



Installation Instructions

Product: 13" Pro Driver Front Kit

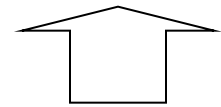
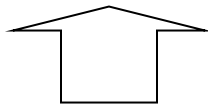
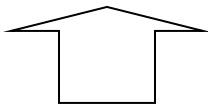
Instruction Part Number: MPB-F200-154

Vehicle

Revision Date: 20 January 2014

Make: Lincoln
Model: Continental
Year(s): 60-64

ATTENTION: Read this before going any farther! Returns will not be accepted for ANY installed PART or ASSEMBLY. Use great care to prevent cosmetic damage when performing wheel fit check. In the event that a product must be returned, please contact MPB Customer Service for a RMA Number.



Notices – Read and Follow BEFORE ATTEMPTING INSTALLATION

- All installations require proper safety procedures and protective eyewear.
- All installations assume basic mechanical skill and a factory service manual for the vehicle on which the installation is to be performed.
- All references to the “left” side of the vehicle correlate to the driver’s side of the vehicle.
- Any installation requiring you to remove a wheel or gain access under the vehicle requires use of jack stands appropriate to the weight of the vehicle. In all cases, jack stands rated for a minimum of 2-tons is recommended.
- A selection of hand tools sufficient to engage in the installation of these products is assumed, and is the responsibility of the installer to have in his/her possession prior to beginning this installation. All installations, which require removal of hydraulic hoses and/or bleeding of the brakes, require appropriate fitting/line wrenches, safety catch can, and protective eyewear. Other than these items, if unique or special tools are required they will be stated appropriately in the installation step.
- ALWAYS CONFIRM WHEEL FIT PRIOR TO BEGINNING INSTALLATION OF ANY BRAKE SYSTEM OR “UPSIZED” ROTOR UPGRADE! In addition to checking wheel fitment (available online at www.mpbrakes.com), always place the actual corner assembly or a combination of the caliper assembly onto the rotor, and into the actual wheel. This procedure will reconfirm proper clearance between the caliper and the wheel before proceeding with the actual installation.
- Returns will **not** be accepted for systems that have been partially or completely installed. Use extreme care when checking wheel fitment to prevent any cosmetic damage.

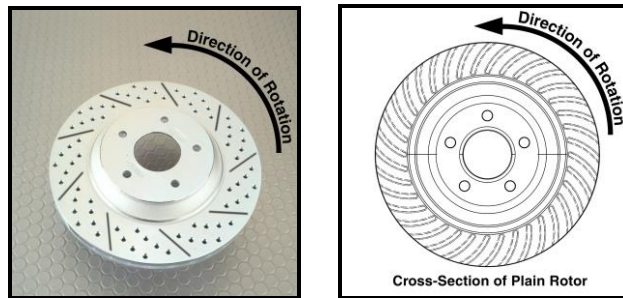
If you have any questions regarding installation, feel free to contact Master Power Brakes.

www.mpbrakes.com

Local: (704)-664-8866
Toll Free: (888)-351-8781



- When installing new Baer rotors, be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow, or an “L” for left, or an “R” for right, or both. “L” or left always indicates the driver’s side of US spec vehicles. Images shown are “L” left rotors:



- A proper professional wheel alignment is required for any system requiring replacement of the front spindles, or tie rod ends. Follow factory prescribed procedures and specifications unless otherwise indicated.

INSTALLATION:

1. Using a 3/8” line wrench, loosen the brake lines at the frame rails; be careful not to round the corners of the flair nut as shown in **Figure 1**. **Note:** Use Liquid Wrench or penetrating oil if necessary. Cap hard line with supplied vinyl cap.
2. Remove the clip holding the brake hose to the bracket with a pair of pliers.

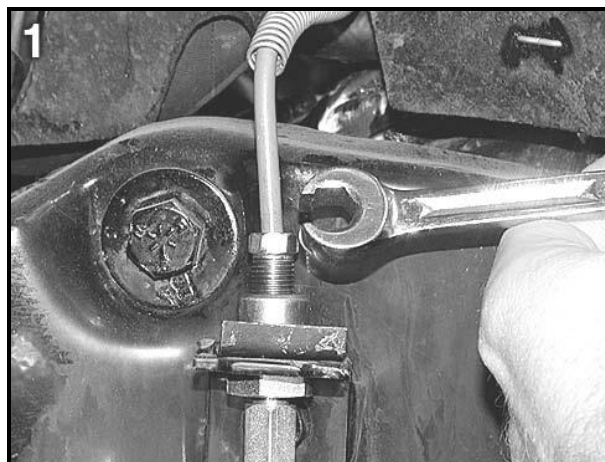


Figure 1: Front brake line removal

3. Remove the drum and backing plate from the spindle.
4. Clean and inspect the spindle pin for wear and damage to prepare for installation of the new hub. Also, clean the mounting surface around the spindle pin for proper installation of the new base bracket.

Note: Before mounting anything to the spindle, it is best to install the base bracket to the intermediate bracket. This is best done at this point due to the tight fitment of the spindle steering arm. See Step 5.

5. Install the base bracket to the intermediate bracket using the supplied M12-1.75x30 Socket Head bolts, and washers. There is no need to torque the bolts at this point as shimming will need to be performed at the latter portion of installation. See Figures 2 and 3 below for reference.



Figure 2: Front view of base bracket and intermediate bracket



Figure 3: Rear view of both brackets

6. Once both brackets are bolted together, they can be bolted to the spindle using the supplied 3/8" and 7/16" bolts, and respected washers. The bolts will enter from the inboard side of the vehicle through the spindle and base bracket. See below for reference, and Table 1 for torque specs:

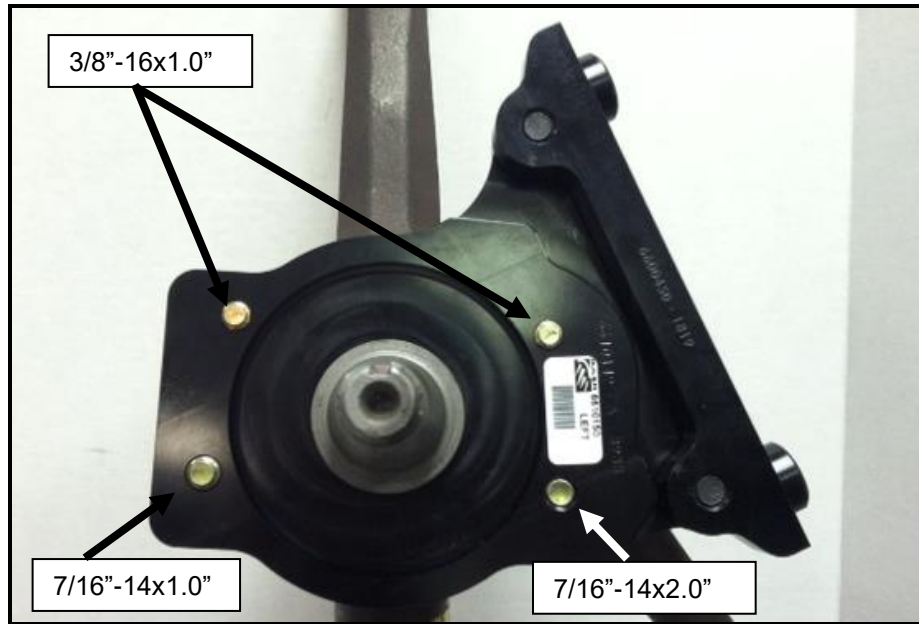


Figure 4: Front view



Figure 5: 3/4 Front view

Step 6 continued: Torque table for base bracket bolts:

Bolt	Torque Spec (ft·lbs)
3/8" -16x1.0"	45
7/16" -14x1.0"	70
7/16" -14x2.0"	70

Table 1: Bolt torque specs

7. Install the new billet aluminum hub. The new bearings are pre-packed with synthetic grease. Do not add more grease. Apply a small amount of grease to the hub seal surface and install the hub. Tighten the nut to 5-10 ft·lbs and spin the hub to seat the bearings. Loosen and re-tighten the nut while spinning the hub several times. Loosen the nut, tighten to remove all play, tighten approximately 1/16th turn to give a small amount of pre-load. Install nut retainer, cotter pin and dust cap.
8. Install the correct side rotor and secure with three lug nuts, and washers to prevent scratching the rotor hat.
9. Install the correct side caliper (bleeder screw points up) with the supplied M12-1.75x45 Socket Head bolts. Simply tighten the bolts for now due to shimming.

Shimming Procedure

Measure the gap from the rotor to caliper body at 4 points, top inside and outside, bottom inside and outside. Write down all measurements. Subtract the top inside measurement from top outside. This will require a shim at the top bracket bolt equal to half of this difference to center the caliper. For instance, inside measurement of .865", outside of .905" has a difference of .040 which would require a .020" shim installed to center. Do the same with the bottom measurements to center this also. Getting these gaps as close as possible within .005" will keep the possibility of excessive noise to a minimum. This may require different thickness shims top and bottom.

Note: The purpose for shimming is to mount the caliper center on top of the rotor caused by spindle wear from the inner bearing.

Procedure

1. Select the required shims from the kit provided
2. Remove the caliper
3. Loosen the Socket Head bolts from the intermediate bracket
4. Install the appropriate shims (between the base bracket and intermediate bracket), removing one bolt at a time, and snug the same bolts for fit check. See Figure 6 for reference.
5. Reinstall the caliper and recheck gap measurements
6. Re-shim if necessary. When proper shimming has been achieved, torque the Socket Head bolts to 83 ft·lbs. Finally, torque the caliper bolts to 75 ft·lbs.

If you do not have access to a dial caliper, these measurements can be made with pads installed using a feeler gauge between the rotor and pad. Take measurements from top inside and outside, then bottom inside and outside. Minimum clearance is .010" between pad and rotor, but gaps as close to equal as possible at all four locations is best.

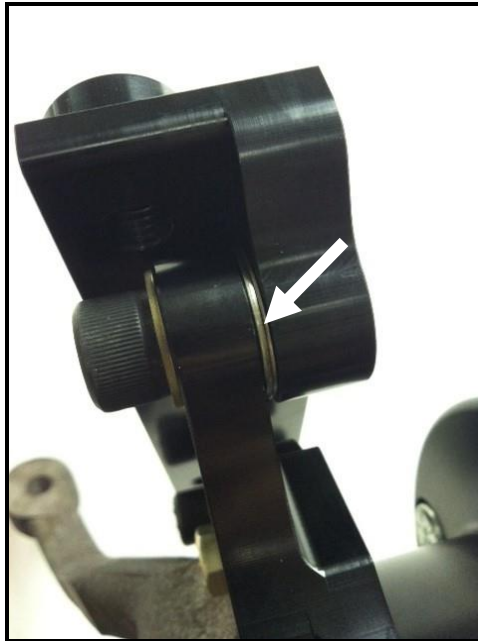


Figure 6: Location of shims

10. Install the steel braid hose with one copper washer on each side of the banjo fitting. Finger tighten the banjo bolt. Connect the hose to the hardline and install the hose lock. ****IMPORTANT: Position the hose to avoid interference with the wheel and suspension components through the entire range of motion.** Tighten fitting and banjo bolt to 15-20 ft-lbs.
11. Repeat these steps for the other side and recheck all attachment points and fittings.

Refer to Bleeding and Pad Bedding & Rotor Seasoning Procedures contained on a separate sheet, or on www.mpbrakes.com

For service components and replacement parts contact Master Power Brakes Tech Representative.