

AU-2045

Pinto Mustang Front Disc Brake Kit

Fits 11 inch rotors from: 1975-80 Ford Granada & Mercury Monarch, 1974-77 Ford Maverick & Mercury Comet, 1977-80 Lincoln Versailles.

Fits calipers from: 1980-82 Ford Thunderbird & Mercury Cougar, 1979-83 Ford Fairmont & Mercury Zephyr, 1983 Ford LTD & Mercury Marquis, 1979-83 Ford Mustang & Mercury Capri, 1981-82 Ford Granada.

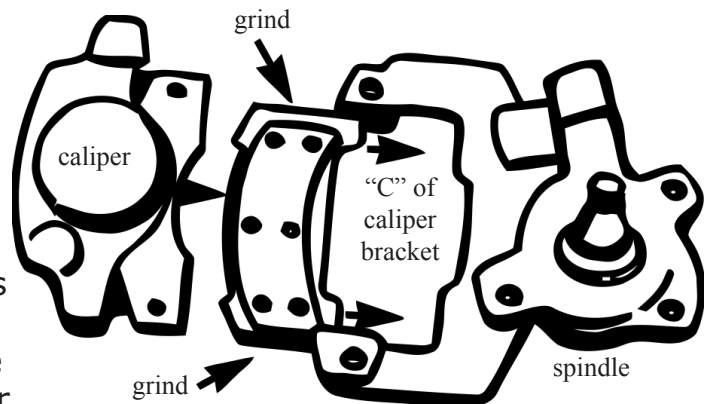
Fits spindles from: 1974-80 Ford Pinto, 1974-78 Ford Mustang II.

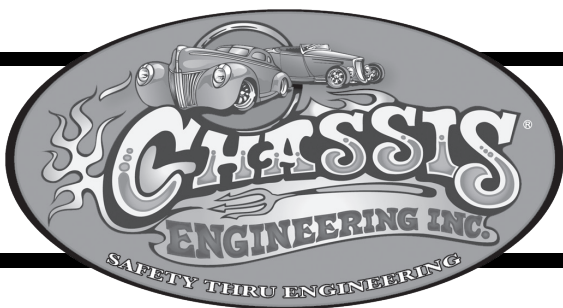
Important note: 1979 four and six cylinder and 1980-83 four cylinder Mustang and Capri caliper have a 14mm line for which there is no adapter.

If you are buying all parts from Chassis Engineering Inc, the rotors are part#AU-0126C (Ford 4 1/2" bolt circle) or AU-0127C (Chevy 4 3/4" bolt circle). The loaded calipers are part# AU-0114C and Banjo bolt AU-2300. A male Flare to Banjo (part #AU2230) will be required for connections at brake lines.

Note: Always use proper safety equipment and support car solidly on frame when wheels are removed.

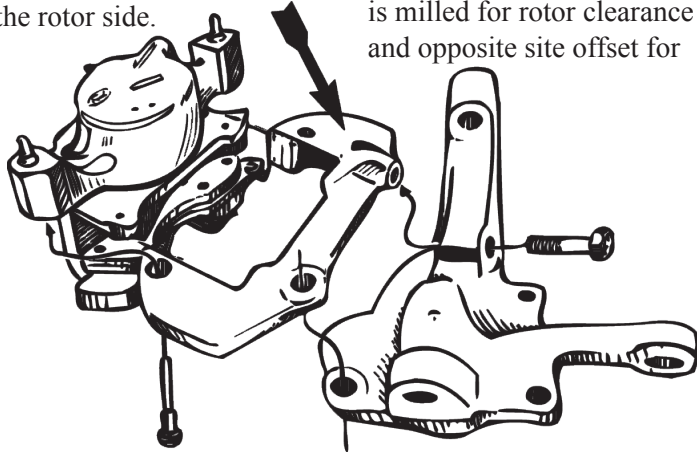
- 1** Remove original P/M brake caliper and bracket, then discard these. Bolt new CE adapters in their place. Note that there is a right and left caliper bracket. They will not fit correctly in reverse (see illustrations).
- 2** Install new rotors just as you would the stock P/M rotors. They use the same bearing and fit just like the original. **Note:** the rotor may or may not hit the lower control arm outer end. If it does hit, bend the offending metal (on the control arm end) to clear. A large hammer works just fine. Be sure it clears through the entire arc of the wheel and also through the entire turning radius. Obviously we can not control clearance on aftermarket control arms. The user must determine if there is a problem and how to cure it. Keep safety in mind at all times.
- 3** Install calipers with the hose end and bleed vent to the top. File or grind edge of brake pad if needed. They need to slide into the "C" of the caliper bracket smoothly. Calipers should be a snug fit on the caliper bracket. Calipers are install the same way as they would be on the donor car. Installation is really quite simple. If you have any problems consult a Motors Manual for same year as the part giving the problem (see list at the top for years and models of parts).





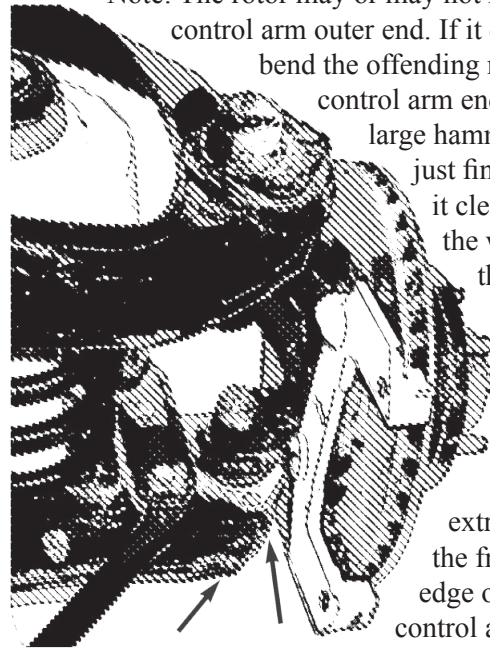
AU-2045

Round cast lump to inside. Machined side on opposite is the rotor side.



Note direction of caliper bracket on spindle. One side is milled for rotor clearance and opposite site offset for

Note: The rotor may or may not hit the lower control arm outer end. If it does hit, bend the offending metal (on the control arm end) to clear. A



large hammer will do just fine. Be sure it clears through the whole arc of the wheel and also through the entire turning radius. Grinding may be used to gain extra clearance on the front end back edge of the lower control arm.

grind bend

4 These brakes will require less bressure to operate than the stock ones, and may require an adjustment to the proportioning valve. If needed, this is the responsibility of the installer as is checking all clearances with full weight on the vehicle's suspension (brake line, A-frames, steering etc).

5 CE offers 12mm Banjo bolts and Banjo's to adapt to .03 AN braided lines. These parts offer a simple safe method of attaching braided stainless lines to calipers. We also offer pieces to attach braided lines to the frame. See the brake component section on the website or in our catalog, or give us a call and talk to one of our techs.

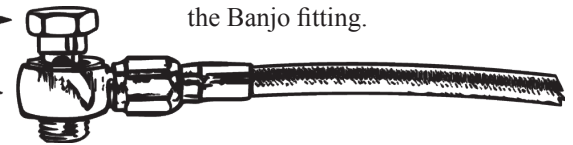
AU-2300



AU-2230



Use copper washer here, with the Banjo fitting.

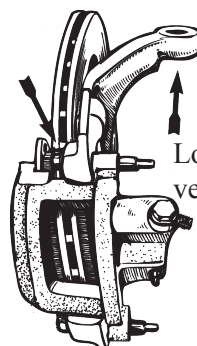


6 It is your responsibility to check all clearances with full weight on the vehicle's suspension (brake line, A-frames, steering etc).

Note direction of mounting bracket. cast boss to outside at caliper.

Note direction of caliper bracket on spindle. One side is milled for rotor clearance and opposite site offset for bolt through spindle.

If using dropped aftermarket spindles, caliper bracket kit AU-2045DS is specifically milled for this application.



Looking to front of vehicle from drivers side.

Avoid turning calipers upside down. Line on top over bleeder when looking forward when correct.