



Steering, Brake & Suspension Specialists

# #M2SWBK-MOD-S & #M2SWBK-MOD-D Installation Instructions

## Mustang II Modular Stock or Drop Spindle Wheel Brake Kit

### NOTES:

This kit comes shipped fully assembled and ready to install. As shown below, we removed the brakes and hub in order to paint the spindle. If you do not wish to paint your spindle, ignore steps 7-12 and install spindle assembly as received.

**PLEASE NOTE:** The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs to make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.



### INSTRUCTIONS:

1. Remove old Mustang II style spindle and brake assembly beginning with the tie rod end.
2. Remove cotter pin, then loosen castle nut but do not remove it completely.



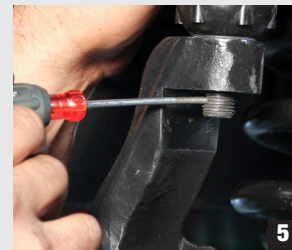
6. Install the new spindle on the lower control arm first, then the upper control arm. Reuse the old castle nuts and torque to spec. Make sure to use new cotter pins. (Photo 4)



3. As shown in the image, use a large hammer to strike the spindle arm. Repeat until the tie rod end breaks free from the spindle. (Photo 1)

4. Remove the old brake hose from the caliper and have a container handy to let fluid drain into. Then, once brake fluid stops flowing, remove the brake hose from the chassis. (Photo 2)

**TECH TIP:** If the orientation of the hole in the ball joint stud is undesired, you may remove the castle nut and break loose the ball joint stud from the spindle. Then, as pictured, use a



small-diameter screwdriver (or similar tool) to rotate the ball joint into a better orientation. Re-install the castle nut, torque to the correct specifications, and install a new cotter pin. (Photo 5)



5. Use the technique from steps 2-3 to remove the old spindle assembly. Free the top control arm and ball joint first, followed by the lower. (Photo 3)

7. If you disassembled the wheel brake kit to paint the spindles, you will need to re-install the hub onto the spindle and properly adjust the wheel bearing preload as follows:

- Tighten the nut only slightly (no more than 12lb/ft.) while spinning the hub in a forward direction to ensure the bearings are fully seated.
- Ensure the spindle nut is still tight. If it is not, repeat step A.
- Back off the spindle nut until it is just loose.
- Hand tighten the spindle nut, install the nut cage, and install the cotter pin. Do not use a Wrench! If necessary, loosen the nut to the first position the cotter pin can be installed.

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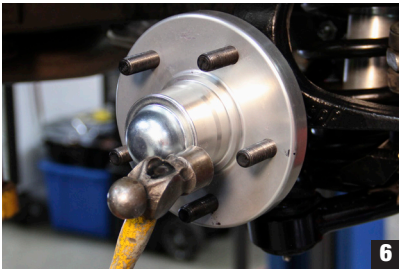


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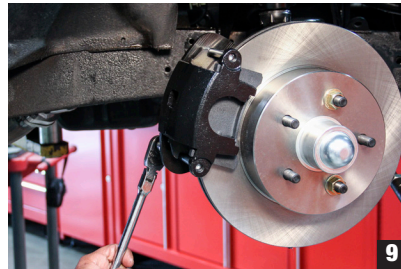
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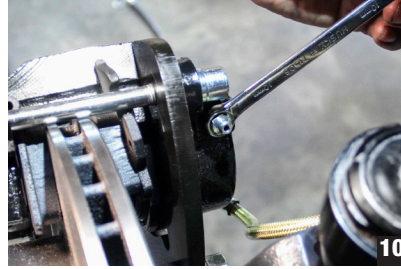
8. Install the dust cap by tapping around the edge of the cap using a small hammer until fully seated. (Photo 6)



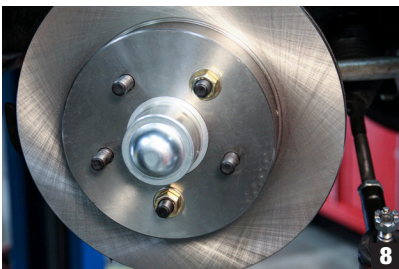
11. Install caliper to the mounting bracket and torque to spec. Make sure the rotor spins freely. (Photo 9)



9. Install the caliper mounting bracket on the inside of the spindle as shown. Torque bolts to spec. (Photo 7)



12. Install the provided bleed screw into the top hole of the caliper and do not overtighten. (Photo 10)



10. Slide the new rotor onto the hub and use two wheel nuts to hold it in place until the caliper is installed. (Photo 8)

13. Install the brake hose (refer to the Brake Hose Installation Tip instruction sheet on our website: <https://www.classicperform.com/Instructions/PDF/CPPrakeguide.pdf>)

14. Move the spindle assembly "lock to lock" and ensure the hose does not rub on suspension components at any point.

15. Finish by re-installing the tie rod end using the old castle nut, torqued to spec, along with a new cotter pin.

### GENERAL TORQUE SPECIFICATIONS:

1/4"	grade 5	10 lb/ft	1/4"	grade 8	14 lb/ft
5/16"	grade 5	19 lb/ft	5/16"	grade 8	29 lb/ft
3/8"	grade 5	33 lb/ft	3/8"	grade 8	47 lb/ft
7/16"	grade 5	54 lb/ft	7/16"	grade 8	78 lb/ft
1/2"	grade 5	78 lb/ft	1/2"	grade 8	119 lb/ft
9/16"	grade 5	114 lb/ft	9/16"	grade 8	169 lb/ft
5/8"	grade 5	154 lb/ft	5/8"	grade 8	230 lb/ft

*NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.*

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WARNING: Cancer and Reproductive Harm [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov)

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