

INSTRUCTIONS

910-31943
COMPLETE KIT

916-31913
BRACKET KIT ONLY

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11" BRAKE KIT FOR MUSTANG II SPINDLE (GM ROTOR)

**PLEASE READ INSTRUCTIONS COMPLETELY
BEFORE STARTING YOUR INSTALLATION!**

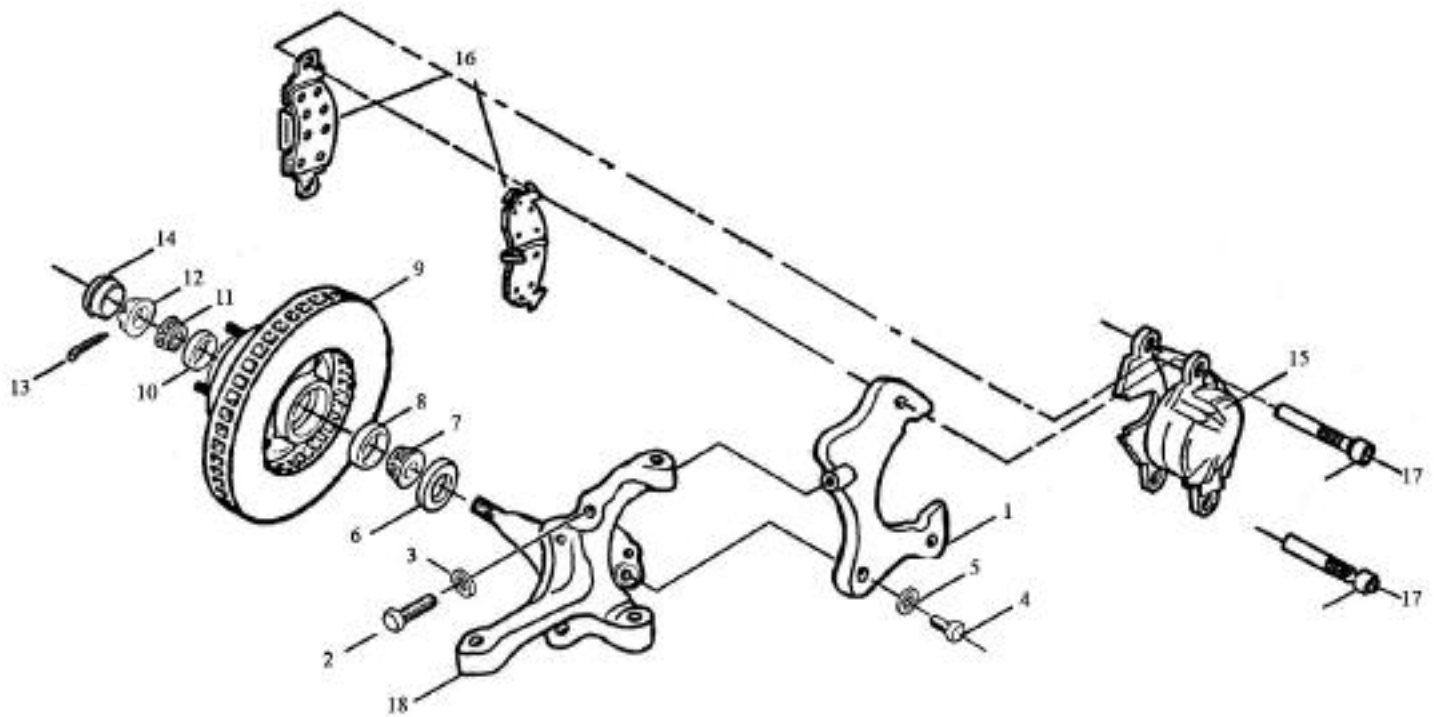
Quickly and easily install '69-'72 GM intermediate rotors and calipers on your '74-'78 Mustang II or '74-'80 Pinto/Bobcat spindles.

Parts List

| Index No. | Description | Part Number | Quantity |
|----------------------------|--|--------------------|----------|
| 1* | Caliper bracket-L | 916-31913-1-L | 1 |
| 1* | Caliper bracket-R | 916-31913-1-R | 1 |
| * | Hardware kit | 916-361313-2 | 1 |
| 2 | 1/2"-13x2 1/4" GR 8 bolts | In hardware kit | 2 |
| 3 | 1/2" lock washers | In hardware kit | 2 |
| 4 | 7/16" -14x1 1/4" GR 8 bolts | In hardware kit | 2 |
| 5 | 7/16" lock washers | In hardware kit | 2 |
| 6* | Seal | 912-S19215 | 2 |
| 7 | Inner bearing cone | 912-TL68149 | 2 |
| 8 | Inner bearing cup | 912-TL68110 | 2 |
| 9 | '69-'72 GM 11" rotors 5 on 4 3/4" BC | 910-65390 | 2 |
| 10 | Outer bearing cup | 912-TLM12710 | 2 |
| 11 | Outer bearing cone | 912-TLM12749 | 2 |
| 12 | Spindle nut/washer | 916-31936 | 2 |
| 13 | Cotter pin | In spindle nut kit | 2 |
| 14** | Dust cap (pr) | 910-31071 | 1 |
| 15 | '69-'72 GM intermediate left caliper | 910-31035-L | 1 |
| 15 | '69-'72 GM intermediate left caliper | 910-31035-R | 1 |
| 16 | Brake pad (set) | 919-3382 | 1 |
| 17 | Caliper bolts | 835-2300542 | 4 |
| 18** | Spindle (pr) | 910-34307 | 1 |
| * bracket kit parts only | | | |
| ** not included | | | |
| Other Parts needed: | | | |
| | 16" Stainless steel brake line kit (7/16-20 thread for Speedway calipers) | 617-8562 | 1 |

BRAKE INSTALLATION ALERT: The selection and installation of brake components should only be done by personnel experienced in the proper installation and operation of braking systems. The installer must use his/her own discretion to determine the suitability of the brake components and brake kits for every particular application.

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1. Using the parts list supplied, double check that you received all the parts in this kit. If there are any missing parts, please contact the customer service department.
2. Remove the stock GM inner and outer races from your rotor. Replace them with the Ford races (#8) and (#10) supplied. **NOTE:** Do not attempt to install the new Ford bearings with the GM races in your rotor. The races in your rotor must be replaced with the Ford races supplied.
3. Pack and install the inner bearing (#7) with fresh disc brake bearing grease, and install the grease seal (#6). Seals must be installed straight. A seal installation tool works well for this. **NOTE:** This is a special made seal for this application. You will not be able to purchase one at an auto parts store. If one gets damaged in installation please order under Speedway part number 912-S19215.
4. Install the rotor (#9) on to the spindle (#18). Pack the outer bearing (#11) and install in the rotor, followed by the special washer/spindle nut (#12) supplied. Adjust the bearing preload as normal. Install the cotter pin (#13) and dust cap (#14). **NOTE:** The rotors on some brake kits may interfere with the end of the stock control arm. You can modify the end of the control arm for clearance by grinding or bending the outer lip over with a hammer.
5. Install the caliper bracket (#1) on to the spindle (#18). Thread the upper bolt (#2) (1/2-13x2^{1/4} GR 8) through the spindle and into the caliper bracket and leave hand tight. Thread the lower bolt (#4) (7/16-14 x 1^{1/4} GR 8) through the bracket and into the spindle. The caliper bracket should be parallel to the rotor. If it is not, switch the left and right brackets. Once you determine you have the correct bracket, tighten both bolts making sure you use thread locker on the threads. Torque the 1/2" upper bolt to 38-57 ft. lbs. and the 7/16" lower bolt to 25-37 ft. lbs.
6. Install the calipers (#15) on to the mounting brackets with the bleeders pointing up. Only use the correct GM mounting bolts (#17).
7. Install new brake lines making sure you check that the lines have clearance through the entire suspension travel and turning radius. Bleed the system as normal.
8. Before operating the vehicle, test the brakes under controlled conditions. Make several stops in a safe area from low speeds and gradually work up to operating speeds.

IMPORTANT

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