



1994-04 Mustang Cobra Rear Brake Caliper Adapter Brackets

1. To begin, safely support the vehicle with a lift or jack stands and remove the rear wheels.
2. Remove the e-clip from the parking brake cable. Remove the eyelet from the bracket and then pass the cable through the small opening in the caliper. Position the cable out of the way.
3. Loosen and remove the (2) bolts securing the caliper to the caliper bracket.
4. Remove the caliper from the rotor and hang it out of the way. You can now remove the brake pads.
5. Loosen and remove the (2) 15mm caliper bracket retaining bolts. Remove the bracket from the car. Remove the brake rotor.
6. Loosen and remove the (2) nuts securing the anti-moan brace to the axle tube and then remove the brace.
7. Use an E8 inverted Torx socket to remove the ABS sensor retaining screw. Remove the ABS sensor from the caliper adapter bracket and position it out of the way. Repeat these same steps for the other side.
8. Position a drain pan underneath the rear end. Loosen and remove the differential cover bolts. Gently pry the cover away from the rear end and set it aside. While the fluid is draining, scrape away the old RTV.
9. Rotate the differential to gain access to the cross-pin bolt. Loosen and remove the bolt with a box end wrench.
10. Remove the cross pin from the differential.
11. Push one of the axles in and remove the c-clip. Do the same for the other axle and c-clip.
12. Now you can remove both axles from the rear end.
13. Loosen and remove the (3) screws securing the dust shield to the caliper adapter bracket. Set the dust shield aside.
14. Use a combination of a box end wrench and socket to remove the caliper adapter bracket hardware. Set the hardware aside.
15. Locate the corresponding caliper adapter bracket for the side that you are working on. These are marked with an L and R indicating left and right.
16. Position the correct adapter in place and reinstall the previous hardware in the factory orientation. Torque this hardware to 45-50 lb-ft.
17. Align the holes in the new brake dust shield with the caliper adapter bracket. Install the retaining bolts and torque these to 6-9 lb-ft. Repeat these steps for the other side.
18. Reinstall both axles back into the housing. Installation is the reversal of removal
19. Reinstall the cross pin into the differential. Reinstall the bolt and torque it to 15-30 lb-ft.
20. Clean the differential cover and apply RTV silicone to the mating surface. Make sure you position the bead on the inside of the bolt hole. Before installing the differential cover, ensure that the mating surface on the rear-end housing is clean.
21. Install the cover and hand tighten the hardware. If you're reusing the stock cover, torque the hardware to 28-38 lb-ft in a criss-cross pattern. Fill the differential with the correct fluid and friction modifier. Apply Teflon tape or a high-temperature thread sealant with PTFE to the fill plug. Reinstall the plug and fully tighten it.

22. Reposition the ABS sensor into the caliper adapter bracket and reinstall the bolt. The torque spec for this bolt is 40-60 in-lbs.
23. Install the new 11.65" Cobra brake rotor and use a few washers and a lug nut to hold the rotor in place while you install the rest of the components. Install the new anti-moan brace provided in the kit, but don't torque the retaining nuts just yet.
24. Position the corresponding new Cobra caliper and bracket for the side that you are working on over the rotor. Remember, the bleeder always faces up.
25. Slide the anti-moan brace towards the caliper bracket and loosely install the retaining bolts with some blue Loctite added to them. Run these down by hand and torque the bolts to 70-95 lb-ft. Go ahead and torque the nuts for the antimoan brace to 40-45 lb-ft.
26. Disconnect the brake hose from the factory caliper then set the caliper aside,
27. Install a crush washer over the banjo bolt and then orientate the hose correctly. Pass the banjo bolt through the distribution block and install another crush washer. Thread the banjo bolt into the Cobra caliper by hand and then tighten the bolt.
28. Clean up any residual brake fluid.
29. Reinstall the parking brake cable through the opening in the caliper. Reinstall the e-clip and reposition the eyelet into the bracket. Repeat these same steps for the other side.
30. At this time, you can go ahead and properly bleed the brakes. Start at the passenger rear caliper and then move to the driver's side rear caliper.
31. Reinstall the wheels and torque the lug nuts to spec. Get the car on the ground and go for a test drive; after that, you're good to go!



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