

BIG BINDERS

TEXT AND PHOTOS BY JOSH BOLGER

STEEDA'S 13-INCH REAR BRAKE KIT FOR 2005-'07 MUSTANGS

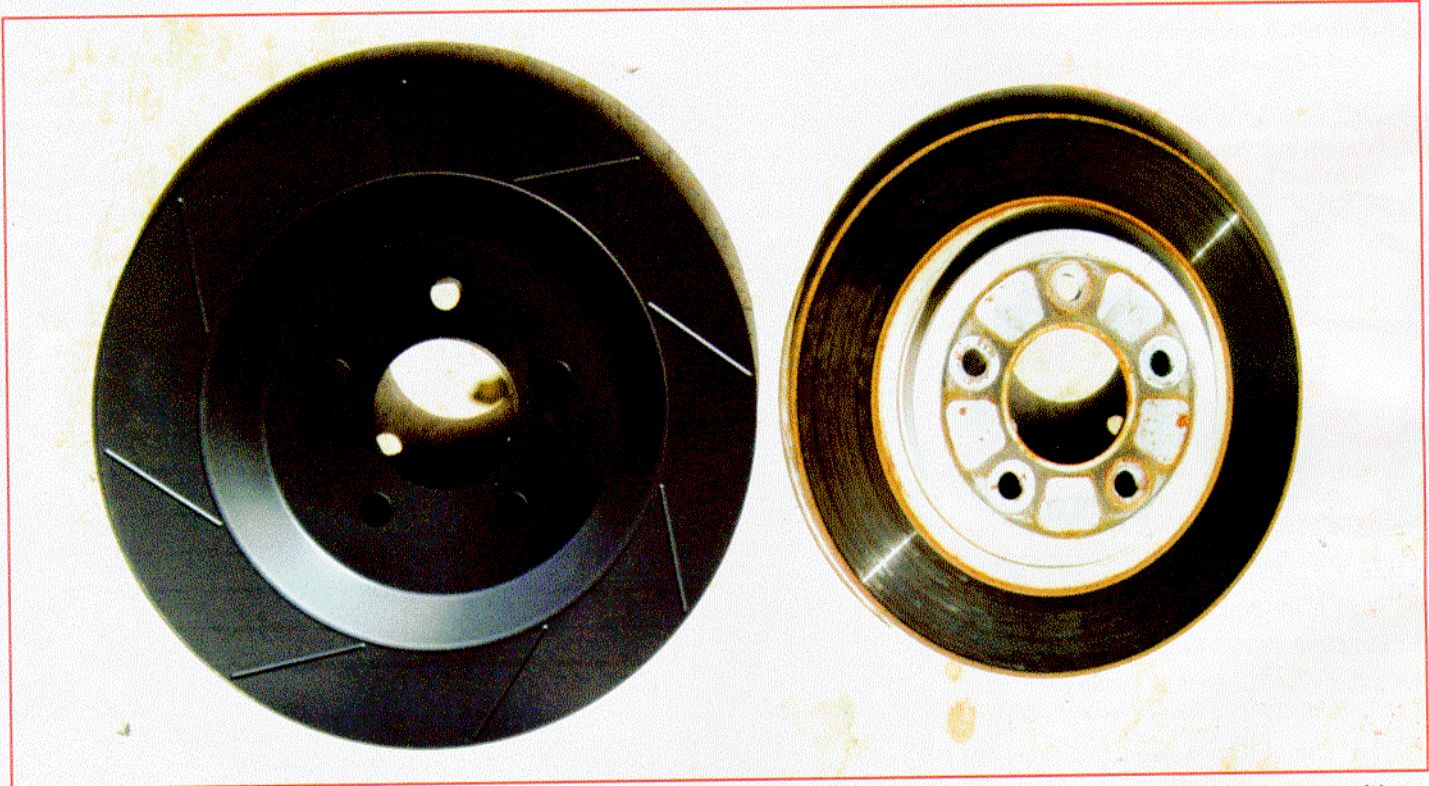
We have to give the brake specialists on Team Mustang high marks for the excellent brakes on the latest Mustang; they did their homework and got it right. That said there is always room for improvement, especially if you ever plan to open track or autocross your Mustang—big

binders are just as important as big power, maybe even more so.

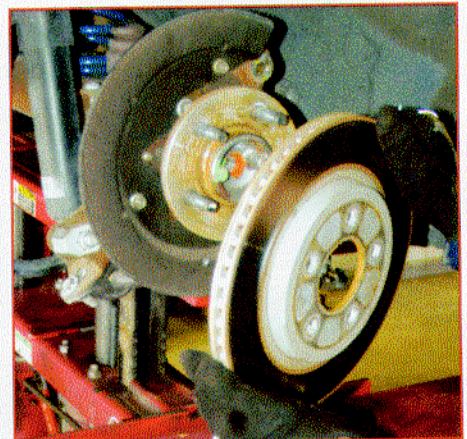
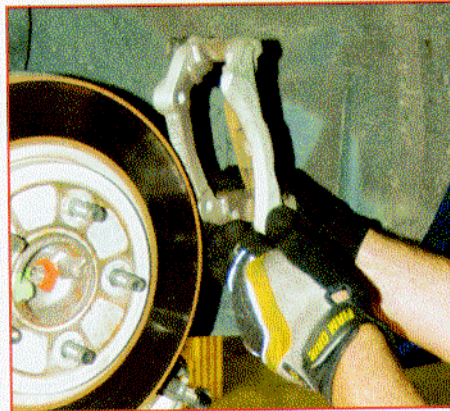
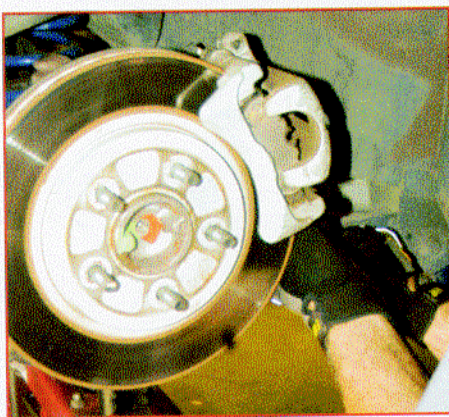
The talented engineers at Steeda have a simple kit to upgrade the rear brakes for the Mustang GT and GT 500. It is comprised of a large 13-inch rotor (the factory rotors measure 11.8-inches), caliper relocation bracket and stainless steel braided hoses. Steeda's kit utilizes the factory cali-

per, so there is no need for special brake lines and emergency brake cables.

This upgrade is something that a more than average hobbyist can accomplish on their own in a couple of hours. Steeda had their Racing Chief Engineer Steve Chichisola on hand for our install. Follow along as he installs the kit on our project 2005 GT.



The factory rotor (right) measure 11.8-inches while the Steeda rotor is an even 13-inches and is coated with a black zinc oxide for rust resistance and slotted along the braking surface for improved performance and cooling. We weighed the rotors and found that the factory part is 12.80 pounds and the Steeda is 14.25 pounds.



The first step is the removal of the factory brakes, a factory service manual is a good thing to have on hand for the proper sequence. First up is removal of the caliper, followed by the caliper bracket. You can just let the caliper hang out of the way.

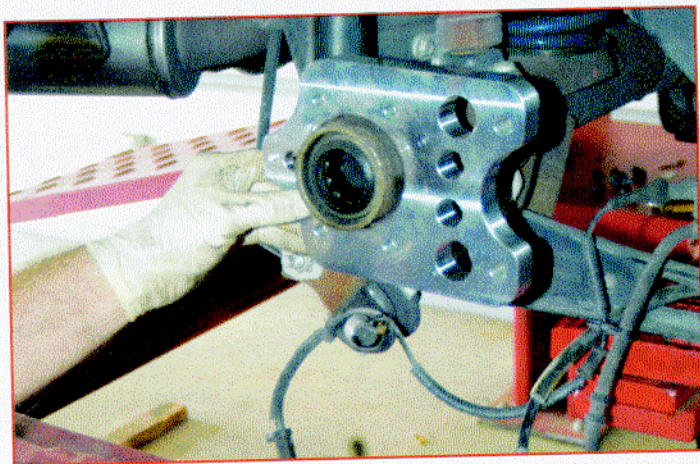
With the caliper and bracket removed the rotor comes off with no fuss.



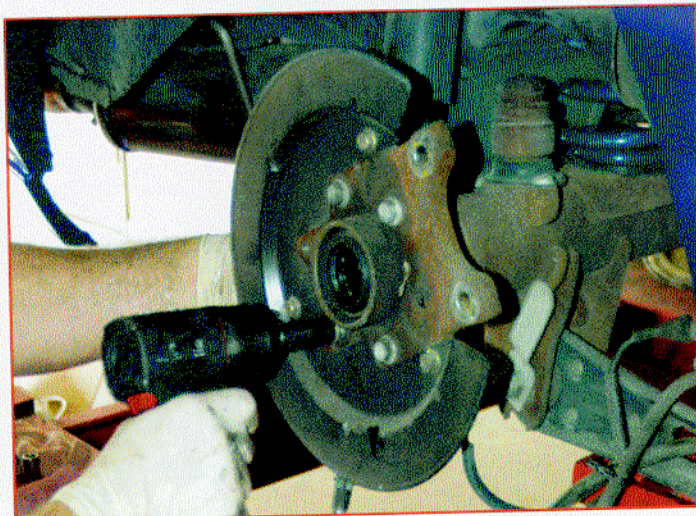
Remove the ABS sensor and loosen the lead from the axle. Now remove the moan bracket from the axle tube. The Moan bracket is held in place by a "U" bolt and two nuts.



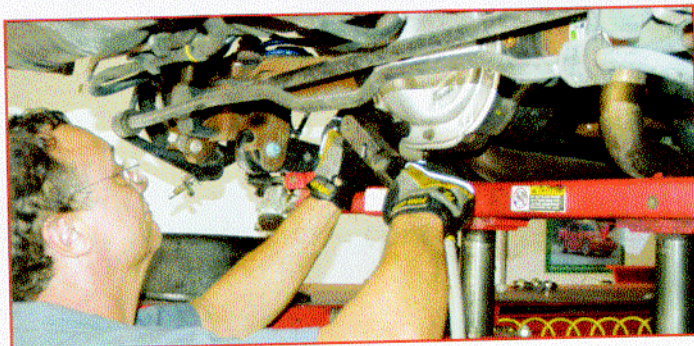
One important step not to forget is to loosen the rubber brake line from the hard line at the frame rail. You need to do this step before you get too far along or you'll run into troubles further down the line.



The new billet aluminum Steeda caliper backing plate replaces the factory cast iron piece. We weighed both pieces; the factory iron weighs 3.75 pounds and the Steeda piece 1.85 pounds. Combined with the rotor weights the Steeda kit is a zero gain in unsprung weight.

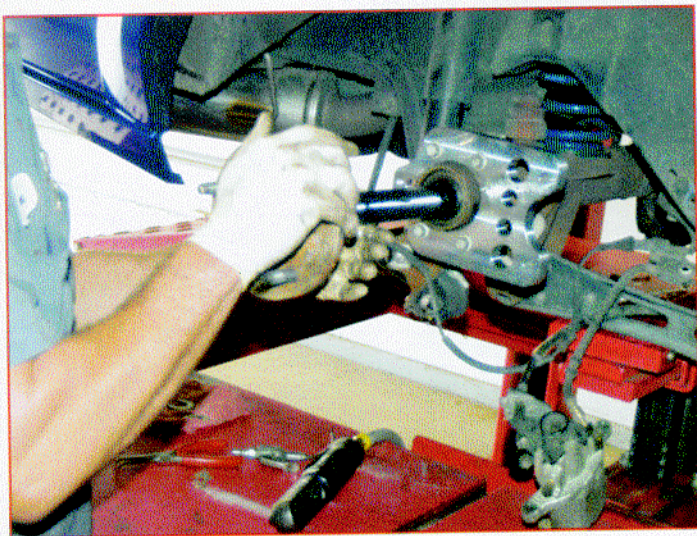


With axle out of the way the caliper backing plate can be unbolted from the axle tube. Keep track of the nuts and bolts you'll need to reuse them.

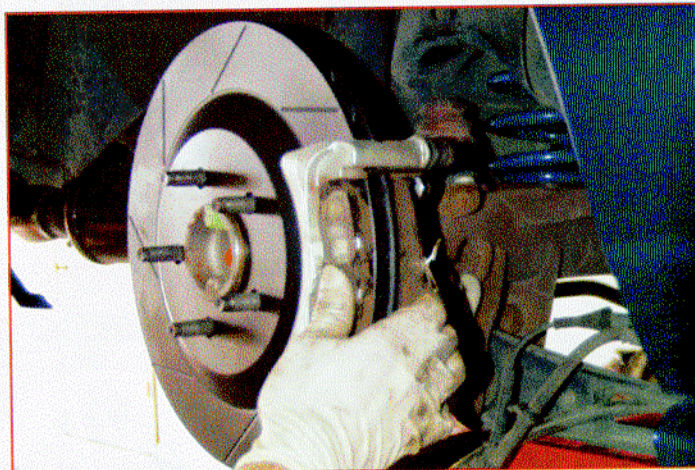


The axles have to be removed from the rear end to remove the caliper backing plate. The gear cover is removed and the "C" clip pulled from the differential, again consult the factory manual for this job.

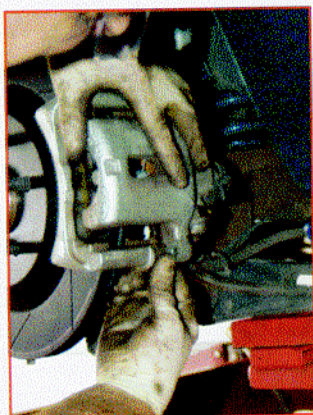




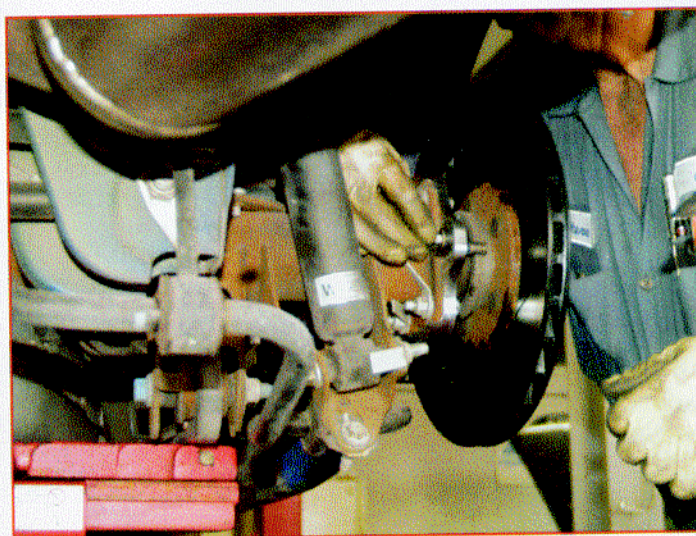
After the caliper backing plate is in place reinstall the axel.



Now slip the new rotor on the axel flange and bolt up the caliper bracket. You can button the axel housing up; don't forget the synthetic gear lube.



The caliper piston will need to be adjusted to fit new brake pads, Steve uses a specialized tool for this, you can find a universal tool to do the same job at Sears. It might take a few tries to get the caliper to slip over the rotor. The pads need to be close to the rotor, but not so close that you have to force them on.



Don't forget the ABS sensor.



With all the hardware in place, you can now swap out the factory rubber line for the Steeda stainless steel line. This is why we suggested loosening them early on. You will need to bleed the brakes afterwards.



Top off the fluid and you're ready to go for a test spin. When testing it is best not to try a panic stop until the rotors and pads have had a few heat cycles. Once they have you should be good to go.

SOURCE:

Steeda Autosports

1351 NW Steeda Way

Pompano Beach, FL 33069

Telephone: 954.960.0774

www.steeda.com