



DBK6469

FULL SIZE FORD STOCK HEIGHT DISC BRAKE KIT

**APPLICATIONS: 64.5-69 MUSTANG
63-69 FALCON, 64-69 FAIRLANE, RANCHERO, COMET, CYCLONE, 67-69 COUGAR
68-69 TORINO, MONTEGO**



INSTALLATION INSTRUCTIONS

NOTE: ALWAYS REFER TO THE VEHICLE OWNER'S MANUAL FOR CORRECT TORQUE SPECIFICATIONS WHEN INSTALLING KIT.

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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 safely 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.

OPTIONAL PARTS (NOT INCLUDED WITH KIT, AVAILABLE FOR SEPERATE PURCHASE):		
	Power Booster	
	Master Cylinder	
	Proportioning Valve Kit	
	Vacuum Hose & Fittings	
	Firewall Bracket	

PREPARING YOUR VEHICLE TO INSTALL YOUR BRAKE SYSTEM UPGRADE

1. Rack the vehicle.
2. If you don't have a rack, then you must take extra safety precautions.
3. Choose a firmly packed and level ground to jack up the vehicle.
4. Chock the rear wheels.
5. Jack the vehicle up and support it with jack stands and secure the pins.
6. Set the parking brake and put the transmission in park if automatic, reverse if manual transmission.
7. The front wheels should be allowed to free hang to relieve tension on the coil springs.

IMPORTANT NEVER rely on jacks to support a vehicle! Always test the steadiness of your stands that are supporting the vehicle before attempting to work on a raised vehicle!

DISSEMBLE THE FRONT ROTORS:

1. Remove wheels and retain the lugs nuts for later use. Replace any that are damaged.
2. Remove the dust caps, the cotter pins, the nut cages, washers and spindle nuts, and attempt to remove the brake drum.
3. If the drum will not come off, remove the rubber cover from the backing plate and insert a narrow screwdriver or adjusting tool to relax the self-adjuster mechanisms. You may need to disengage the adjusting lever from the adjusting screw to be able to pull the brake drums over the shoes.
4. With the tool, retract the brake shoes so you can remove the brake drums, wheels bearings and grease seals.
5. Drain the brake fluid from the front circuit by loosening the wheel cylinder bleeder screws. Protect any painted surfaces with rags from brake fluid.
6. Carefully remove the metal brake lines from the rubber flex hoses and remove the hoses from their anchor mounts. Cover the ends of the brake lines with rags to protect painted surfaces.
7. Remove the brake shoes and the drum backing plates so all that remains are the factory drum spindles. For this kit, the factory spindles will be used so proceed to spindle preparation.

COMPONENTS TO INSPECT, REPLACE OR UPGRADE DURING INSTALLATION OF DISC CONVERSION KITS

Tie rod ends and nuts	Adjustment sleeves	Control arm shafts, mounting bolts, & nuts
Control Arms	Idler arm and nut	Pitman Arm and nut
Upper Ball Joints and nuts	Lower Ball Joints and nuts	Shocks and hardware
Residual valves	Metering valves	Proportioning valves
Brake lines	Stainless steel brake lines	Stainless steel hardware

SUGGESTIONS:

- » Take the time to identify any suspect parts that are not included in this kit.
- » Consider making upgrades such as converting to polyurethane bushings, performance shocks, tubular a-arms, etc.
- » Plan any Installation (s) of replacement parts during the various stages of the drum to disc conversion process.

INSTALLATION OF THE DISC BRAKE KIT REQUIRES THE USE OF THE FOLLOWING TOOLS & CHEMICALS:

Wheel bearing seal driver	Drum brake tool	Flare wrench set	Wheel chocks
3/8" ratchet drive set	3/8" Allen wrench or socket	Jack stands	Brake spring pliers
Box end wrench set	Ball joint fork	Tire iron	Brake bleeder wrench
Pliers	Screwdriver	Snips	Grease gun
Universal Bearing Packer 555-W1218	Line bending tool 555-80086	Disc brake quiet	Wheel bearing grease
Ball pein hammer	Disc brake pad spreader tool	Brake Fluid	Brake cleaner
Caliper slide grease	Hand cleaner		

DRUM BRAKE REMOVAL

1. Safely raise the vehicle off the ground until the wheels are clear and spin freely. Support the vehicle using the appropriate Jack Stands and remove the front wheels.
2. Starting at the front wheel hub, remove the grease cap, cotter pin, lock nut and flat washer from the spindle as well as the outer bearing.
3. You should now be able to slide the hub/drum assembly off the spindle. If you have trouble removing this assembly you may need to retract the brake shoes by inserting a flathead screwdriver into the adjustment slot in the drum brake backing plate. Use the screwdriver to disengage the adjusting lever from the adjusting screw. You should now be able to turn the adjusting screw to retract the brake shoes.
4. Before you remove the drum brake backing plate you will want to remove all brake fluid from your brake system. Be very careful not spill any brake fluid on any painted surfaces as it will damage your paint. To remove the brake fluid from your system first remove the lid from your master cylinder. Next place one end of a clear hose on the bleeder of your wheel cylinder and the other into a suitable container. Finally open the bleeder screw until all fluid has been removed from your system.
5. Disconnect the hard brake line from your flexible hose at the frame rail. It is recommended you use a tube wrench as to not damage the brake line fittings. If your fittings look rusty spray them with penetrating oil and let them soak for easy removal.
6. Remove the horseshoe clip from the brake hose at the frame mount.
7. Remove the drum brake backing plate assembly by removing the 4 retaining bolts and nuts attaching it to your spindle. Again the use of penetrating oil is recommended on any rusty hardware for easy removal.

INSPECTION:

Once you have removed all drum brake components from your spindles it is recommended that you clean your spindles bearing surfaces. Check for any debris or signs of damage to the spindle. Any light damage caused by rust can usually be cleaned up with an emery cloth. Proceed to mounting the rotor.

At this point you should also test install your new bearings onto the spindle to ensure proper fitment without interference. **Photo 3**

MOUNT THE ROTOR

1. The calipers will be installed on the front side of the spindle. Install Caliper mounting brackets so that the caliper mounting bosses face the inside of the vehicle and are orientated towards the front of the car.
Photo 1
2. The splash shields will be installed on top of the mounting brackets. Install the splash shield so that the opening for the caliper faces the front of the car and the splash shield is recessed to the inside of the car.
Photo 2

3. Attached the splash shield and caliper mounting bracket using the 3/8" bolts & locknuts supplied in the kit. You will use 3 of the shorter bolts and 1 long bolt on either side of the car. The longer bolt will be use in the hole that passes thru the steering arm. The 3 shorter bolts will be installed in the remaining holes. Install the bolts so that the locknuts are installed towards the inside of the vehicle. Once you have secured the bolts with the locknuts, torque to 35-45 ft. lbs.
4. Next you will need to properly pack the inner and outer bearings with grease prior to installation.
5. Remove the protective coating from your rotors on both the braking surface and bearing race surfaces using a brake cleaner available at your local parts store.
6. Install the greased inner bearing into the inner race of the rotor. **Photo 4**
7. Lightly pack grease into the inner lip of the grease seal. Next install the grease seal into the inner portion of the rotor using a soft mallet or piece of wood. This will prevent any damage from occurring during installation. The lip of the seal should face the bearing when installed. **Photo 5**
8. Slide the rotor onto the spindle and install the greased outer bearing, slotted washer and adjusting nut.
Photo 6 and 7
 - A. Proper adjustment of the bearings is VERY IMPORTANT. Rotate the rotor while tightening the spindle nut to 18-24 ft lbs. Next back off the adjustment nut about 1/2 turn and retighten to 10-15 ft lbs while aligning the retaining slots with the cotter pin hole in the spindle.
 - B. Install cotter pin, bend cotter pin so that each side is bent in the opposite direction of the other.
 - C. Install the grease cap. Photo 8
 - D. Spin the rotor to insure there is no interference with the grease cap and retaining assembly.
9. Calipers should arrive preloaded, if they are not you must install the brake pads so that the friction material is facing each other. Next install the metal retaining clips using the 1/4" bolts and lock washers supplied. Torque to 7-11 ft lbs. **Photo 9**
10. Install the calipers with the bleeder facing up. Use the 7/16-14 x 1-5/8" shoulder bolts provided. Torque to 45-60 ft. lbs. If the caliper interferes with the splash shield minor trimming of the splash shield may be required, see page 5 for reference. Photo 10 and 11
11. Once the calipers are installed spin the rotors to insure there is no interference between the caliper and the rotor.
12. Install the flex hose to the caliper using (1) copper washer between the hose fitting and the caliper. Photo 12
13. Install the other end of the flex hose to the frame bracket and retain it using the horseshoe clip
14. provided. Reconnect the original hard line and tighten using a tube wrench.
15. Turn the wheels thru a complete left and right turn to insure there is no interference with the new brake system and any suspension or body components. Also check the rubber hoses during this operation to insure the hoses are not binding or twisting. If your rubber hoses bind during a turn you could experience loss of braking while driving. If it looks like they are binding remove the horseshoe clip and reposition the brake hose until it no longer binds.
16. If needed install the brass brake line adapters provided into the rubber hose and connect your factory hard brake line. Not all cars will need these adapters, if your car is equipped with a 3/8- 24 fitting on your hard line you can install your hard line directly to the brake hose.

Install your wheels, and spin them to insure they still spin freely making sure the caliper doesn't interfere with the wheel and your brakes are not dragging or locked up.

That completes the installation of your brake kit at the spindles. If you purchased a kit containing power or manual actuation, please refer to the separate instructions provided with those components.

SPLASH SHIELD INTERFERENCE REFERENCE GUIDE

From time to time we experience an interference issue between the caliper and the splash shield. It is understood that this was an issue on the assembly line with the factory disc brake cars as well. If you do experience interference with your caliper and splash shield please modify the splash shield as outlined below.

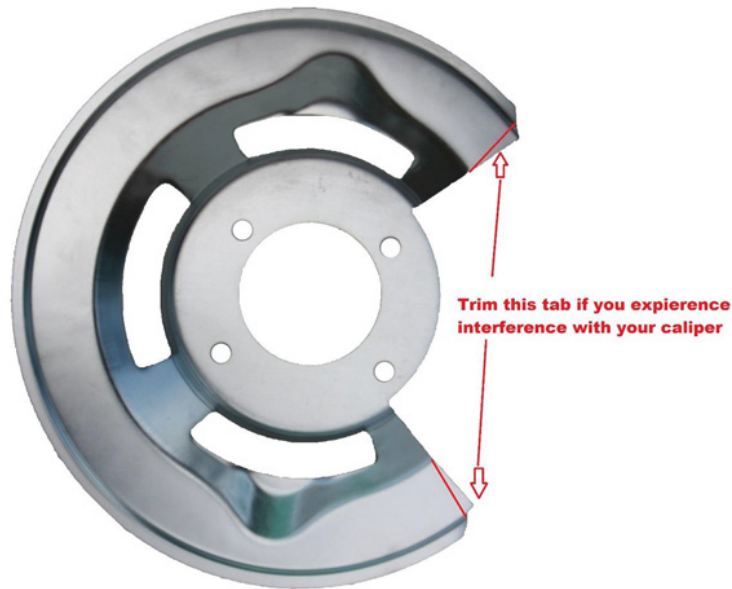


Photo 1

← Front of car



Photo 2

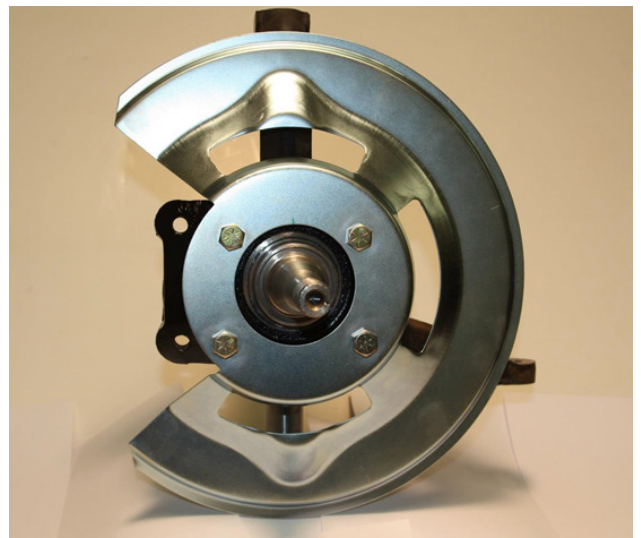


Photo 3

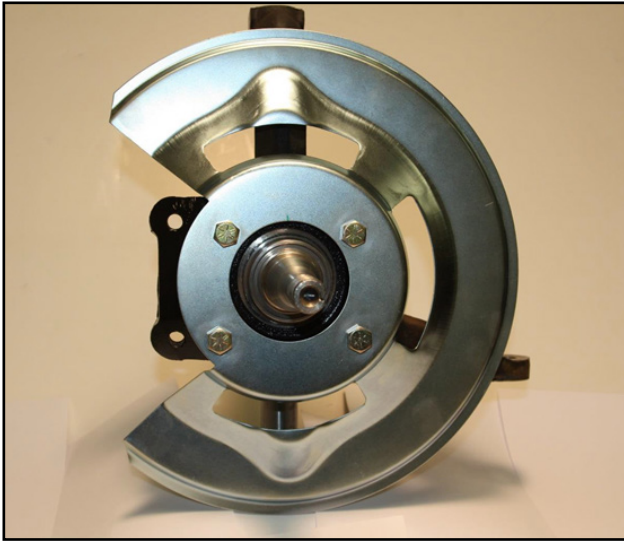


Photo 4



Photo 5

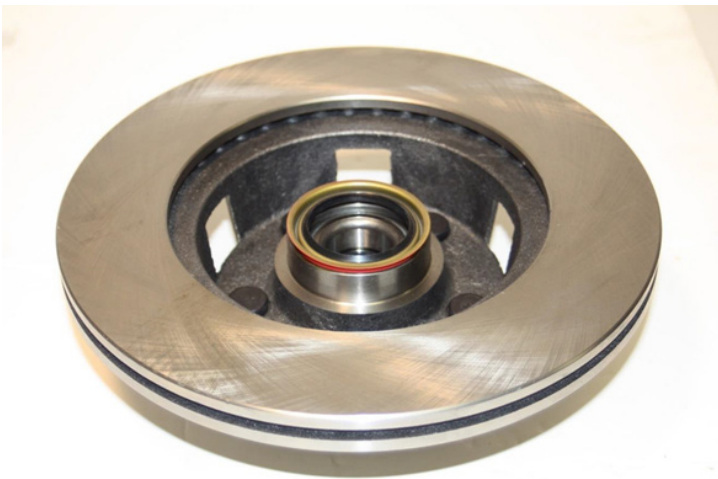


Photo 6



Photo 7



Photo 8



Photo 9

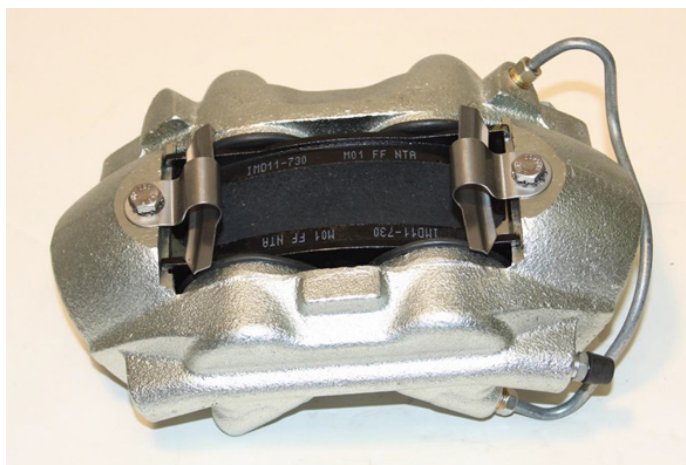


Photo 10



Photo 11

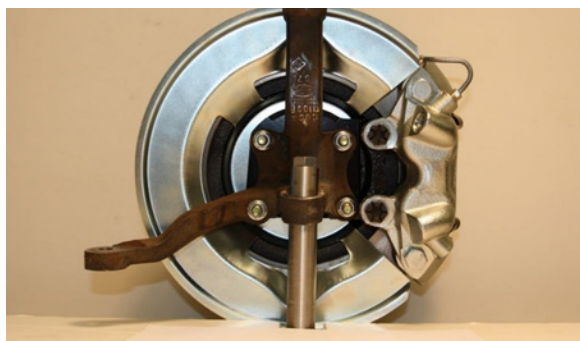


Photo 12

