



Installation Instructions

Caliper and Rotor Kit

Item # CC0005RKX

Applications: 1965-67 Ford & Mercury 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.

Fitment Notes:

This kit is a direct replacement for all factory disc brake cars from 1965-1967 equipped with Kelsey Hayes 4 Piston Calipers utilizing D11 brake pads.

Factory Caliper and Rotor 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. Since you will be replacing the factory rubber brake hoses, they can be clamped off with hose pliers or vice grips. Using a tube wrench loosen, but do not fully disconnect the hard brake line from the flex hose at the frame rail bracket.
3. Loosen and remove the caliper mounting bolts that secure the factory caliper to the mounting bracket. These are special shoulder bolts and will be reused with the new calipers. Next disconnect the flex hose from the hard brake line and lift the caliper assembly off the rotor. To stop brake fluid from draining cap the end of the hard line with a rubber or silicone vacuum cap. ***Be very careful not spill any brake fluid on any painted surfaces as it will damage your paint.***
4. Remove the grease cap, cotter pin and spindle nut and slide the rotor off the spindle. Save the spindle nut, washer, bearings and grease cap as they will be reused.

Rotor Installation

1. Inspect the condition of the wheel bearings. If they show any sign of wear now would be the time to replace them.
2. Next you will need to properly pack the **inner and outer bearings** with grease prior to installation.
3. If you ordered plain rotors 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. If you have cross drilled rotors, they are specially coated and **should not** be cleaned with brake cleaner
4. Install the greased **inner bearing** into the inner race of the **rotor**. **Photo 1**
5. 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 2**
6. Slide the **rotor** onto the **spindle** and install the greased **outer bearing, slotted washer and adjusting nut. Photo 3 and 4**
 - 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 5**
 - d. Spin the rotor to insure there is no interference with the grease cap and retaining assembly.

Caliper Installation:

1. The calipers will be installed in the same position as the factory calipers. **Photo 6**
2. Prior to installing the calipers, the splash shields will need to be trimmed. A pie shaped piece starting at 3/8" wide and tapering down will need to be removed from the top and bottom of the caliper opening. **See page 5**
3. **Calipers** will arrive preloaded and ready for installation. If you need to replace the pads in the future the retaining pins are held in by spring clips. The pins can be removed by driving them out with a punch from the outside face of the caliper. The pads are standard **D11** Mustang brake pads. **Photo 7**
4. Install the **calipers** using the **shoulder bolts** removed earlier. Torque to 45-60 ft. lbs. If the caliper interferes with the splash shield minor additional trimming of the splash shield may be required. **Photo 8 & 9**
5. Once the calipers are installed spin the rotors to insure there is no interference between the caliper and the rotor.
6. Before installing the **flex hose** adapter into the caliper wrap the threads on the flat end of the adapter with Teflon pipe thread tape. **Note the pointed end of the fitting will connect to the flex hose and the flat end will go into the caliper. Do not use Teflon tape on the pointed end.** This is a pipe thread fitting that will become tighter as it is threaded into the caliper. It will be necessary to angle the adapter correctly to allow for best flex hose routing. **Photo 10 & 11**
7. Install the female flex hose adapter to the frame bracket and retain it using the **horseshoe clip** provided. Reconnect the original hard line and tighten using a tube wrench. If needed install the **brass brake line adapters** provided into the frame rail flex line adapter 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 flex hose adapter.
8. Next connect the flex hose between the adapters and tighten using a tube wrench.
9. 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 flex hoses during this operation to ensure the hoses are not binding or twisting. If your hoses bind during a turn, you could experience loss of braking while driving. If it looks like they are binding adjust the adapters and reposition the brake hose until it no longer binds.

Bleeding the vehicles braking system:

We recommend that the brake system is bled using a gravity bleed method. While there are many ways to bleed a system this way is less likely to introduce air in the system causing a spongy pedal. Whenever bleeding your system, you must keep an eye on your fluid level. If your master runs dry you will have to bench bleed the master again.

1. Remove the cap from the master cylinder. If the fluid is dark and contaminated, it's a good idea to remove most of the fluid and replace it with clean DOT 3 or DOT 4 fluid before you begin bleeding the new calipers.
2. Starting at the right rear wheel cylinder or caliper attach a clear hose to the bleeder with the other end in a clear container.
3. Open the bleeder and observe the fluid flow. It may take a couple of minutes for the fluid to flow with a new system. Once the fluid begins to flow let it drip until you do not see any air.
4. Move to the left rear wheel, repeat step 3.
5. **The calipers are equipped with bleeder screws on both ends to allow for universal left and right mounting. Always bleed from the top bleeder screw once the calipers are bolted in place**
6. Move to the right front wheel, repeat step 3.
7. Move to the left front wheel, repeat step 3.

8. Repeat steps 2 thru 6 once more.
9. Install the lid on the master cylinder.
10. Pump the brake pedal until you achieve a firm pedal.
11. Remove lid on master cylinder & check fluid level
12. Repeat steps 2 thru 6 to ensure all air has been removed and clean fluid is coming out of the bleeders.

Once you feel you have successfully removed all air from your brake system check all fittings and lines for leaks and verify all fasteners are tight. 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.

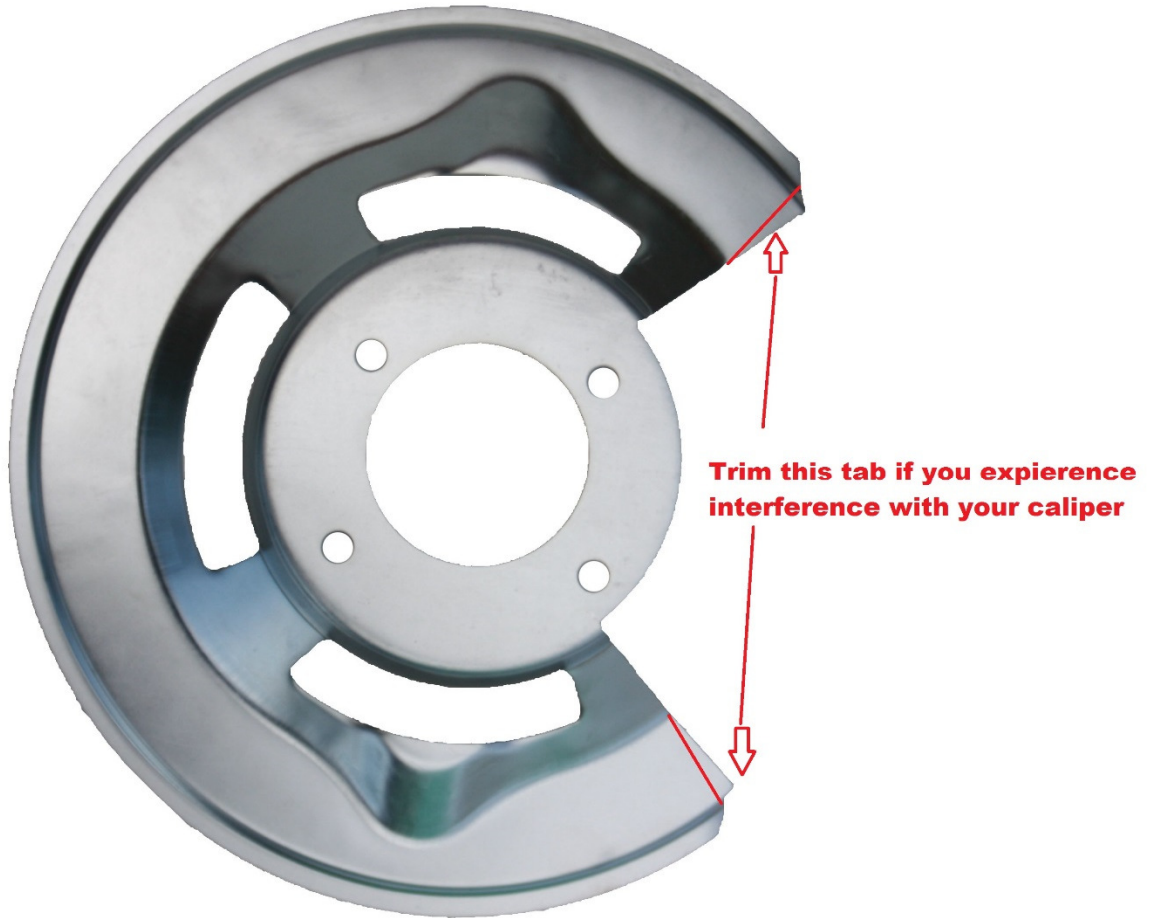
You may now take your vehicle for a test drive in a safe area. We recommend that you drive the vehicle with light to medium application of the brakes for the first 150-200 miles. This will allow your brake pads to properly seat to your rotors to insure optimal braking performance.

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.

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.





Installation Photos

Disc Brake Conversion Kit



Photo 1



Photo 2

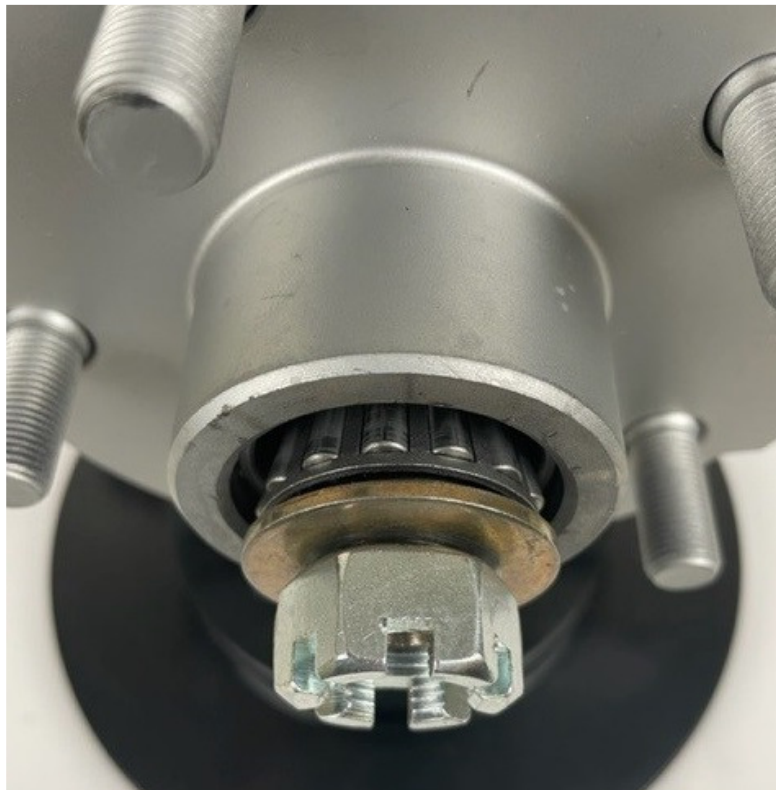


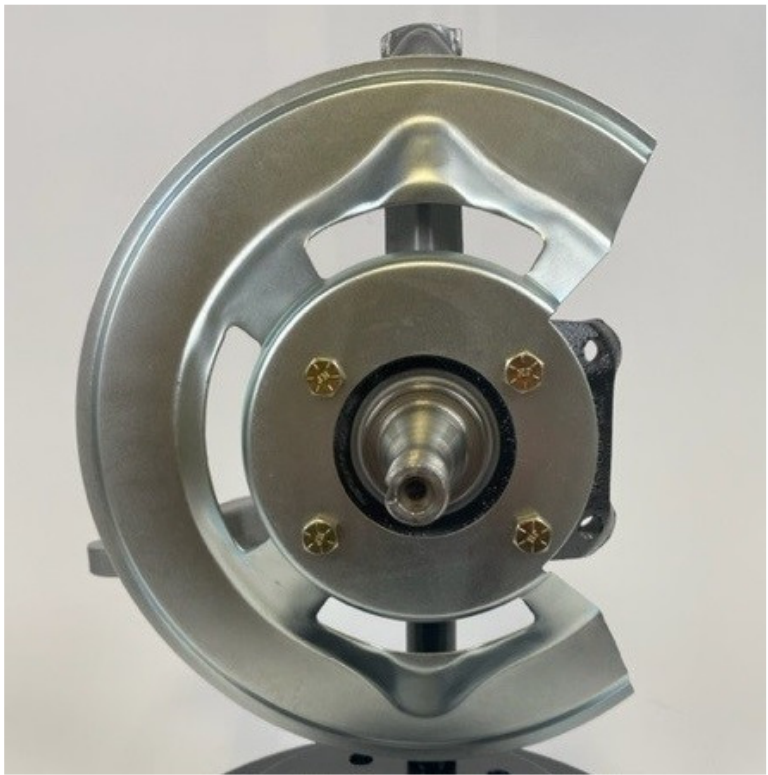
Photo 3



Photo 4



Photo 5



Front of Car →

Photo 6

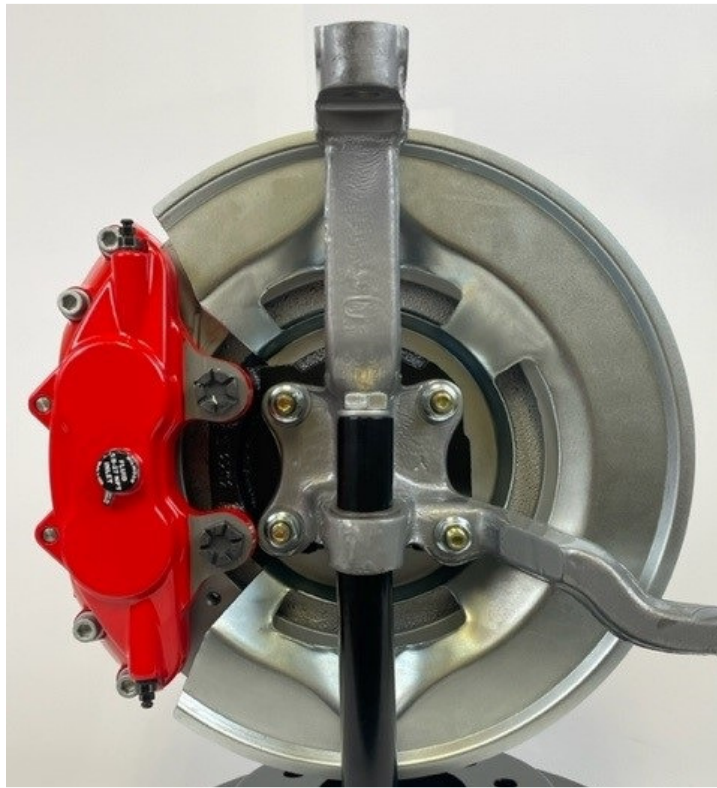


Photo 7



Front of Car →

Photo 8



←Front of car

Photo 9



Photo 10



Photo 11