



**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!**

**IMPORTANT** Take time to read all the literature that came with this kit. Before beginning installation check the provided list of parts against what you received to ensure that 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!**

**NOTE** Always utilize safety restraints when operating the vehicle. The installation of disc brakes will require the use of 15" wheels. Any attempt to install disc brake with a 14" wheel will be the customer's responsibility.







## **MOUNT THE ROTOR**

In the various Ford vehicles there were two different spindle shaft sizes used and we provide both bearing sizes and spindle washers in this kit. You will be discarding one of the two sets and their spindle washers.

To determine which bearing set to use, measure the diameter of the inner bearing location on the spindle arbor to VHHILWV RU ILJXH **If it measures 1.250", you will be using the A2 (LM 11949) and A6 (LM 67048) bearings. If it measures 1.375", you will be using the A12 (LM 12749) and A13 (L68149) bearings.**

The rotors provided in this kit already have races inserted in them. But if you determined you will be using the A2 and A6 bearings, you will need to remove the races in the 5405 rotor. In other words, the larger diameter spindle shafts require you to change the races in the rotor provided. **To do this, use a punch to tap out the old races and use a bearing and race driver to install the races from A2 and A6. The race number for A2 is LM11910, and the race number for A6 is L67010.**

Inspect the rollers of the bearings and verify they spin freely.

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5. Use a bearing packing tool to thoroughly grease each bearing prior to installation with high temp, high quality wheel bearing grease.
6. With the correct races installed in the rotor, insert the greased inner bearing into the rotor.
7. Next tap the grease seal in flush using the bearing driver tool or a wooden block. The lip must face inward towards the hub.
8. With inner bearing and seal installed, put the rotor on to the spindle shaft.
9. Pack more wheel bearing grease the inside hub of the rotor by hand until the hub is completely filled.
10. Install the greased outer bearing, the appropriate sized keyed washer, the spindle nut, and the spindle nut cage.
11. With the wheel rotating, torque the spindle nut to 17 to 25 Ft. lbs.
12. Back off ½ turn. Spin rotor again and torque again to 10 to 15 in lbs.
13. Install the cotter pin and bend the tips to secure it.
14. Verify the rotors spin freely.
15. Proceed to mounting the calipers.

## **MOUNTING THE CALIPER**

1. Remove the caliper mounting bolts from their sleeves and coat them with caliper slide grease.
2. Remove the brake pads from the calipers and put disc brake quiet on the back side of the pads. Next test fit your inner wheel bearing onto the spindle. (See preparing your parts)
3. As the disc brake quiet becomes tacky, mount the pads back into the caliper. Be sure to secure the pad clip to the interior pad. Pack the bearings and the rotors with grease if this has yet to be done.
4. Use pliers or a hammer to bend the mounting ears of the outer pads so they “grip” the caliper body and are secure and don’t rattle.
5. Adjust the caliper bolt slide sleeves, and insert the caliper slide bolts back into position.
6. Install the calipers into the caliper bracket with the bleeder screws pointed up.