

CPP Big Brake Kit Installation for Mustang II Spindle

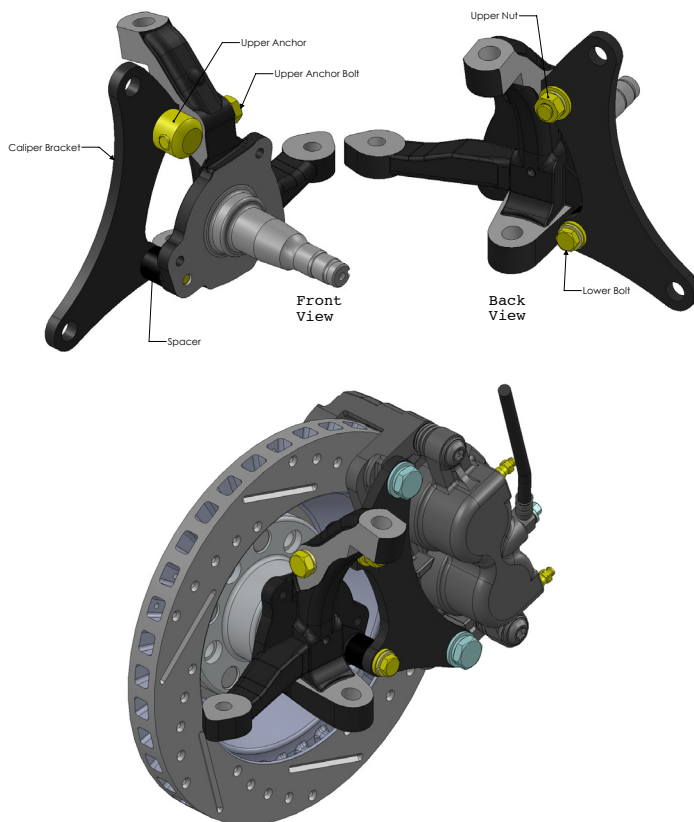
M2WBK-P13G/ M2WBK-P13F/ M2WBK-D13G/ M2WBK-S13G/ M2WBK-D13F/ M2WBK-S13F

When upgrading to bigger diameter wheels and tires, its best to have a brake package capable of stopped a larger heavier rotating wheel. The CPP 13" big brake kit is the way to go. A simple bolt-on upgrade to a Mustang II stock or dropped spindle.

Note: Due to the larger rotor and caliper, this kit will only work with 17" or larger wheels.

Instructions:

1. Jack up the front end and make sure it is supporting safely on jack stands or a lift. If you are upgrading your front brakes from the small brake to the big brake, you will need to completely remove the small brake calipers, rotors and brackets from the spindle. These parts will not be needed for the 13" brake kit. The CPP kit comes with new caliper brackets and hardware along with new bearings and seals.
2. Start by installing the flat caliper bracket to the spindle. There is a top and bottom to the bracket. Bolt the bracket loosely to the spindle until all hardware is installed. Install the spacer between the caliper bracket and the spindle on the lower bolt. Then tighten down all mounting hardware. See Illustration.
3. Pack the inner and outer wheel bearings with good quality wheel bearing grease. Install the inner bearing and grease seal. Use a flat plate to properly install the grease seal flush in the aluminum hub.
4. Install the aluminum hub onto the spindle. Install the outer bearing, spindle washer and spindle nut. Adjust the wheel bearings as follows:
 - a. Tighten the nut only slightly (no more than 12lb/ft.) spin the rotor in a forward direction to ensure the bearings are fully seated.
 - b. Check that the spindle nut is still tight. If not repeat step a.
 - c. Loosen the spindle nut until it is just loose.
 - d. Hand tighten the spindle nut and install retainer and the cotter pin. Do not use a wrench! If necessary loosen the nut too the first position the cotter pin can be installed into.
5. To prevent smashing the dust cap when installing it, use a piece of pipe over the dust cap to hammer on.
6. Slide the new 13" rotors over the aluminum hubs. There is a left and right rotor. Use a couple lug nuts to hold the rotor in place while installing the caliper.
7. Installed the new calipers on the caliper brackets and tighten them down with the supplied hardware. The final step is to hook up the brake lines and bleed out the air in the system.
8. Reinstall the front wheels.



CPP Aluminum Hub Wheel Installation Instructions

*When installing wheels onto the CPP aluminum hubs, it is very important to follow these steps.
Failure to do so could result in a broken stud, loose wheel, vibration or a damaged wheel.*

Note: We do not recommend rims larger than 20" in diameter on the original 7/16" wheel studs. Larger 1/2" studs are recommended for larger diameter wheels and competitive applications. 1/2" studs can be purchased separately.

Instructions:

1. Before installing the wheels onto the hubs, verify that the lug nuts are correct for the wheel studs and most importantly correct for the wheels you are putting on the car. Check the length of the stud and lug nut. You do not want the lug nut bottoming out on the wheel stud before the wheel is even tight to the rotor.
2. Apply a light coat of anti seize to the wheel studs. Install the wheels carefully onto the studs. Do not drag the rim across the studs. This could result in damaging the threads.
3. Get one lug nut started and thread it down to the rim loosely. Do not tighten. Install another lug nut opposite side of the first one. Start each lug nut by hand. Making sure the wheel is centered in the opening of the wheel studs.
4. Once all lug nuts are installed and hand threaded down to the wheel, snug them down with a lug wrench.
5. With the vehicle on the ground, use a good torque wrench and torque each lug nut down by hand (Do not use an impact wrench) to the specifications below in a crisscross pattern:

7/16 x 20 Studs	70 Foot Pounds
1/2 x 20 Studs	85 Foot Pounds

Re-torque all lug nuts after the first 25-50 miles of driving.

