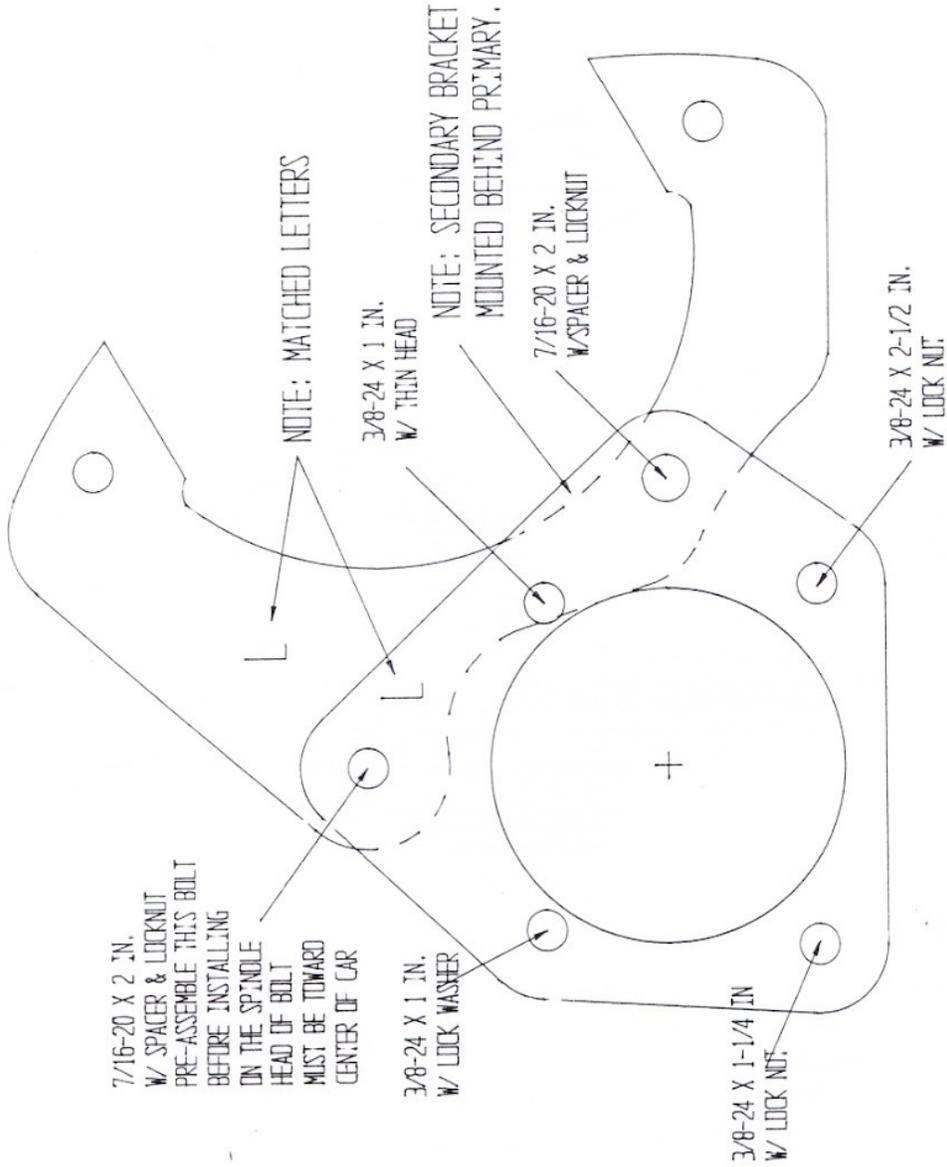
ASSEMBLY INSTRUCTIONS FOR THE 65-70 MUSTANG DISC BRAKE CONVERSION

PLEASE READ THESE INSTRUCTIONS COMPLETELY BEFORE ATTEMPTING INSTALLATION!

This conversion kit uses the following components:

<u>Rotors:</u>	1979-81 Trans-Am *Drilled with 5/4 1/2" bolt circle
<u>Calipers:</u>	New calipers based off 1978-1981 Camaro/Firebird. These calipers use 10mm x 1.5 banjo bolts & compatible hoses.
<u>Bearings:</u>	Inner - A6 (LM67048) Outer - A2 (LM11949)
<u>Races:</u>	Inner - (LM67010) Outer - (LM11910)
<u>Seals:</u>	National #6815 or SKF# 19221
<u>Hubs:</u>	Type 2

- 1) The caliper mounting brackets are a two piece assembly consisting of a primary bracket that bolts to the face of the spindle and a secondary bracket which mounts the caliper for each side. They are marked left, (L) and right, (R) for the respective sides. The markings must appear as shown in the attached drawing.
- 2) Attach the primary and the secondary bracket together at the top hole as shown in the drawing using the 7/16"-20 x 2" bolt, spacer and locknut. Make sure the head of the bolt is towards the center of the car, nut outward. Do not tighten the bolt yet.
- 3) Swing the secondary bracket up out of the way and position the assembly onto the face of the spindle and install the four primary bracket bolts and hardware as shown in the drawing. Install the remaining spacer, nut and bolt connecting the two brackets together and tighten all the bolts.
- 4) Grease the inner bearing and install it into the hub followed by the grease seal. Add some additional greases in behind the bearing. Be generous, grease is cheap, hubs aren't. Grease the outer bearing and install the hub onto the spindle followed by the bearing, bearing washer and bearing retaining nut. Adjust the bearing nut, install the cotter pin retainer and cotter pin.
- 5) Put a small amount of grease on the O-rings supplied with the dust covers and install them in the dust cover grooves. Push the dust covers into the hubs using hand pressure only - no hammers! If the dust covers come back out, (due to air trapped in the hub) remove the O-rings, cut them and remove about a 1/4" from one end. Re-install them in the dust caps and put the caps back on. The air will come through the gap. Don't worry the O-ring will swell up and close the gap. When you need to remove them get a rubber jar lid remover from the kitchen and twist them off.
- 6) Install the rotor by slipping it over the hub. The caliper mounts to the bracket with the bleeder screw UP. Install the caliper mounting bolts and tighten.
- 7) Attach a banjo style hose, (10mm) with a 10mm GM hose bolt and connect it to your system.
- 8) Repeat for the other side. Fill and bleed the system as required and check for leaks.



LEFT (DRIVERS) SIDE