

DBK6473

MUSTANG STOCK

HEIGHT DISC BRAKE KIT

APPLICATIONS:
64.5-70 MUSTANG
63-69 FALCON
64-69 FAIRLANE, RANCHERO, COMET, CYCLONE
67-73 COUGAR
68-71 TORINO, MONTEGO



INSTALLATION INSTRUCTIONS

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

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.

INSTALLATION INSTRUCTIONS

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.

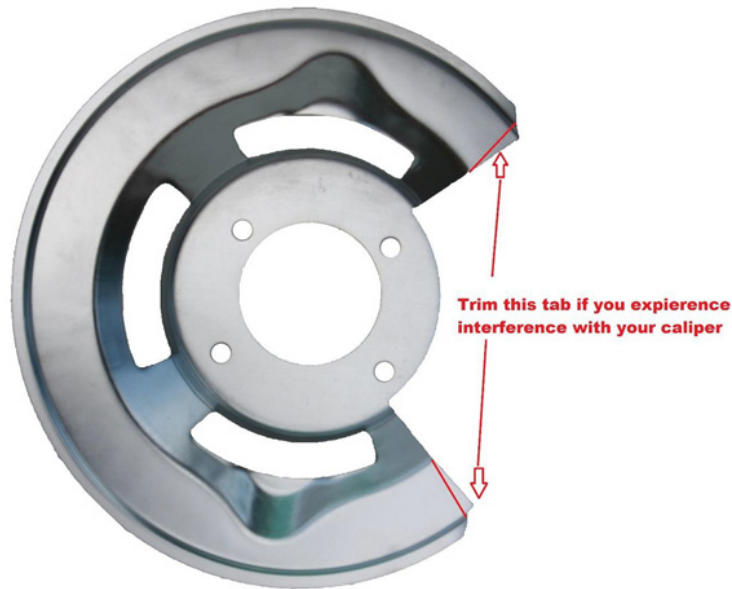


Photo 1

← Front of car



Photo 2

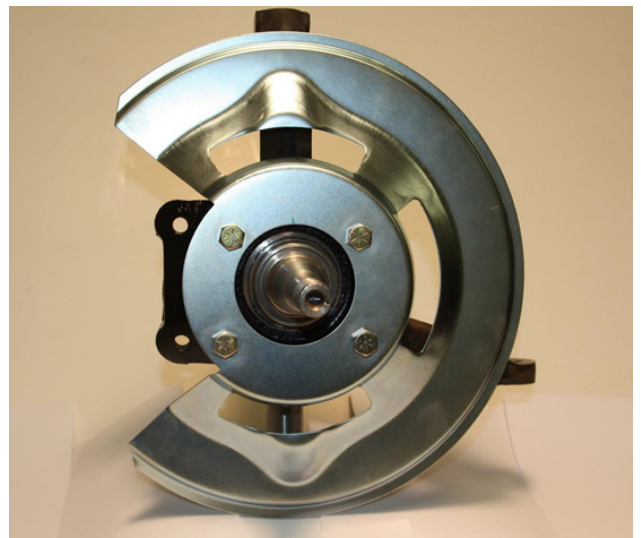


Photo 3

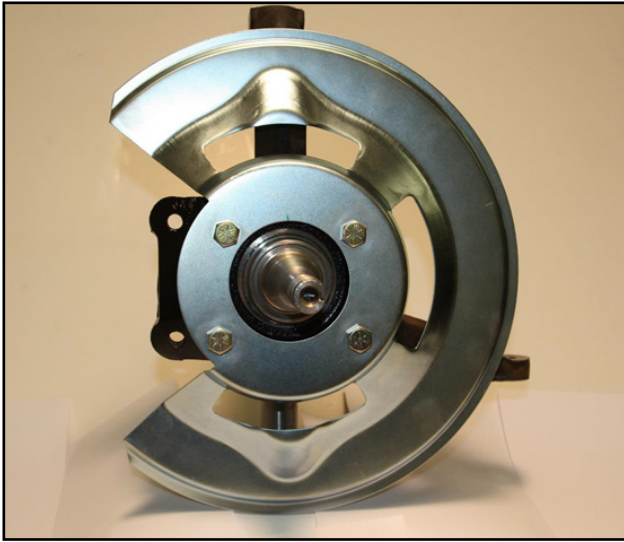


Photo 4



Photo 5

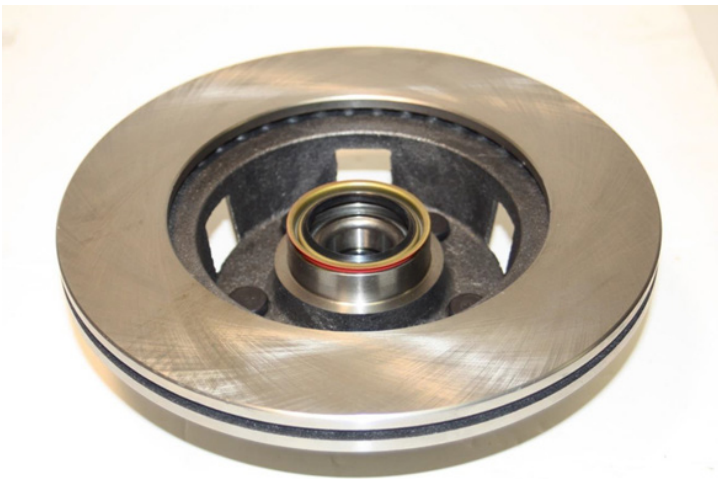


Photo 6



Photo 7



Photo 8



Photo 9

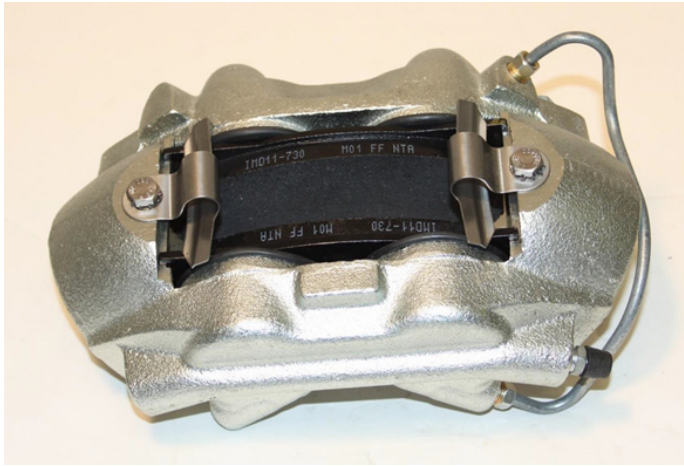


Photo 10



Photo 11

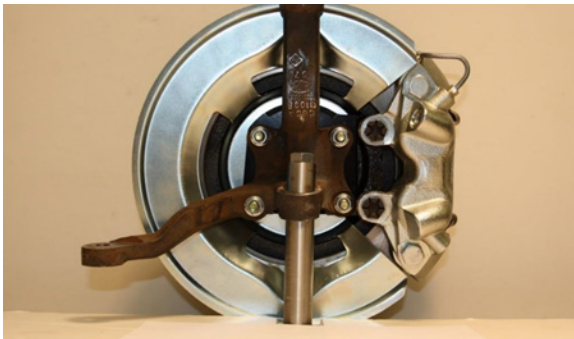
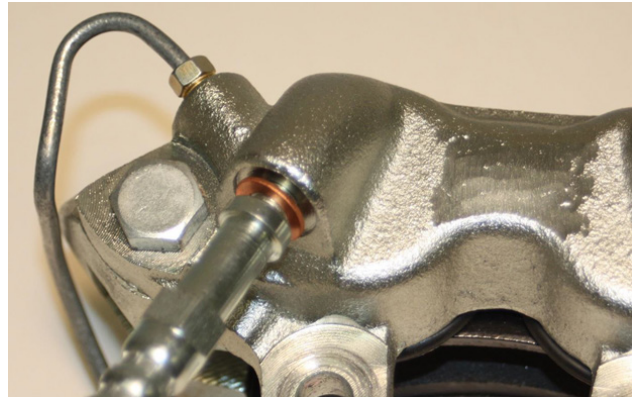


Photo 12



1964-1966 FORD MUSTANG BOOSTER CONVERSION KIT



**YOUR KIT MAY LOOK SLIGHTLY DIFFERENT THAN ABOVE
INSTRUCTIONS ARE GENERAL AND WORK FOR MANY BUILDS**

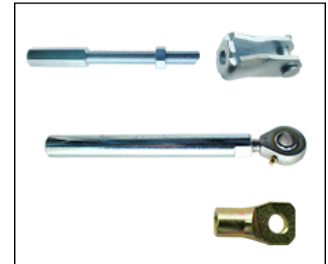
UNBOXING YOUR KIT:

1. Remove new booster, bracket assembly and master cylinder from their boxes and inspect the parts. Depending on what booster conversion kit you may have purchased you will be using a similar booster bracket & clevis/rod like shown below.

Common Booster Brackets



Pedal Rods & Clevis



2. New boosters come with a protective plastic or rubber boot over the front pin area for shipping purposes. Remove this before the installation.
3. This kit features a universal booster that has the short pin in the front of the booster. The new cylinder may have a **piston adapter** to convert it from deep to shallow hole. Install the piston adapter. Use a shallow pocket master cylinder on a power brake booster with the short pin.



Piston Adapter

REMOVING AN OLD MASTER CYLINDER:

4. Perform brake work on a level surface. Chock the wheels, set the emergency brake and put the transmission in Park.
5. Protect painted surfaces from brake fluid and place absorbent materials such as rags under the master cylinder. Since brake fluid is caustic to paint, use a fender cover mat.
6. Spray the master cylinder nuts and fittings with penetrating spray.
7. Mark which lines connect to which port on the master cylinder and which supplies fluid to the front and rear wheels respectively. (If you have the ability to take a digital picture for reference before disassembling the lines from the valve, this would be a good time to do so.)
8. Make a note of the brake pedal ride height inside the cab of the vehicle. Use a wooden block to rest the pedal on so you will have a reference when you set it back up. (If you have the ability to take a digital picture for reference before disassembling the lines from the valve, this would be a good time to do so.)
9. Use flare nut wrenches to loosen the master cylinder nuts. On stubborn fittings, sometimes attempting to tighten them before loosening them helps break them free. Be careful with the tube nut hex heads and tubes themselves if you are re-using them.

10. Again, to protect important painted surfaces you might cover the master cylinder with a plastic trash bag and or wrap it with shop rags or towels. Consider removing all of the old brake fluid from master cylinder first.

11. Inside the car, disconnect the master cylinder rod's clevis from the brake pedal swing arm and note which hole it was connected to.

12. Clean the firewall where the master cylinder was mounted, and grind down any welded areas, re-paint if necessary. The bracket has to mount flush to the firewall.

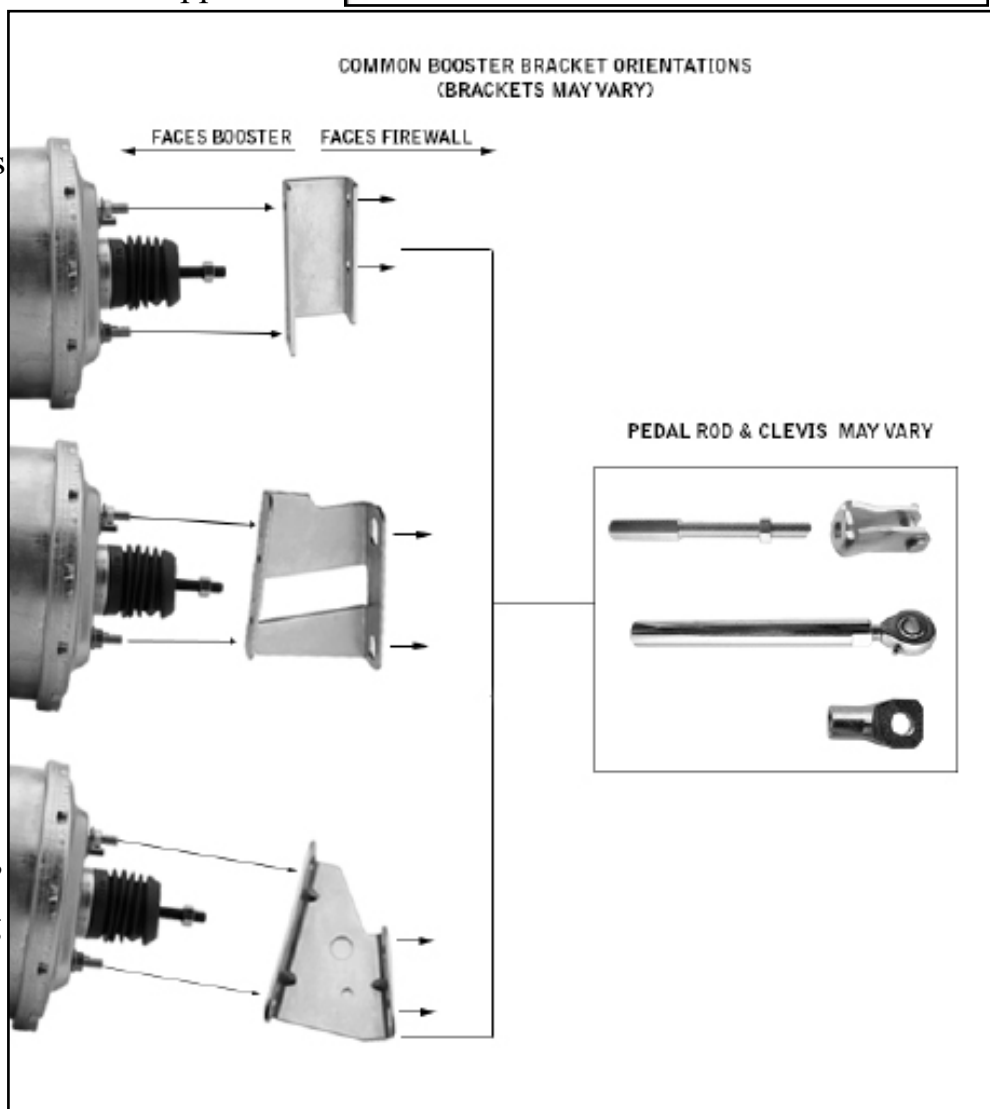
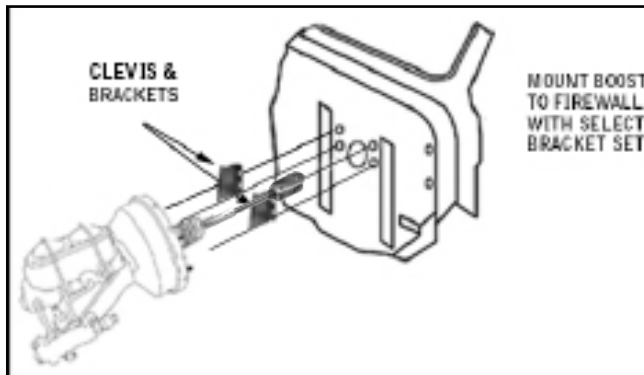
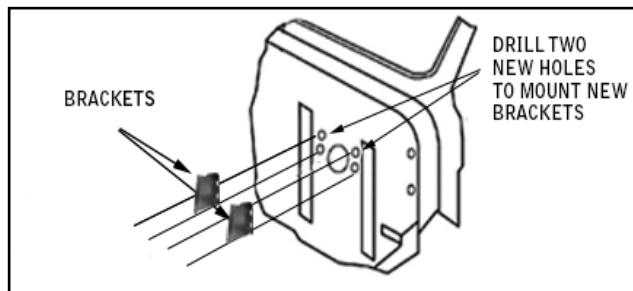
13. Place the bracket up to the firewall, mark the location on the wall for the two upper support holes. You may need to drill two new upper holes or your car may already have bolt holes in these locations. Re-use the master cylinder mounting studs and fasten the nuts and cinch the bracket up to the firewall. Hand tighten the bracket on the firewall. Do not tighten the upper two bolts at this time.

14. With the new bracket assembly on the firewall, install the booster and guide its' pedal rod arm through the hole.

15. Using a wooden block or similar object, position the foot pad at the desired ride height versus the floor pan.

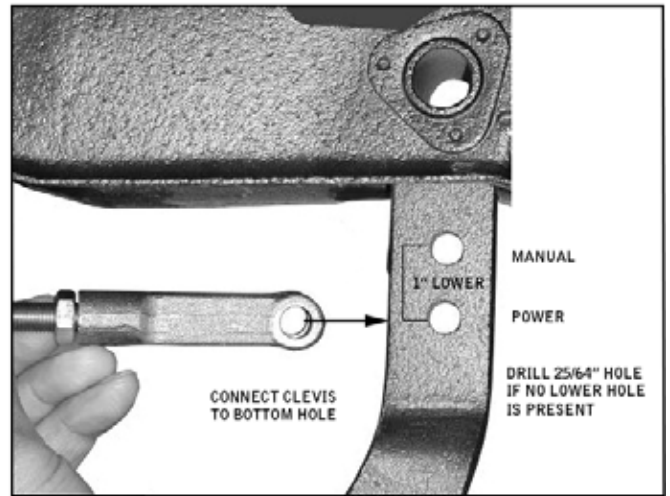
16. Connect the brake pedal 1" lower to to the pedal swing arm inside the cabin area of the car. Secure the pedal attachment using its' original nut and bolt remove

the wooden block and test the range of travel of the pedal. Adjust the clevis as necessary to your preferred pedal ride height.

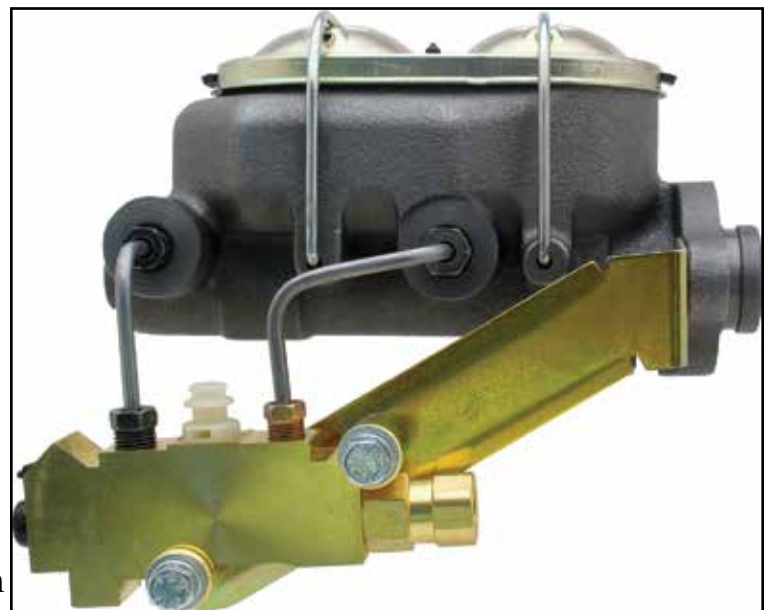


17. Perform a final tightening of all four nuts that hold the bracket to the firewall.
18. Proceed to bench bleeding and installing the master cylinder onto the brake booster or installing proportioning valve kit if purchased.
19. If using a left mount kit steps 20-33.
If using a bottom mount kit steps 34-53.

**INSTALLING PROPORTIONING VALVE KIT
(LEFT MOUNT AS SHOWN)**



20. Verify that you have the following: 1 valve, 2 lines, 1 bracket, 1 harness connector, 1 bag that contains 2 bolts, 4 washers and 2 nuts (bottom mount only)
21. Place the valve on your work bench and position the valve as shown with the large hex nut end towards your right.
22. Position the bracket behind the valve and line up the bolt holes.
23. Next locate the small bag with the bolts and washers
24. Pick up both bolts and place a lock washer and then a flat washer onto each.
25. Insert the bolt through the valve into the bracket. Hand tighten it.
26. Install and hand tighten the second bolt with its' washers into the valve and bracket.
27. Next hand tighten the brake lines as shown.
28. The next step can be done with the master cylinder either on or off of the brake booster or firewall.

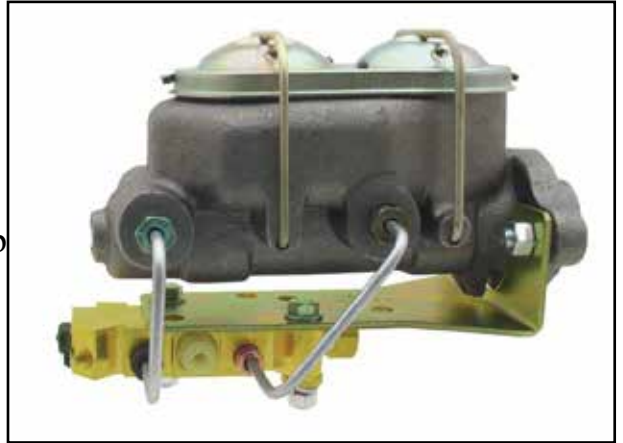


29. As a unit position the valve and bracket assembly up to the ports of the master cylinder.
30. Hand tighten each line (Do Not Use Teflon tape) as you place the brackets on to their mounting studs which are in front of the master cylinder mounting ears.
31. Use a flare nut or box end wrench to tighten the tube nuts on the brake lines.
32. Place the mounting nut onto the studs which the proportioning valve mounts. Tighten it down.
33. Connect the dash warning light connector to the factory harness.

INSTALLING PROPORTIONING VALVE KIT (BOTTOM MOUNT AS SHOWN)

Verify that you have the following: 1 valve, 2 lines, 1 bracket, 1 harness connector, 1 bag that contains 2 bolts, 4 washers and 2 nuts (bottom mount only)

34. Place the valve on its' edge with the white switch facing you on your work bench and position the valve as shown with the large hex nut end towards your right.



35. Place the bracket and valve in the position shown.
36. Position the bracket on top of the valve and line up the bolt holes.

37. Next locate the small bag with the bolts and washers, and empty the parts onto the work bench.

38. Pick up both bolts and place a lock washer and then a flat washer onto each.

39. Be sure to have the bracket and valve in a position that allows you to insert the bolts through the valve and through the bracket.

40. Push each bolt through the valve and bracket and secure the hex nuts. Hand tighten.

41. Locate the brake lines.

42. Identify which line will connect to which port on your master cylinder.

43. If you have a dual bail wire master cylinder, the lines will mount side by side.

44. If you have a single bail wire master cylinder, they cross in an X pattern.

45. Next hand tighten the brake lines as shown onto the valve.



46. The next step can be done with the master cylinder either on or off of the brake booster or firewall.

47. As a unit position the valve and bracket assembly up to the ports of the master cylinder.

48. Hand tighten each line (Do Not Use Teflon tape) as you place the brackets on to their mounting studs which are in front of the master cylinder mounting ears.

49. Use a flare nut or box end wrench to tighten the tube nuts on the brake lines.

50. Once satisfied with the brake line positions, finish tightening the valve's brackets bolts and nuts.

51. Place the mounting nuts onto the studs which the proportioning valve bracket mounts. Tighten it down.

52. Connect the dash warning light connector to the factory harness.

BLEEDING MASTER CYLINDER

53. Use the plastic clip to secure the hoses that return into the reservoir so that the hose ends are below the fluid line.

****The hose tips must be submerged under the fluid level.**

54. Using a blunt tool or punch, push the pistons $\frac{3}{4}$ "-1" in with a series of steady strokes to expel air bubbles. This may take several cycles to expel all of the bubbles. Do this until it cannot be compressed more than $\frac{1}{8}$ ", & no air bubbles are visible.

55. Remove the bleeder kit. Install the lid. Wipe off any excess brake fluid.

56. Position & place clean shop rags or towels in the engine compartment of the car to protect painted surfaces.

57. If mounting the master on a power brake unit with a short pin, install the piston adapter to make the shallow hole. If using a long pin, no adapter.

58. If you have yet to do so, remove the protective cover from the front of the booster to expose the front pin.

59. Mount the master cylinder on to the booster. Don't drop the adapter.

60. Torque the hex nuts to 20-25ft. lbs.

INSTALL THE PROPORTIONING VALVE AND BRACKET (PROPORTIONING VALVE KITS SOLD SEPARATELY)

61. Be sure to install the correct brake valve for your application. Due to a wide range of applications, a brake proportioning valve is not included in the booster conversion kit.

62. If you already have the kit, attach brake line tube nuts to the master cylinder. Don't use Teflon tape.

BLEEDING ON THE VEHICLE.... NEVER USE OLD BRAKE FLUID!

63. Use a brake screw bleeder wrench to open and close the bleeder screws.

64. Bleed the wheels in this order. Right rear, left rear, right front, left front. (Bleed from farthest from the master cylinder to the closest).

65. Have an assistant pump the pedal 3-5 times and hold the pedal.

66. As you open the bleeder screw, the assistant follows/pushes the brake pedal all the way to the floor. When they reach the floor, you tighten the bleeder screw and the cycle repeats.

67. Bleed each wheel until no air comes out and there is only fluid. Wipe fluid.

68. Be sure to check the fluid level in the master cylinder frequently. Keep the reservoir full of fluid and the lid installed in the process. Remember to protect painted surfaces with rags.

69. You should notice the pedal requiring more effort to depress it as you progress towards the front left wheel.

70. Repeat the bleeding process until the brake pedal is firm and holds.

71. When done, remove the wheel chocks and release the emergency brake.

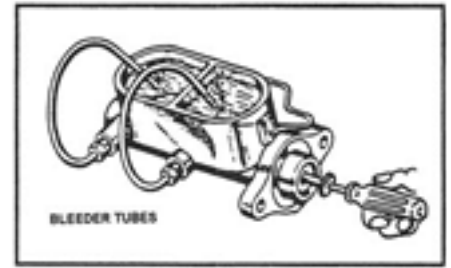
72. Test brakes slowly in a safe area away from other cars or objects by making a series of stops.

Try a 5 mph stop, a 15mph stop, a 30mph stop & a 50 mph stop.

Drive safely and responsibly.

73. Stop the car & check brake fluid level.

74. Drive safely to get a "feel" for the braking action of your car.



1967-1970 FORD MUSTANG POWERBRAKE BOOSTER CONVERSION KIT & PEDAL



INSTALLATION INSTRUCTIONS

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

UNBOXING YOUR KIT:

Remove new booster, bracket assembly and master cylinder from their boxes and inspect the parts. Depending on what booster conversion kit you may have purchased you will be using a similar booster bracket & clevis/rod like shown below.

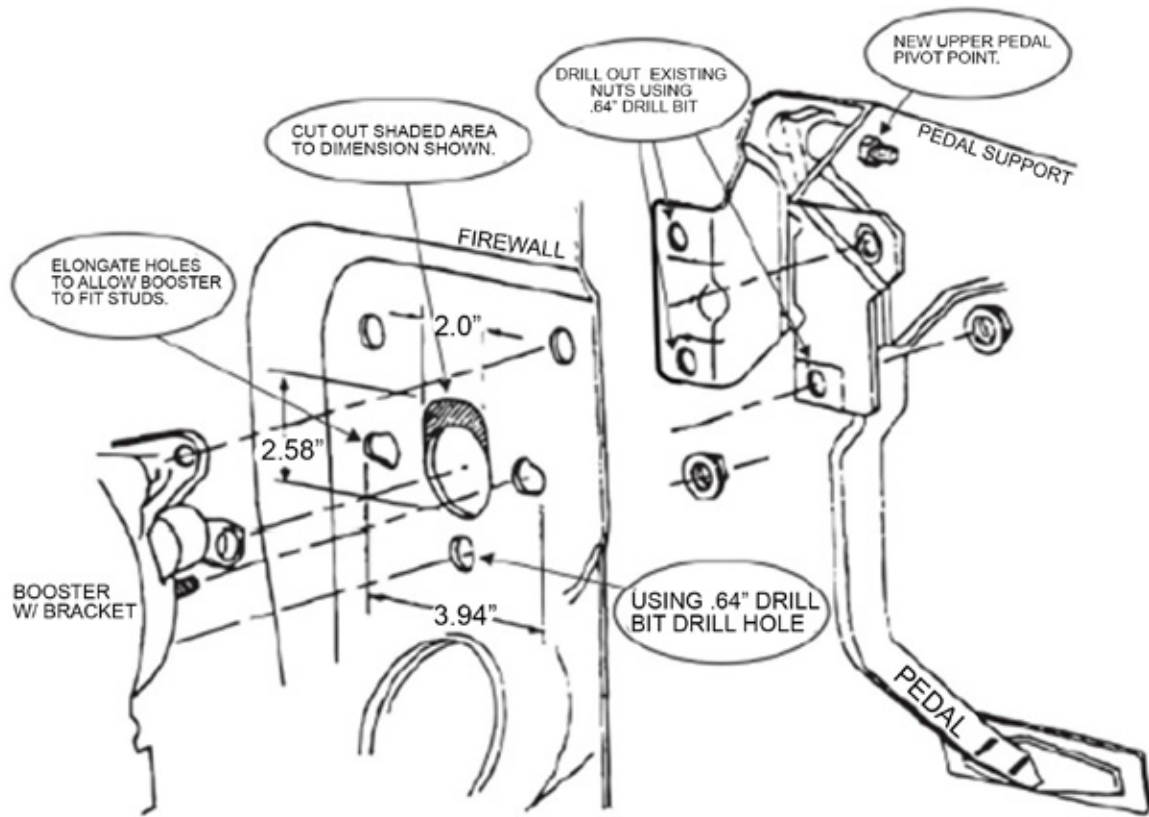
New boosters come with a protective plastic or rubber boot over the front pin area for shipping purposes. Remove this before the installation.

This kit features a Mustang specific booster that has the long pin in the front of the booster. The new cylinder should have a deep hole to accept the long front booster pin. The kits uses a deep pocket master cylinder on a power brake booster with a long pin.

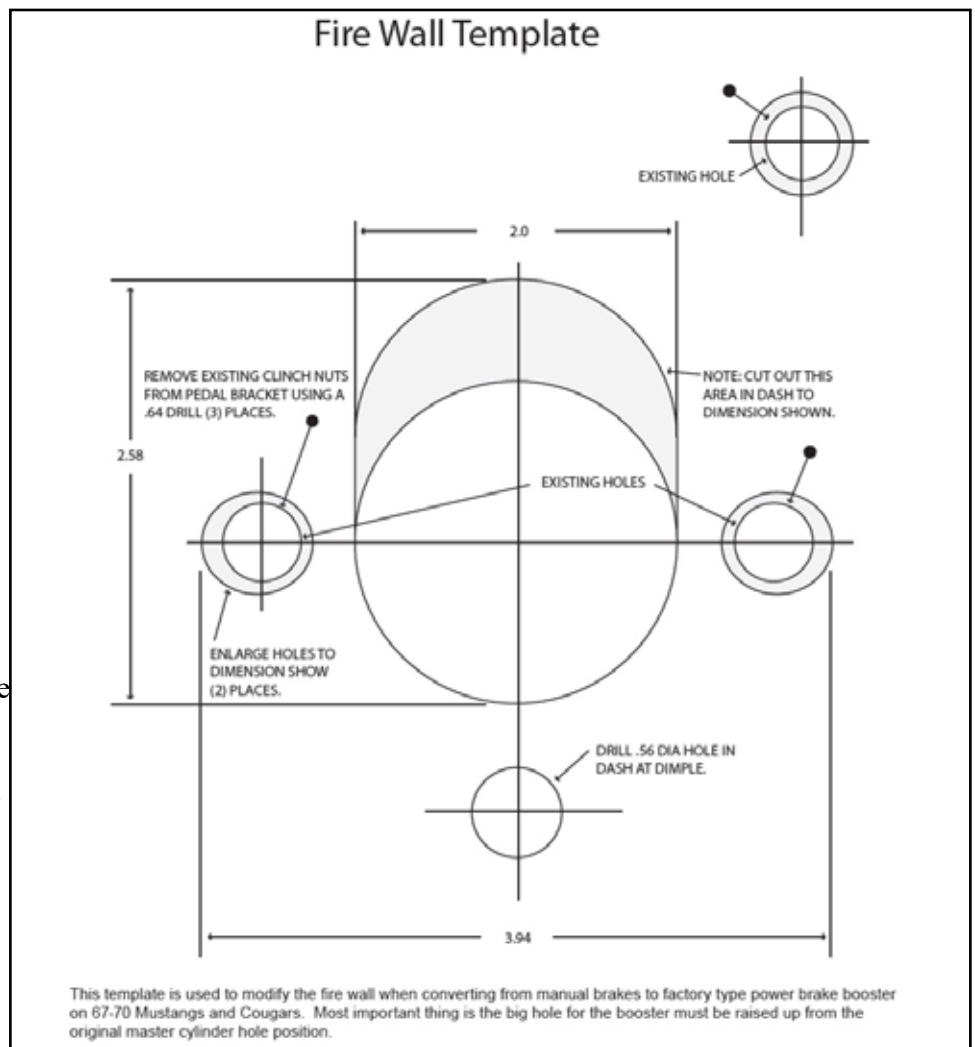
Removing an old master cylinder:

1. Perform brake work on a level surface.
2. Chock the wheels, set the emergency brake and put the transmission in Park.
3. Protect painted surfaces from brake fluid and place absorbent materials such as rags under the master cylinder. Since brake fluid is caustic to paint, use a fender cover mat.
4. Spray the master cylinder nuts and fittings with penetrating spray.
5. Mark which lines connect to which port on the master cylinder and which supplies fluid to the front and rear wheels respectively. (If you have the ability to take a digital picture for reference before disassembling the lines from the valve, this would be a good time to do so.)
6. Make a note of the brake pedal ride height inside the cab of the vehicle.
7. Use a wooden block to rest the pedal on so you will have a reference when you set it back up. (If you have the ability to take a digital picture for reference before disassembling the lines from the valve, this would be a good time to do so.)
8. Use flare nut wrenches to loosen the master cylinder nuts. On stubborn fittings, sometimes attempting to tighten them before loosening them helps break them free. Be careful with the tube nut hex heads and tubes themselves if you are re-using them.
9. Again, to protect important painted surfaces you might cover the master cylinder with a plastic trash bag and or wrap it with shop rags or towels. Consider removing all of the old brake fluid from master cylinder first.
10. Inside the car, disconnect the master cylinder rod's clevis from the brake pedal swing arm.
11. Clean the firewall where the master cylinder was mounted, and grind down any welded areas, re-paint if necessary. The bracket has to mount flush to the firewall.
12. Identify if your firewall is factory manual, factory power or aftermarket dual pattern.
13. If you have a manual firewall, (Shown Below) you will need to modify the firewall and locate the new pedal arm as in steps 14-22. If you already have a power firewall pattern install the booster and skip to step 22.
14. Remove plate from rear of booster. Use plate to mark the firewall pattern to show where changes will be needed.

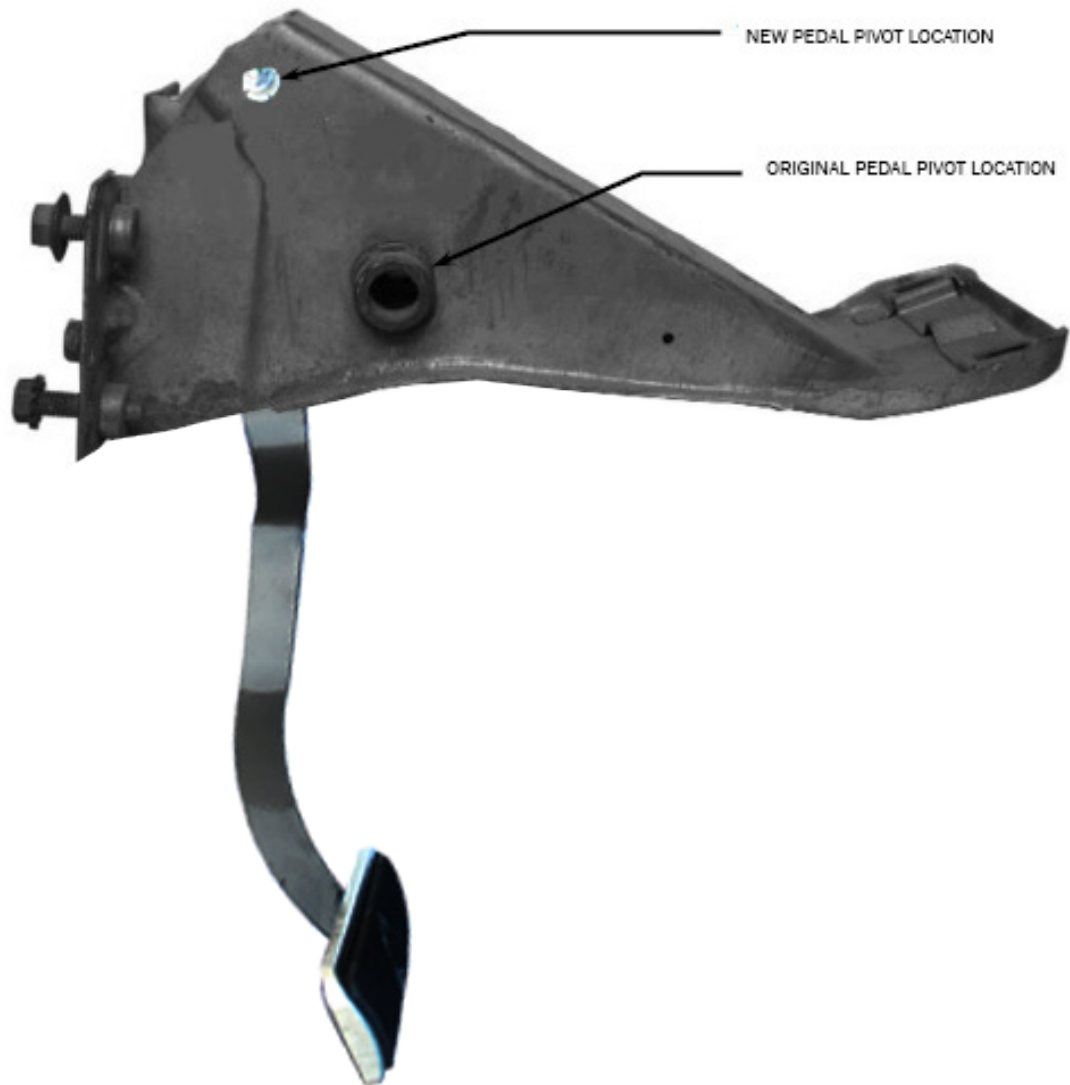
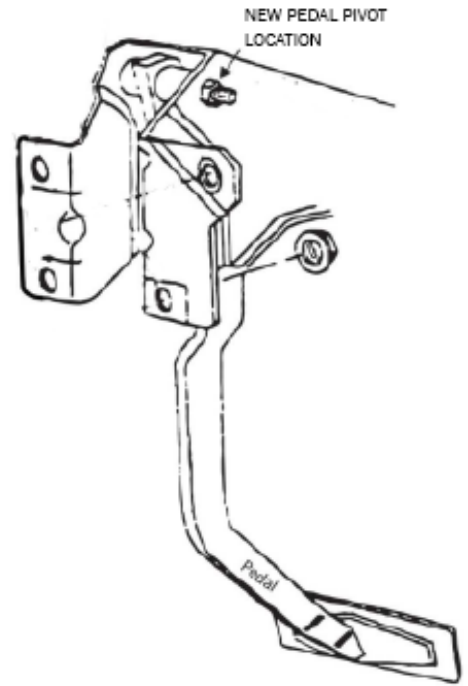




15. Place the bracket up to the firewall, mark the location on the wall for the new support holes. You may need to drill the new holes or your car may already have bolt holes in these locations. Deburr all holes.
16. View above drawing & mustang firewall template. Use drill bit size .64" to modify holes. Deburr all holes. You will need to enlarge the main center hub hole to a new size of 2.58" High & 2" Wide.



17. Put the booster plate back on the booster, mount the booster with plate on the firewall and guide its' pedal rod arm through the hole. Hand tighten down the mounting nuts.
18. If your car was manual brake, you will have to modify the pedal hangar assembly.
19. Remove the pedal assembly and place on a work bench.
20. Drill new pedal pivot location hole and mount the pedal swing arm on the original pedal hangar assembly
21. Re-attach the pedal hangar assembly with the new pedal re-located and installed.
22. With the booster on the firewall, connect the booster to the pedal swing arm and install the cotter pin or fastener.
23. Tighten the brake booster and bracket mounting nuts all the way.
24. Test the swing arm range of travel and make sure it does not bind.
25. Proceed to installing the master cylinder & proportioning valve.



INSTALLING MASTER CYLINDER & PROPORTIONING VALVE KIT (BOTTOM MOUNT SHOWN)

Verify that you have the following: 1 valve, 2 lines, 1 bracket, 1 harness connector, 1 bag that contains 2 bolts, 4 washers and 2 nuts

1. Place the valve on its' edge with the white switch facing you on your work bench and position the valve as shown with the large hex nut end towards your right.
2. Place the bracket and valve in the position shown.
3. Position the bracket below the valve and line up the bolt holes.
4. Next locate the small bag with the bolts and washers, and empty the parts onto the work bench.
5. Pick up both bolts and place a lock washer onto each.
6. Be sure to have the bracket and valve in a position that allows you to insert the bolts through the valve and through the bracket.
7. Push each bolt through the valve and bracket, add flat washers and secure the hex nuts. Hand tighten.
8. Locate the brake lines.
9. Identify which line will connect to which port on your master cylinder.

If you have a single bail wire master cylinder, they cross in an X pattern. Front brakes are labeled F and rear brakes are labeled R. Next hand tighten the brake lines as shown. Do not use teflon tape. Use a flare nut or box end wrench to tighten the tube nuts on the brake lines.

10. The next step is to mount the master cylinder and valve assembly on to the brake booster.
11. Once satisfied with the brake line positions, finish tightening the valve's brackets bolts and nuts.
12. Connect the dash warning light connector to the factory harness.
13. Test your brakes and enjoy safe driving your mustang with power brakes!

