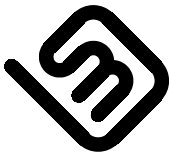


Rear Disk Conversion System

Install Notes



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Massive Speed System Focus Rear Disk Install Notes

- These notes assume installer will follow factory torque and bleeding procedures. Failure to do so will result in vehicular damage, and harm or even death to the driver and or occupants of the vehicle. Professional install always recommended. If you purchased this kit with "Take off" calipers, while we always inspect all of them, it is your responsibility to check them as well, and ensure correct operation BEFORE driving vehicle. Not a bad idea to clean the slides and re lube them with a suitable caliper grease.
- These notes are meant to supplement the OEM Ford service manuals removal instructions. These products designed for off road racing use only and are used at your own risk.
- Wheels with a minimum diameter of 15" will be required after installation
- Make sure car is parked on a level surface with transmission set to park or in gear. Block front tires. Raise rear of vehicle. Always use jack stands.
- Remove rear wheels.
- Soak with penetrating oil the following: 4 bolts from back side of trailing arm that secure the backing plate and spindle; brake line tube nut from chassis to brake hose; brake line tube nut from line to wheel cylinder; outer camber arm pinch bolt.
- Remove tube nut from wheel cylinder connection, use a vacuum cap over the line/nut to prevent further brake fluid leakage.
- Pry dust cap from center of drum off. These caps will be re-used so



Fig 11. Dust Cap

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be careful not too damage. (Fig 1)

- Remove Hub nut (30mm socket), remove drum.
- Remove emergency brake cable connection.
- From backside of control arm, remove 4 bolts (13mm socket) that sandwich the drum back plate to the control arm and spindle.
- To remove drum backing plate and associated drum hardware/shoes, drill out 2 x rivets with ~ .200" drill bit. (Fig. 2) Squeeze plastic retainer and remove parking brake cable from backing plates (Fig. 3)
- Disconnect the flexible rear brake hoses from the rear brake hard lines from frame rail attachment. Use 7/16" line wrench. Remove clips and remove line. (Fig. 4)
- Bare control arm will now appear as in (Fig. 5).
- Slide Main brake caliper bracket into place sandwiching it between the spindle and the control arm (Fig. 6). Secure with 4 x included M10 x 30 Hex head bolts and split-lock washers (49 Ft lbs). It's not a bad idea to coat these bolts with anti-seize compound as this position is prone to corrosion issues.
- IF vehicle is equipped with ABS, the tone ring will need to be swapped from the back of the drum to the new hub. This can be done carefully with a screw driver or 3 jaw puller. Alternatively, new rings can be purchased. (part number on last page).
- Slide on new hub units. Rubber seals should still be in place at base of original spindle. Torque to OE spec with original hub nut. (173 Ft lbs) (Fig. 7)



Fig. 2 Drill rivets



Fig. 3 E brake cable



Fig. 4 Hoses



Fig. 5 Bare Arm



Fig. 6 Sandwich bracket

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- Place rotor on hub. (Fig. 8)
- Install caliper bracket to main brake caliper bracket using included M10X45 Hex Head bolts, purple offset spacers and flat washers, loc tite recommended. Torque to 66 Ft lbs. (Fig. 9)
- Install new hose to caliper using 7/16" tubing wrench (11 ft lbs). Install pads to caliper. Slide caliper over rotor, carefully align and tighten caliper slide pins with correct allen tool to bracket. Affix pad anti-rattle clips to bracket.
- Remove factory exhaust heat shields to gain access to emergency brake cables. Remove originals noting the routing to duplicate with new ones. Replace with provided disc type cables, green colored sleeve is the passenger side. Use mounting tab on rear trailing arm to connect emergency brake cable (Fig. 11). Mount on cable can be adjusted for position by rotation over cable shield. Route cable through the grommet in the new zinc plated emergency cable / brake hose bracket. (Fig. 12) Push plastic cable end into caliper's cable hole. (Fig. 13) Clip end over brake lever on caliper as shown. (Fig. 14)
- Remove upper camber arm bolt. Install new zinc plated cable/hose bracket on side of trailing arm facing front of vehicle, orient straight up, re install bolt (anti seize recommended). Torque to 85 Ft lbs).
- Attach brake hose to chassis side tube nut using 7/16" tubing wrench (11 ft lbs). Be sure to reuse retaining clip. (Fig. 15)



Fig. 7 Hub



Fig. 8 Rotor



Fig. 9 Bracket w/ spacers



Fig. 10 Caliper w/ anti rattle clips

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Fig. 11 Cable mount



Fig. 12 Cable/ hose bracket



Fig. 13 Cable pushed into caliper



Fig. 14 Cable clipped to lever

- Push hose's grommet into brake hose / cable locating bracket.
- Reinstall heat shields.
- Bleed brakes.
- Reinstall wheels, remove from jacks. Test car SLOWLY. Re bleed if necessary.
- Enjoy!!!

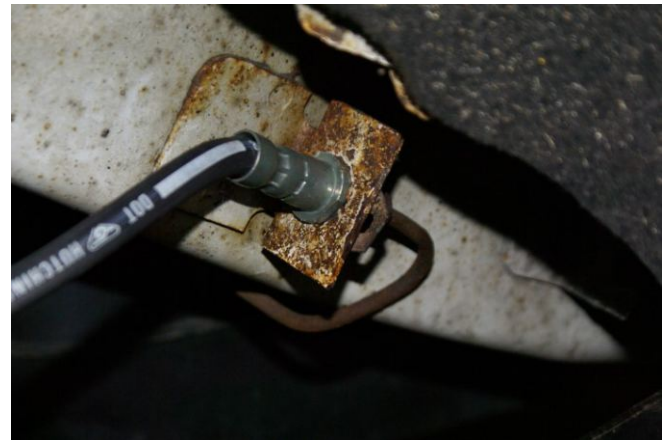


Fig. 15 Hose the chassis, clip installed

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Keep this list in the glove compartment!!!

Wear / Replacement / Consumable parts:

- Disk brake rotors: Any rotor designed for the 02-04 Focus SVT 11" solid type
- Pads: Any pad for the 2012+ Focus with rear disk
- Hoses: 2001 Focus Advance Trac IBD Rear Disc one piece: Wagner BH140050
- Emergency Brake Cables: 05-07 Ford Focus ST rear disk Ford 6S4Z-2A603-B
- Hub / Wheel Bearing: 01-07 Focus rear disc (any) Ford YS4Z-1A034-AA
- Calipers / Brackets: 2012+ Focus with rear disc. 2013+ Escape. Caliper itself is shared with the 09+ Mazda 3 as well, however bracket is different.
- ABS Tone ring Focus 00-11 Rear: SKF 18849 / Ford YS4Z-2B384-BA / 5S4Z-2B384-BA

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