727-347-9915

REAR STREET/DRAG SYSTEM

2024 Mustang S650

For any questions, please contact us at: 727-347-9915 Monday-Thursday 8am EST – 7pm and Friday's 8 am-4pm EST.

**Installation of this kit should only be performed by persons experienced in the installation and proper operation of disc brake systems.*

Step 1; **Disassembly of parts**:

*Raise the rear wheels off the ground and support the rear suspension according to the vehicle manufacturer's instructions.

*Remove the rear wheels, calipers, rotors, and dust shields.

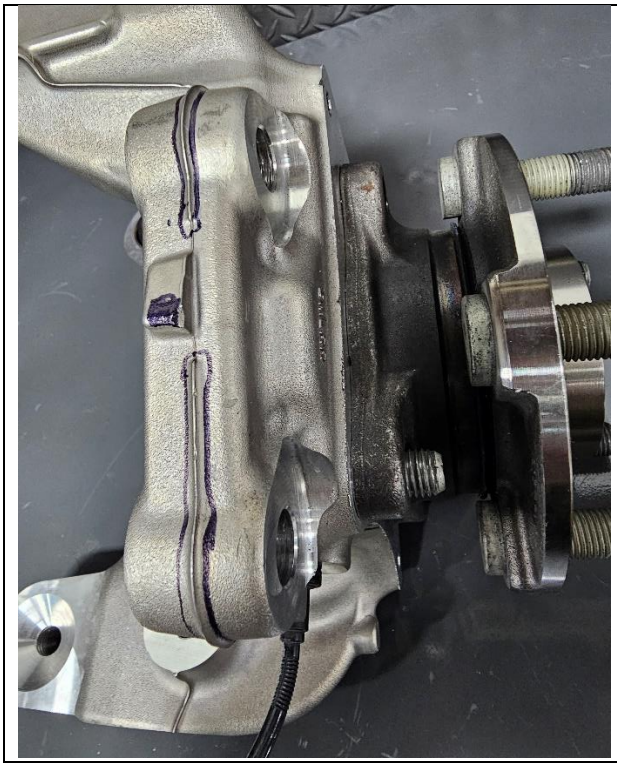
Step 2; **Preassembly of parts:**

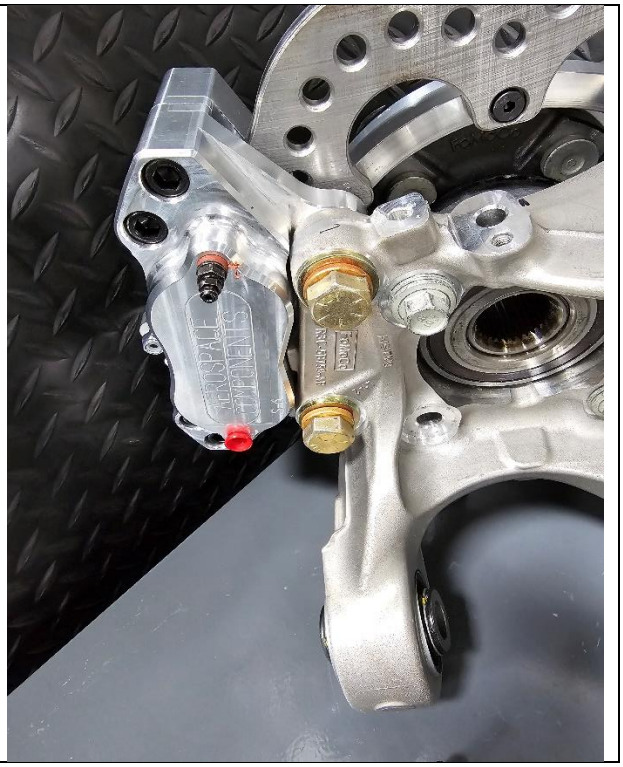
*Bolt rotors to hats using the 5/16 -18 ¾ low head screws. Make sure to clean bolts and tapped holes with acetone then dry with compressed air. You MUST use red Loctite to secure these bolts. The rotor should be

mounted with the low head bolts recessed into the countersunk tabs of the rotor.

Step 3; **Final Assembly:**

***You may need to clearance the knuckle just a little bit. See the area marked in black on the photo. You can see it is a close fit, some casting shift can happen, so some knuckles will require this and others will not.**





*Slide rotor and hat assembly over factory hub and lightly install a couple lug nuts to hold in place.

***** Install caliper on the knuckle using the (2) 9/16-18 x 1 3/4 hex head bolts, lock washers and washers, making sure that the bleeder screw is towards the top (highest point). Torque the bolts to 50 ft-lbs. The inlet port of the caliper is a 1/8 – 27 pipe thread. Stock hoses will not work.

*Drop the pads into the calipers with the friction side facing the rotor and secure them with the pad retaining bolt and ny-lock nut. Be sure the bolt extends through the locking feature of the nut and tighten until you can barely spin the pad bolt with your fingers. Make sure the brake pads are the only thing touching the rotor! The rotor should be centered in the caliper.

Step 4; **Check all fasteners:**

*Make sure all fasteners are tight and that the rotor bolts are red loctited in place. Check for wheel clearance between calipers and rims, as well as brake lines.

Step 5; **Bleeding the System:**

An initial gravity bleeding is recommended to remove most of the air in the system. This is accomplished by filling the master cylinder with fresh fluid and opening the bleed ports. Leave the top off the master cylinder. Fluid will flow into and fill the calipers. Be sure to keep fluid in the reservoir to keep air out of the system. This process will take some time. A final bleeding is accomplished by firmly pressing the brake pedal and having someone open the bleed port until the pedal goes to

the floor, closing the bleed port before the pedal is lifted. Do not pump the pedal while bleeding. This only foams the fluid and prevents proper bleeding. Repeat this process for all brakes until pedal is high and firm. Be sure no air bubbles come from the calipers.

Step 5; **Bed in brake pads and rotors:**

1. To break in the new components, make 6 to 10 stops from approximately 30 to 35 MPH applying moderate pressure.

2. Make an additional 2 to 3 hard stops from approximately 40 to 45 MPH.

3. DO NOT DRAG BRAKES!

4. Allow 30 minutes for brake system to cool down.

5. Repeat steps 1-4.

5. Your brakes are now ready for use and can be driven normally.

Included in kit:

(4) 9/16-18 x 1.75 Hex Head Gr8 bolts

(4) 9/16” Split ring lock washers Gr8

(4) Washers 9/16”

(16) 5/16 x ¾ Low Head Socket Screws

(2) Billet Aluminum Calipers “S-6”

(2) Billet Aluminum Brake Hats 1.295” deep

(2) Rotors

(1) Set of High Performance Brake Pads