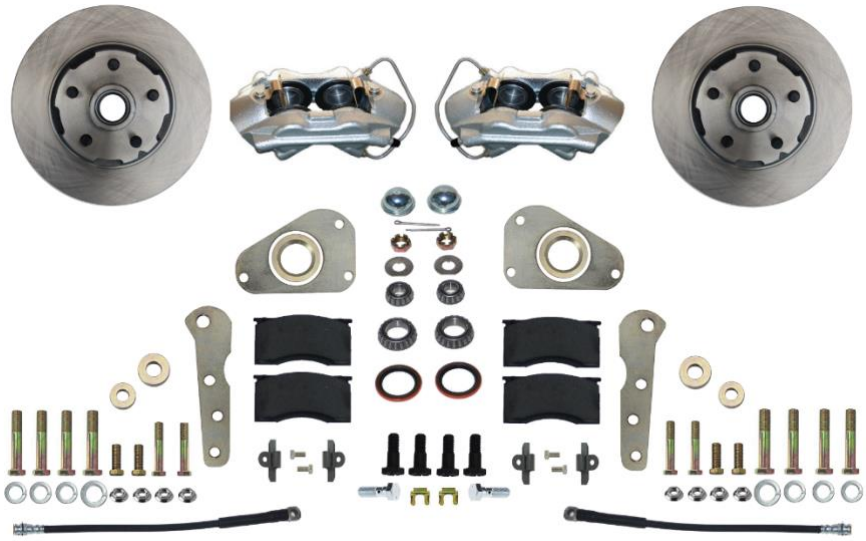
Installation Instructions

Manual Disc Brake Conversion Kit

Item # **FC0025SM**

Applications: 1957-68 Edsel, Ford & Mercury Full Size Cars



Thank you for choosing Leed Brakes for your automotive product needs. Before you begin your installation please inspect all parts and review the installation instructions. If you have any missing or damaged parts or if you have any questions regarding the fitment of this kit on your specific vehicle please contact our customer service team at (716) 852-2139 before beginning your installation

Tools required for a safe and smooth installation:

Proper Jack & Jack Stands, Tube Wrenches, Standard Socket Set, Standard Wrench Set, Torque Wrench, Lug Wrench, Pliers, Mallet, Brake Fluid, Brake Cleaner, Wheel Bearing Grease.

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.

Brake Kit Installation:

1. The calipers will be installed on the rear side of the spindle pointing back towards the firewall. The base brackets will bolt to the outside face of the spindle using the 3/8" holes that held on the drum brake backing plate. The 7/16" hole in the base bracket should point back towards the firewall. Secure the assembly using the 3/8" bolts and nuts supplied, but leave them finger tight at this point. **Photo 1 & 2**
2. The upper brackets will be installed between the base bracket and the 9/16" anchor bolt hole in the spindle. Slide the 9/16" bolt and lock washer supplied into the spindle from the backside. Slide the larger supplied spacer over the bolt and then thread the bolt into the larger tapped hole of the upper bracket. Leave this bolt finger tight at this point. **Photo 3 & 4**
3. There are (3) 7/16" tapped holes in the upper bracket. Align the center hole with the 7/16" hole in the base bracket. Slide one of the 7/16" bolts and lock washers supplied through the hole in the base bracket. Slide one of the smaller spacers supplied over the bolt and then thread it into the hole in the upper bracket. Leave this bolt finger tight at this point. **Photo 5**
4. Check the upper brackets to insure they are aligned properly and are not binding against the spindle anywhere along their edge. If everything is clear and properly aligned the fasteners can be tightened. Torque the 3/8" base bracket bolt first to 40-45 ft/lbs. Next torque the 7/16" bolt between the brackets to 50-55ft/lbs. Lastly torque the 9/16" bots to 70-75ft/lbs. **Photo 6**
5. Next install the inner bearing spacer onto the spindle shaft. The spacer must be installed with the large chamfer pointing in towards the engine. **Photo 7**
6. Next you will need to properly pack the inner and outer bearings with grease prior to installation.
7. 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.
8. Install the greased inner bearing into the inner race of the rotor. **Photo 9**
9. 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 10**
10. Slide the rotor onto the spindle and install the greased outer bearing, slotted washer and adjusting nut. **Photo 11**
    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 12**
    d. Spin the rotor to insure there is no interference with the grease cap and retaining assembly**.**
11. 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 ¼" bolts and lock washers supplied. Torque to 7-11 ft lbs. **Photo 13**
12. Install the calipers with the bleeder facing up. Use the 7/16" bolts and lock washers provided. Torque to 50-55 ft. lbs. **Photo 14**
13. Once the calipers are installed spin the rotors to insure there is no interference between the caliper and the rotor.
14. Install the flex hose to the caliper using the banjo bolt and copper washers supplied. **Photo 16**

15. Install the other end of the flex hose to the frame bracket and retain it using the horseshoe clip provided. Reconnect the original hard line and tighten using a tube wrench.
16. 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.

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

If you have any questions please call our tech line at (716) 852-2139

Thank you for purchasing from Leed Brakes we hope you have had an enjoyable experience.

Installation Photos

Disc Brake Conversion Kit

Applications: 1957-68 Edsel, Ford & Mercury Full Size Cars

← Front of Car

Photo 1

Photo 2

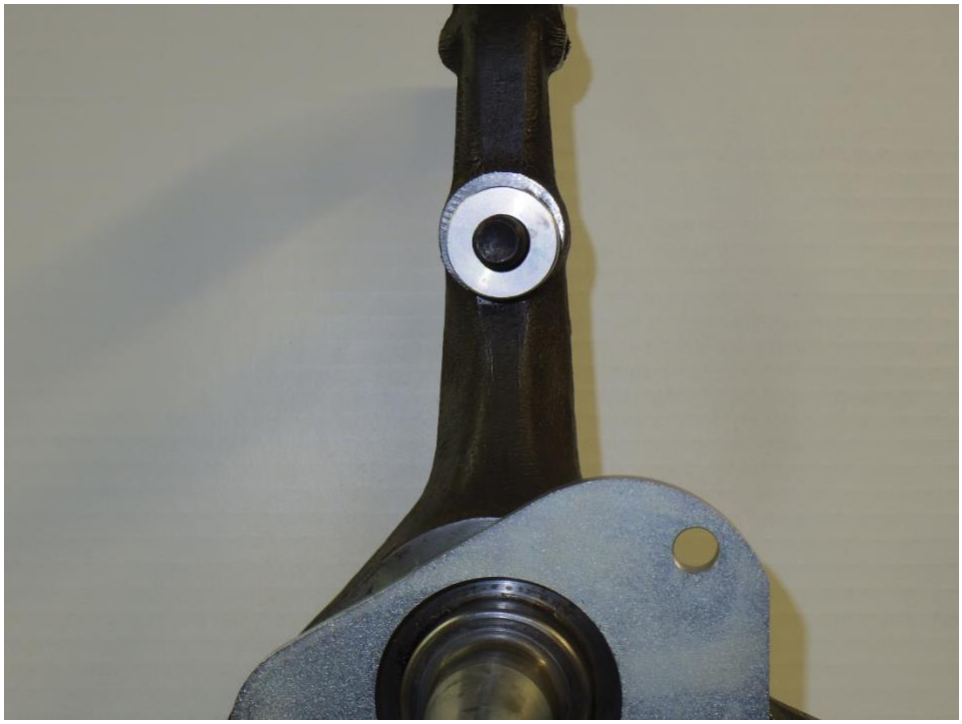


Photo 3

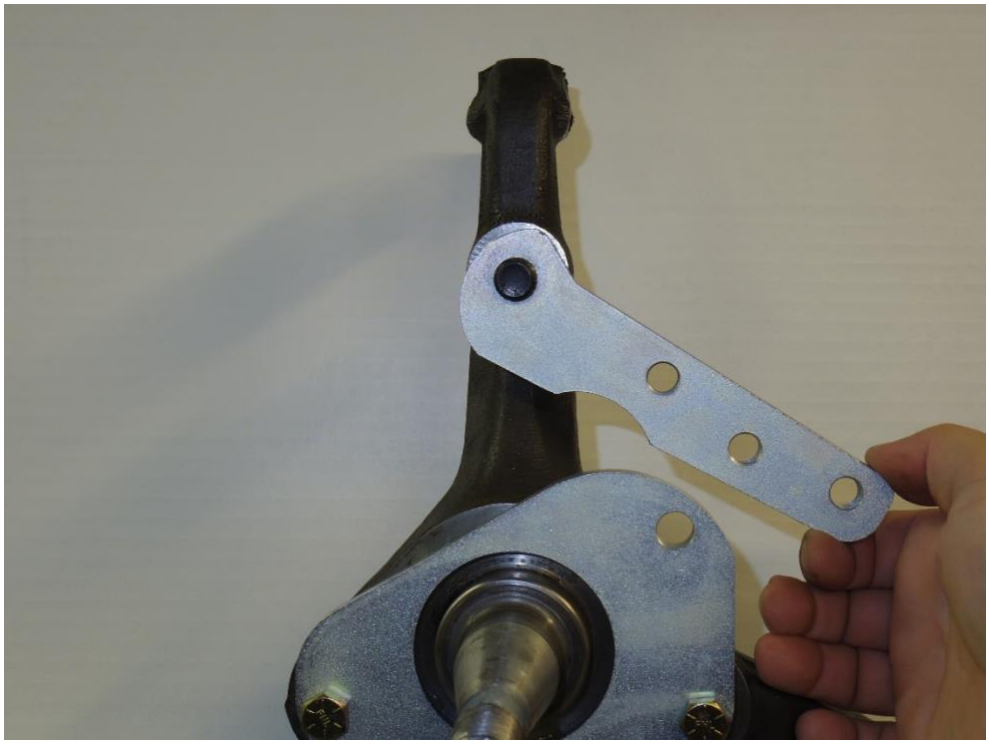


Photo 4

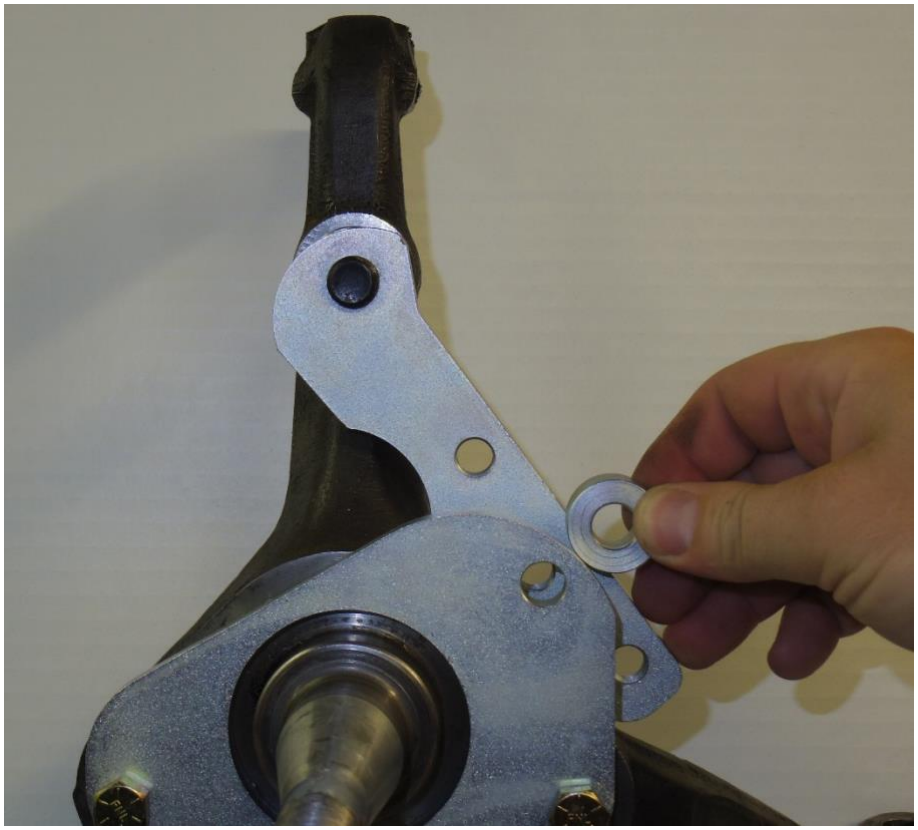


Photo 5

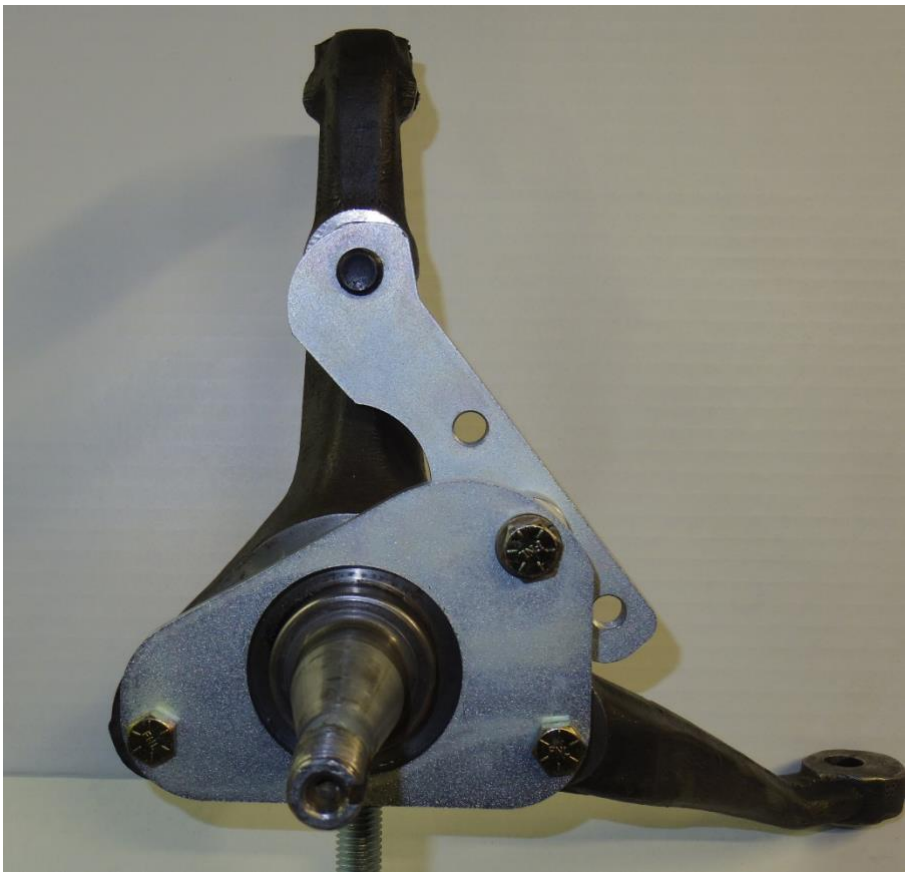


Photo 6

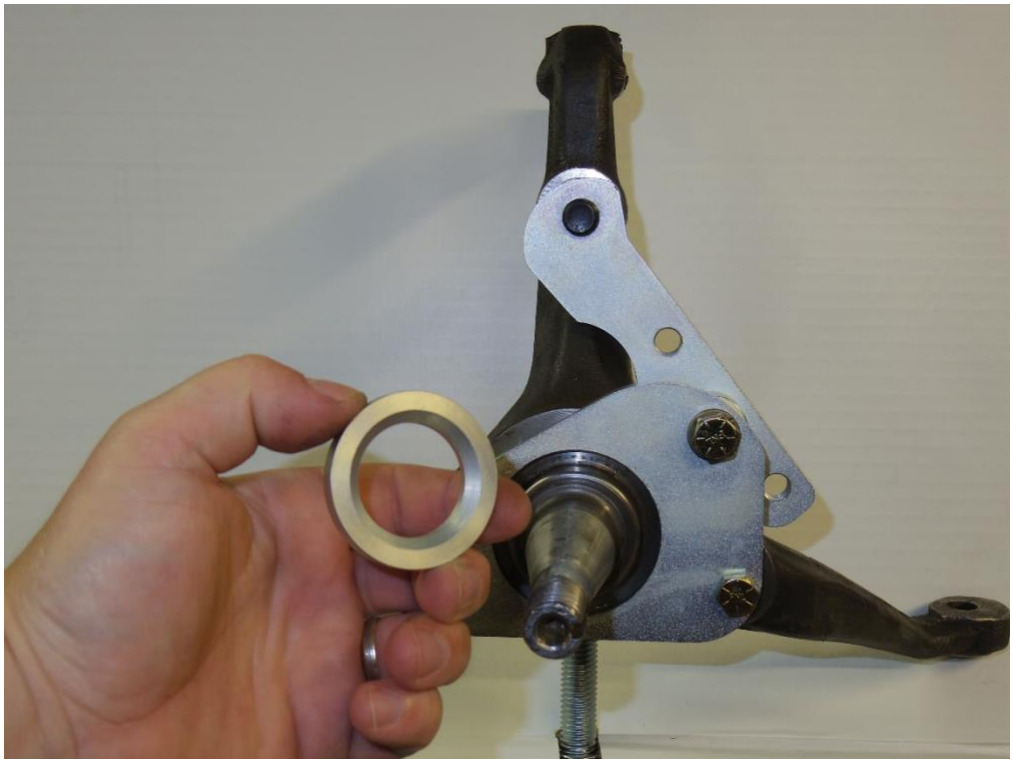


Photo 7

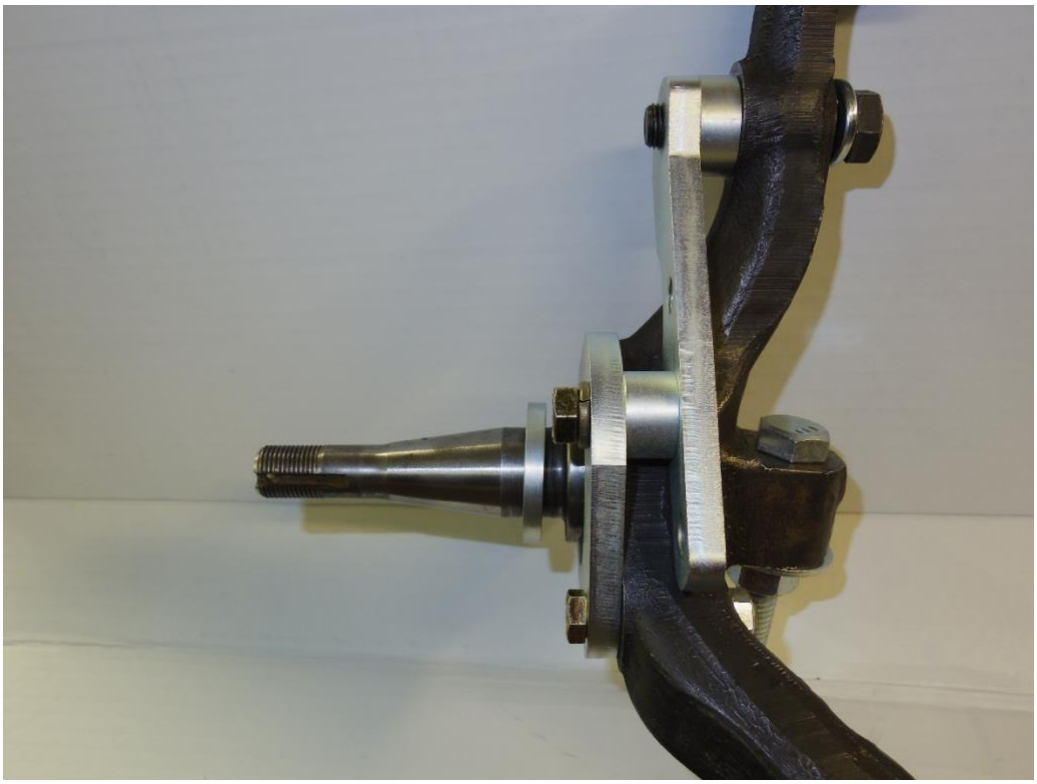


Photo 8

Photo 9

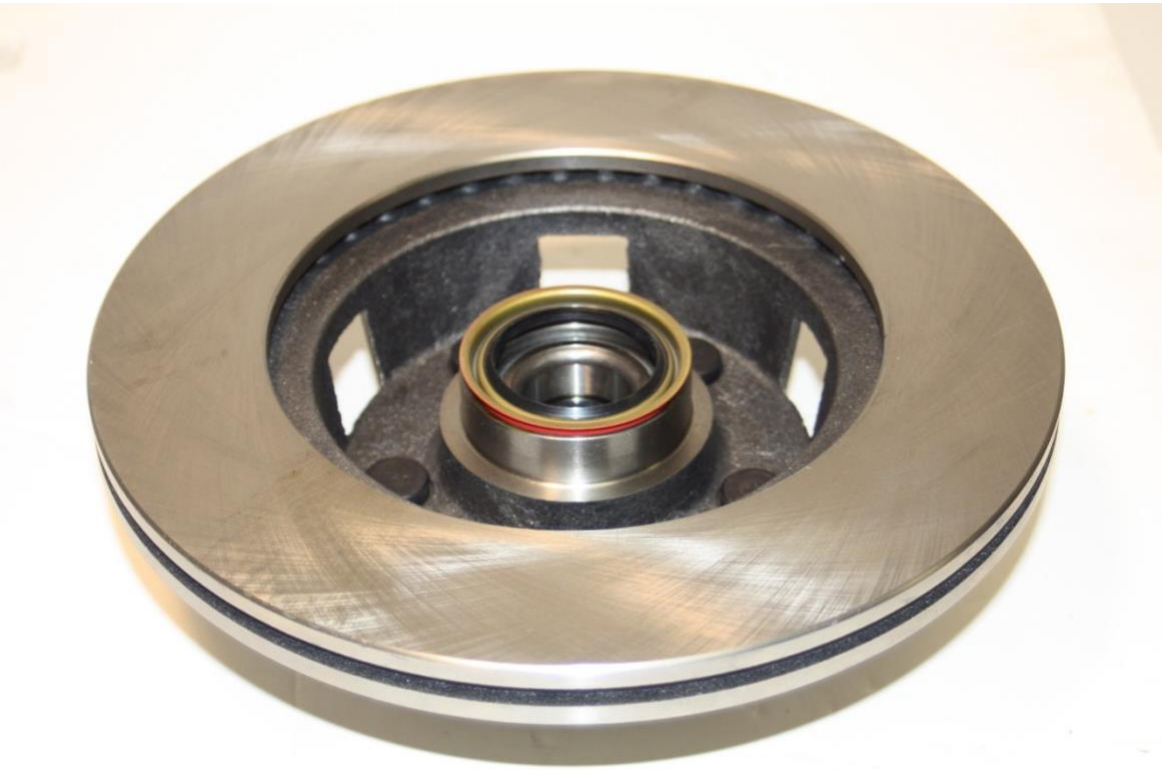


Photo 10

Photo 11

Photo 12

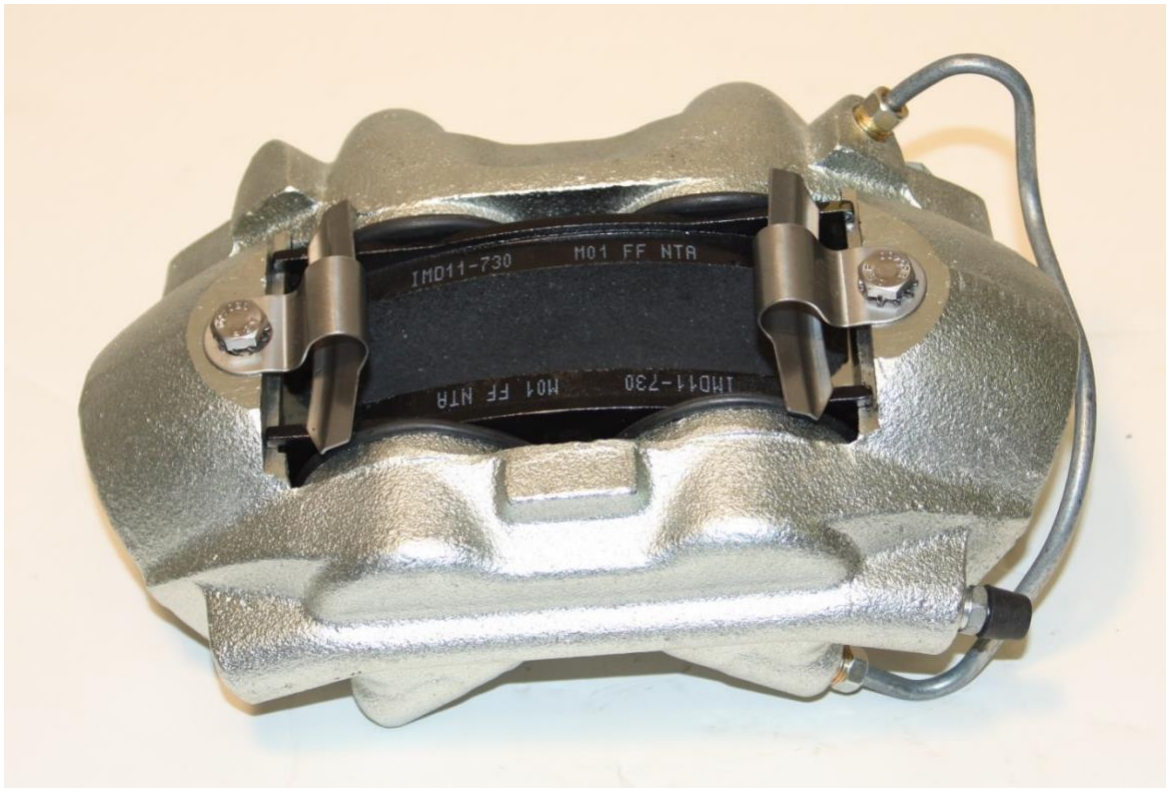
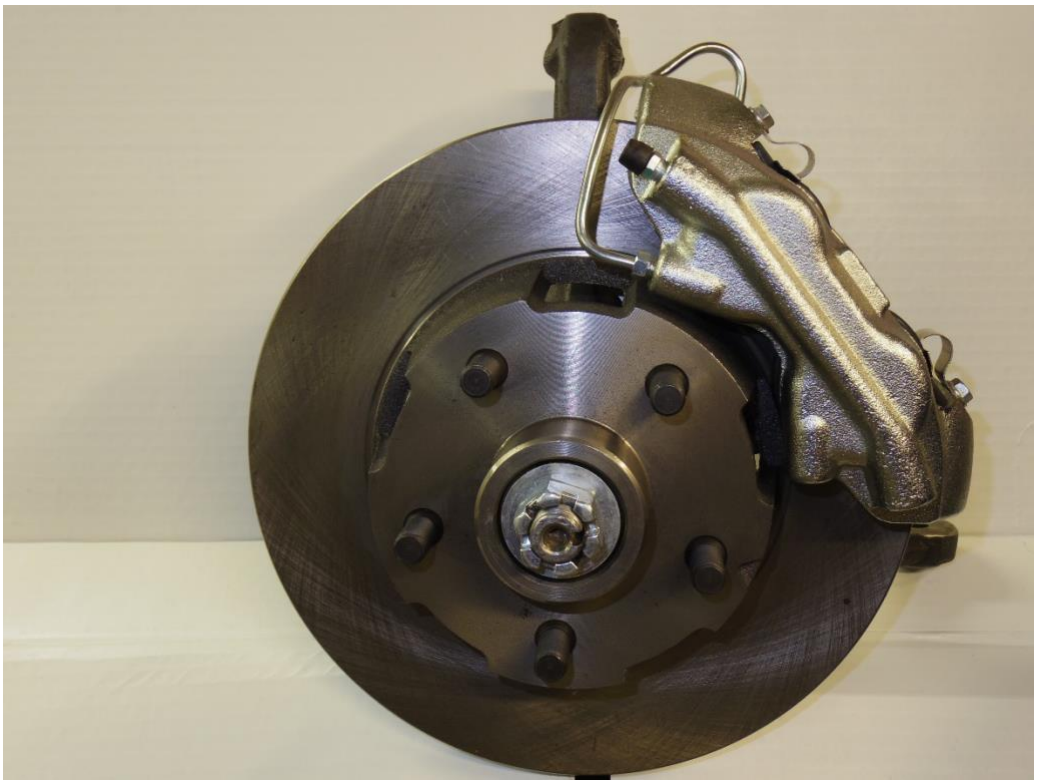
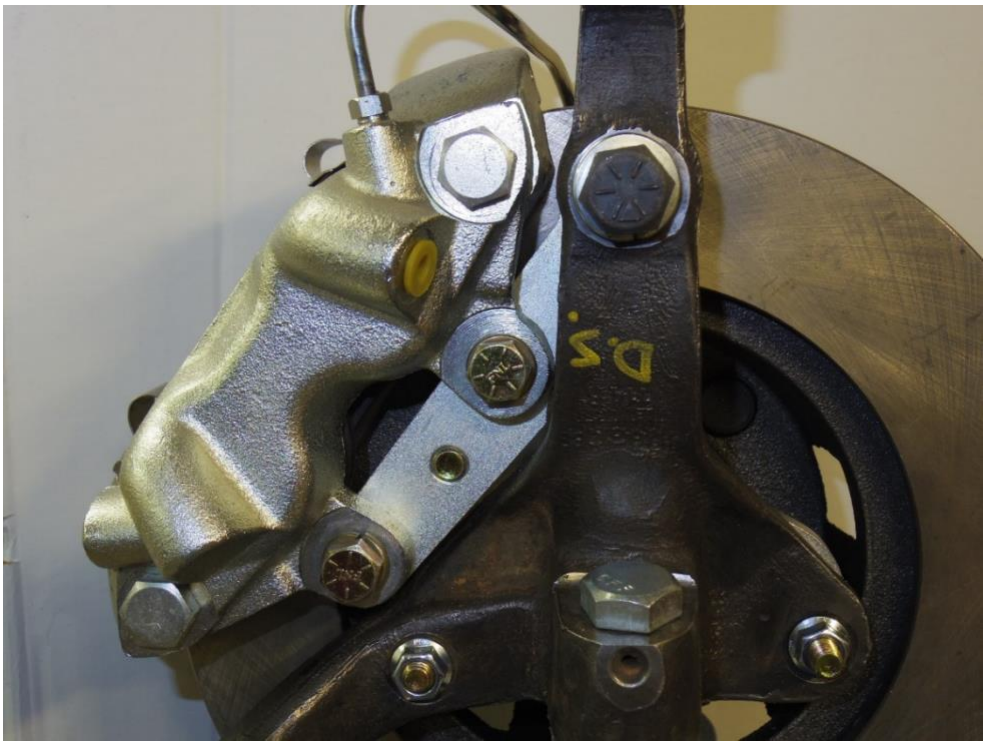


Photo 13



← Front of Car

Photo 14



Front of car→

Photo 15

Photo 16