
Brake Installation Instructions

Hawk Brake Bedding Procedures

HPS and HPS Plus Compound Pads

1. Check discs for scoring or grooves over .012" in depth. If either is present, resurfacing is required. Do not reuse undersized rotors!
2. If previous brake pads were NOT Hawk, and rotors are not resurfaced, sand discs with 130 grit sandpaper to remove surface contamination. Use moderate pressure and a circular motion.
3. After installation of new pads, make 6 to 10 consecutive stops from 30 mph, applying moderate pressure. **DO NOT DRAG BRAKES.** *Allow brakes to cool for 2-3 minutes by driving without applying brakes.*
4. Make 2-3 hard stops from 40 mph. *Allow brakes to cool while driving.* Park car and **DO NOT APPLY BRAKES** while brake system cools fully.

Black, Blue, and HT-10 Race Compound Pads

1. Follow steps 1 and 2 from "HPS and HPS plus compound Pads" instructions above.
2. Always burnish **NEW** rotors with used pads. *Never* use Performance Friction pads for this process. It is best to use Hawk, Ferodo, or Endless material.
3. Seal all brake ducts, if so equipped. Slow the car from approximately 70 mph to 40 mph, 6-8 times, using medium pedal effort. *Allow brakes to cool for 2-3 minutes by driving without applying brakes.*
4. Perform 6-8 high-pressure, aggressive brake snubs, slowing the car from approximately 100 mph to 50 mph.
5. Open brake ducts, if so equipped. *Allow brakes to cool while driving.* Park car and **DO NOT APPLY BRAKES** while brake system cools fully.

Tips for a Better Brake Job

- Consult a shop manual for specific information on performing a brake job.
- Check calipers to ensure the pistons are free and not "sticking."
- Flush the old fluid out of the brake system and fill with a quality fluid. Maximum Motorsports stocks Ford High Performance Brake Fluid and Motul synthetic brake fluid (585° F boiling point). Flushing and bleeding the air out of the hydraulic system will help extend the life of the hydraulic components, reduce the possibility of a "sticking" piston, and provide better braking and pedal feel. *Remember:* The older conventional brake fluid becomes, the more moisture it will have absorbed, thereby lowering the boiling point and creating air bubbles.
- Check that the pads slide freely in the caliper and on the guide pins. Lubricate the *backing plates* at all contact points to ensure non-binding movement. Confirm lubrication points by checking wear marks on old pads

Special Considerations for 1987-93 Mustangs

- Clean the caliper guide pins and inspect. Lubricate with high temperature brake grease or anti-seize compound.
- The outer pads are different from right to left on 1987-93 models. *Install the outer pads on the correct side of the car.* Check for the "R" and "L" stamping on the backing plate to identify them.
- Inspect and repack the front wheel bearings and install new grease seals.
- When using stainless steel caliper guide sleeves, check that the guide pins slide through without binding. If they do bind, clean up the guide sleeve with an 11/32" drill bit. Remember to lightly lube the guide pin and sleeve with high-temperature grease or anti-seize compound.