



## GT2008-RSM & GT2008-RLG

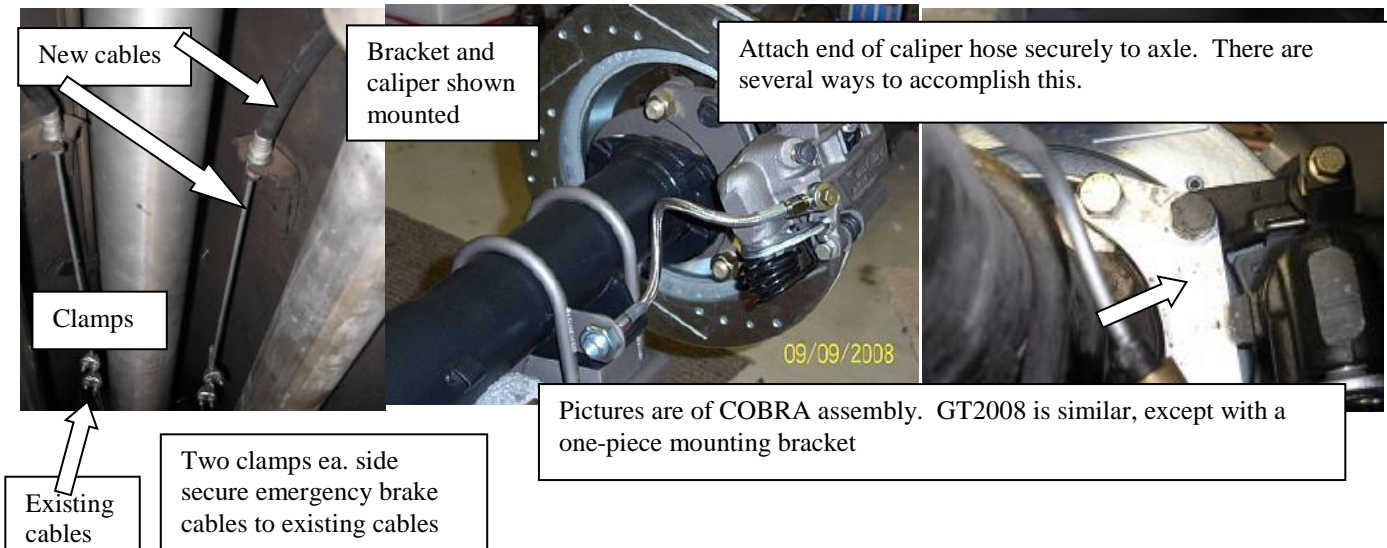
### REAR DISC BRAKES

### Installation Instructions

#### GENERAL DESCRIPTION:

- Bracket **A** replaces the bearing retainer plate that held the bearing in the housing on the drum brakes.
- Calipers mount aft of axle. (Looking at driver side of car, caliper will be at approximately 2:00 o'clock position.)
- Caliper marked **L** goes on pass. side, bleeder at top. **R** marked caliper goes on driver side bleeder at top.

1. Remove rear axles and all brake parts from the axle housing. Remove axle bearing and retainer from axle.
2. **Mock-up of brackets and calipers to the housing is encouraged** prior to pressing bearings to assure correct fit.
3. Slide Bracket **A** onto axle with the grooved side facing bearing. BRACKETS ARE SIDE-SPECIFIC!
4. Press new axle bearing onto axle until fully seated, then press on bearing retainer ring until fully seated. Install new seal in housing if needed. Install axle in housing and bolt bracket **A** to the housing with the 4 original T-head bolts.
5. Install centering rings (small bearing kits only) onto axle stub. They are used to center the rotor on the axle.
6. Install rotor and secure with 3 lug nuts temporarily for test fit of caliper (tight enough so rotor cannot move)
7. Slide 05-2014 caliper over rotor. Fasten caliper to bracket **A** with two metric bolts supplied with kit.
8. Mount the inner end of the hose (end opposite caliper) securely to the axle housing. (see pic) One option is to use a muffler clamp around the axle housing and attach the hose bracket (not supplied) to one end of the clamp's u-bolt.
9. Emergency brakes use 05-2014 Mustang e-brake cables. Cut front end of wire. Fit cable housing to caliper and car body brackets as shown, cutting to fit, leaving a bit of slack for movement. Overlap wires 8" with existing emergency brake cables and clamp with two cable clamps on each side. You can get more elaborate with the emergency brakes if you want, but this method is simple and time-tested. (Picture shows 65-66 Mustang, other years vary)





# MUSTANGSTEVE

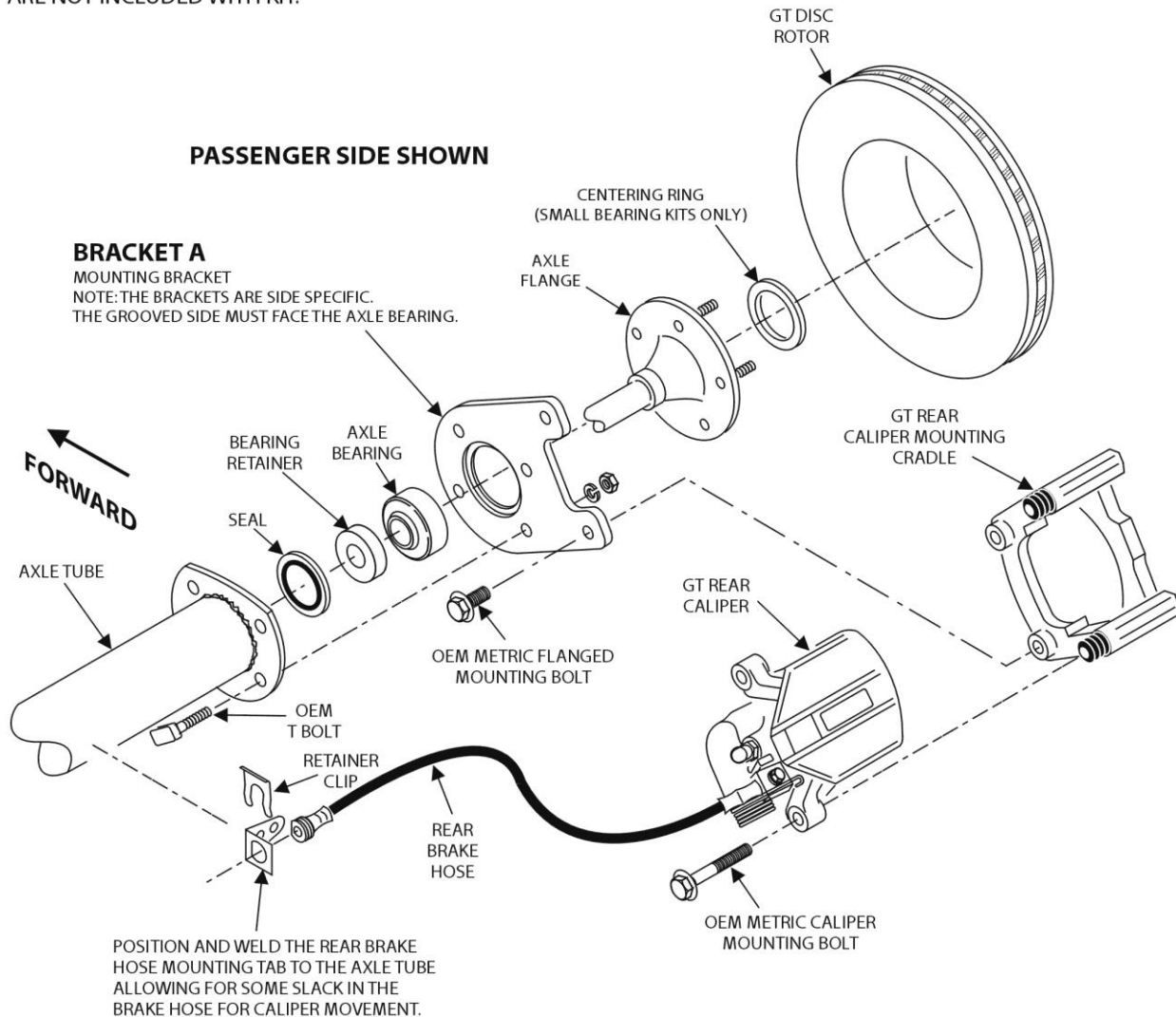
MUSTANGSTEVE.COM

## GT2008-RSM GT2008-RLG

VERSION121031

NOTE:  
FOR THIS APPLICATION THE CALIPER MARKED **LEFT** WILL GO ON **RIGHT** SIDE. THE CALIPER MARKED **RIGHT** GOES ON **LEFT** SIDE.

NOTE:  
CALIPERS, ROTORS, REAR BRAKE HOSES AND MOUNTING TABS ARE NOT INCLUDED WITH KIT.



ALL BRAKE WORK SHOULD BE DONE BY A MECHANIC WHO IS COMPETENT WITH THE MODIFICATION OF YOUR CAR'S BRAKE SYSTEM. MustangSteve IS NOT RESPONSIBLE FOR ANY EVENT THAT MIGHT OCCUR IN THE EVENT OF BRAKE FAILURE. THESE BRAKES ARE CONSIDERED RACING ITEMS AND NOT COVERED BY ANY WARRANTY.

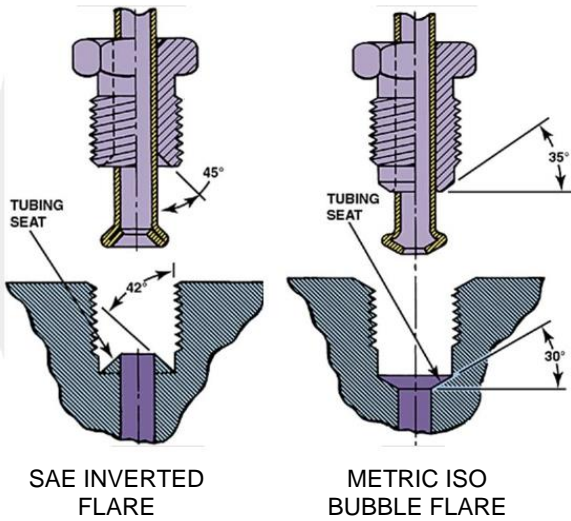
Mustang related questions can be posted on the FYIFORD FORUM for quick replies to ANY Mustang questions. Go to [www.mustangsteve.com](http://www.mustangsteve.com) and click on the FYIFORD link.

Copyright MustangSteve

Instructions and drawings may not be copied or distributed without written consent from MustangSteve

ALL BRAKE WORK SHOULD BE DONE BY A MECHANIC WHO IS COMPETENT WITH THE MODIFICATION OF YOUR CAR'S BRAKE SYSTEM. MustangSteve IS NOT RESPONSIBLE FOR ANY EVENT THAT MIGHT OCCUR IN THE EVENT OF A BRAKE FAILURE. THESE BRAKES ARE CONSIDERED RACING ITEMS AND NOT COVERED BY ANY WARRANTY.

## REFERENCE INFORMATION



SAE INVERTED FLARE

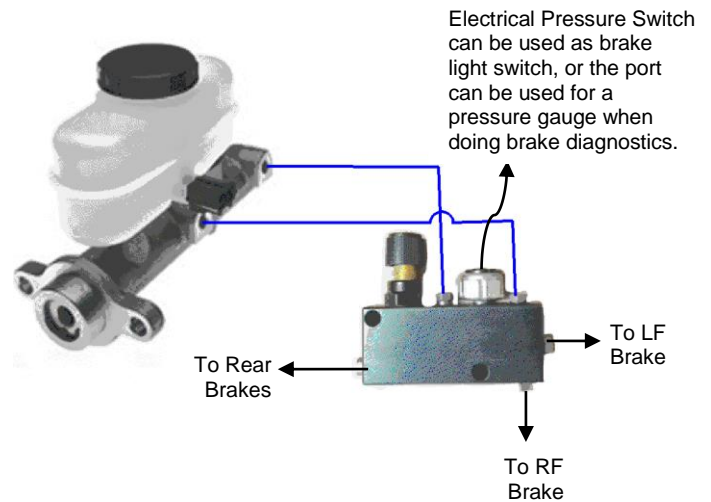
METRIC ISO BUBBLE FLARE

If installing brand new brake pads or shoes, **DO NOT** immediately go out and do a panic stop to see how well they work!!!

This will destroy new pad and shoe material.

New brake pads must be broken in and used in normal driving for 200 or so miles before a super panic stop.

Increasingly hotter brake applications as you are driving will help to bed the new pads. Do not come to a complete stop when doing hot deceleration so the pads do not transfer material to the rotors. Keep driving to let the parts cool down between decelerations.



Email [info@mustangsteve.com](mailto:info@mustangsteve.com) if you have any issues or concerns, or if you would like to send pictures of your installation.

## RECOMMENDED MASTER CYLINDERS

Purchase NEW only. Rebuilt master cylinders do not last very long

**Disc/Disc** 2000 Mustang V6 1.00" bore  
**MustangSteve Part # PB-6.2**



---

## RECOMMENDED PROPORTIONING VALVES

**Disc/Drum or Disc/Disc** Adjustable valve with distribution block and electric brake light switch  
**MustangSteve Part # PV100** Matte chrome finish  
Light switch port can also be used for pressure gauge port to use in diagnostics



---

Master Cylinders and Proportioning Valves Available at [www.mustangsteve.com](http://www.mustangsteve.com)

Copyright MustangSteve

Instructions and drawings may not be copied or distributed without written consent from MustangSteve