



Global West Suspension
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**1964-66 Mustang Disc brake kit -- 13 inch 6 piston caliper -- using drum brake spindles.
 This kit requires at least a 17 inch wheel.**



The kit contains the following:

2-inner wheel bearings	2-outer wheel bearings	2 wheel seals	1 set brake pads
2 – braided steel lines	2- bell hats	2-billet hubs w/studs	2- billet bear caps
1- right rotor	1-left rotor	2- calipers	2-caliper brackets
1- left spindle bracket	1 – right spindle bracket	Misc hardware	

Installation requires the car to be on jack stands with the stock drum brakes including backing plates removed. The spindle should be clean and inspected. Notice the bearing area; make sure there are no signs of a spun bearing or excessive wear. Note: All these inspections can be performed while the spindle is on the car.

1. Install the spindle caliper brackets on the spindles. They are marked Global West.



There is a specific driver side and passenger side. The driver side is shown in the picture to the left.

The bracket installs from the backside of the spindle. (see picture) Use three 7/16 bolts with lock washers and install the caliper bracket. The bolts go through the face of the spindle. Torque the bolts to 50 foot-pounds.

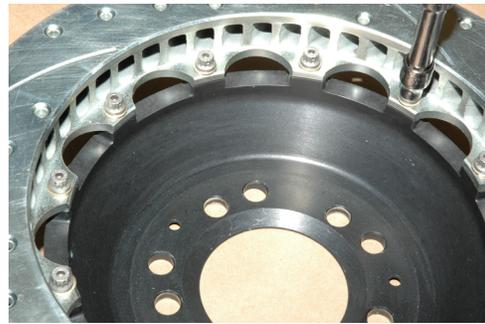


2. Installation – (spindles are ready for installation) locate the inner and outer bearings in your kit. Grease the bearings and install some grease in the center of the hub. With the hub on the table face down install the inner wheel bearing. Place a small film of grease on the seal and install the seal in the hub. A tool for driving the seal in will help without damaging the seal. Drive the seal into the hub so it is flush with the hub surface. Place the hub onto the spindle and slide the outer bearing onto the spindle. Install the bearing retaining washer and nut. Adjust the wheel bearing according to Ford specifications. If you cannot find the specs, using a torque wrench adjust the wheel bearing down until you read 20 foot-pounds. Make sure you are rotating the hub at the same time. This will seat the bearings. Next back off the wheel bearing nut (without rotating the hub) and re-torque to 12 to 18 **inch** pounds. Install cotter pin.



3. Install the billet hub-bearing cap. You will notice in the hub there is a rubber o-ring. Use a rubber mallet and tap the cap onto the hub. The hub-bearing cap will index and seal the

- assembly.
4. Install the rotors to the bell hats.
Use a flat washer under each bolt. Thread all the bolts in first before tightening down the bolts.



- Torque the bolts to 18 foot-pounds, using a cross pattern on the rotor.
5. Using a safety wire pliers install .032 stainless safety wire through the bolt heads and safety wire every 2 bolts.

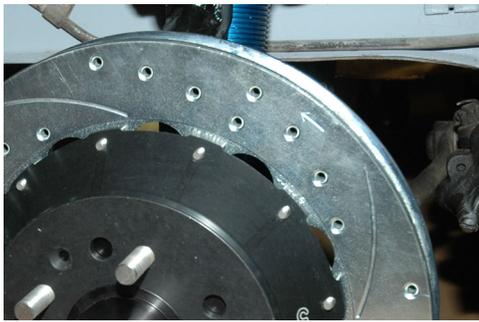


After completing the safety wire process set the rotor and hat assemblies aside.

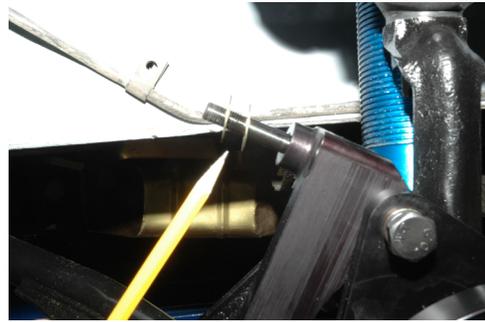
6. Install the Wilwood caliper brackets to the Global West brackets. Use the 12mm bolts and lock washers supplied in the kit. The bracket installs with the step towards the inside of the car. This moves the caliper in the most. Torque the caliper mounting bolts to 65 foot-pounds



7. Note: Small flat washers are used on the caliper bracket studs to space the caliper on the rotor evenly. You will use these after the rotor is installed on the caliper.



8. Install the hub and rotor assembly. Notice the arrow on the side of the rotor. This indicates the direction of rotation.



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9. Install the caliper onto the rotor. Make sure the brake pads are in the caliper when you assemble. The brake pads should rest below the edge of the rotor. The rotor should turn freely without it touching the caliper. Once the caliper is set to the correct height, use the washers and nuts supplied in the kit and tighten down the caliper. Torque the nuts to 35 foot-pounds.

10. Install the braided steel line. The 1/8 pipe to #3 – 90 degree line fitting goes into the caliper under the sticker in the center of the caliper body. Use Teflon tape or a thread sealer on the threads and tighten down. Point the line towards the rear of the car and slightly up. Install the braided steel line in the stock frame location and tighten down.
11. Bleed the brakes passenger side first. ---- bleed the inside of the caliper first and then move to the outside. Check for leaks.