

FB1 11" DISC BRAKE INSTALLATION

Support the front of the vehicle on jack stands. Remove front brake drums, backing plates and flexible brake lines from both sides. Clean the spindles, including the spotfaces in back. Install the caliper bracket on the back side of the spindle with the caliper mount towards the rear. The 3/8 x 1 1/2" bolts each get 2 lockwashers, 1 on the front and the other on the back between the spindle and the bracket. The 3/8 x 2" bolt gets only 1 lockwasher on the front. Apply Loctite to the bolt threads and tighten to 45 – 50 FT. LBS.

If you are installing the Budget Kit you will have to make some modifications to the GM calipers. There is a raised boss on the lower center part of the casting that will have to be removed with a grinder or saw and sanded smooth. This will be done for you on the Super Kit. In some cases the raised lip around the area that the brake line fastens to will have to be removed with a grinder or saw to reposition the brake hose. Make sure the plastic plug is in the hole so you don't get any debris inside. Install the calipers and pads making sure the bleeder is at the top, follow the instructions that come with the calipers.

Finish assembling the remaining parts. DO NOT Loctite the caliper slide bolts. Install the new brake hose with the 2 copper washers and turn the wheels all the way right and left and check for interference, adjust accordingly and tighten. You may have to reroute the steel line to obtain proper clearance.

It is recommended that you install a dual master cylinder and a proportioning valve. A power booster can be used to reduce pedal pressure. You must bleed the brakes before attempting to drive the vehicle. It is recommended to use later model Ford wheels from a car with disc brakes.