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Mustangs Plus

Performance, Suspension and Restoration Products for 1964½ to 1973 Mustangs

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Check out the yellow pages
in the back of the book!

07SCATA

Brake Kits & Parts

Kits on this page for Mustang, Cougar, Comet, Cyclone, Falcon, Fairlane, Maverick and Torino



65-68 Drum Brake Master Rebuild Kit

Save big \$\$ when you need to rebuild your brake system by installing this kit! When it's time to redo your brakes, why not do it right the first time with a kit from Mustangs Plus! Please specify year, make and brake size when ordering.

Lifetime Warranty**
On All Hydraulic Components!

Only \$399.95 kit

This great kit includes:

- Front and Rear Brake Shoes
- New Front* and Rear Brake Drums
- New Front and Rear Wheel Cylinders
- New Front and Rear Hoses
- New Front and Rear Hardware Kits
- A New Master Cylinder

65-67 Disc Brake Master Rebuild Kit

We just couldn't stop with drum brakes! You'll save money when rebuilding your disc brake system simply by ordering this kit! Includes all major components necessary for a complete rebuild of your disc brake system using only top grade parts. Please specify year, make and rear brake size when ordering.

This great kit includes:

- Front Calipers* with Pads
- New Rear Wheel Cylinders
- Rear Brake Shoes
- New Front Rotors and Rear Drums
- New Front and Rear Hoses
- New Rear Hardware Kits
- A New Master Cylinder

Lifetime Warranty**
On All Hydraulic Components!

Only \$699.95 kit

*With exchange of Front rebuildable caliper cores.



65-67 Brake Drum & Rotor Kit



Why take a chance and buy used drums and rotors which may already be turned down past the legal limit? Our Brake Drum & Rotor Kit gives you brand new brake drums & rotors for your 1967! Specify year, make & brake size.

- New Front Rotors
- New Inner Wheel Bearings
- New Outer Wheel Bearings
- New Front Grease Seals
- New Rear Brake Drums

Please state year and engine size when ordering.

65-67 Brake Drum & Rotor Kit.....\$299.95 kit

65-73 Brake Drum Kit



Our Brake Drum Kit lets you replace all 4 of your brake drums with new ones at a very reasonable price! This kit is for all 65-1973 (specify year, make & brake size) comes complete with all of the following parts:

- New Front Brake Drums*
- New Inner Wheel Bearings
- New Outer Wheel Bearings
- New Front Grease Seals
- New Rear Brake Drums

Please state year and engine size when ordering.

65-73 Brake Drum & Rotor Kit.....\$229.95 kit

*Note: Front brake drums must be installed on your front hubs.

**Warranty covers defects in workmanship and materials to original purchaser.

Performance Disc Brake Conversion Kits

Standard Front Conversion Kits

Each kit includes everything you need to complete the job right. Rotors (10.5" for 6 cylinder kits, 11" for all other kits), 4 piston cast iron calipers (single piston for 6 cylinder kits), bolts, nuts, washers, mounting brackets. Bolts directly to V8 drum spindles unless noted (spindles not included).

Year	Description	Kit #	Price
Mustang, Falcon and Comet			
63-66	Non-power; for 6 cylinder 4 lug car	#7263	\$1,165.95 kit
63-66	Power; for 6 cylinder 4 lug car; A/T only	#4071	\$1,375.95 kit
Mustang, Fairlane, Falcon, Ranchero and Comet			
64-66	Non-power; dual bowl master cylinder	#4563	\$ 995.95 kit
64-66	Non-power; single bowl master cylinder	#4907	\$ 995.95 kit
Mustang,			
65-66	Power; dual bowl master cylinder; auto trans only.	#2644	\$1,320.95 kit
Mustang, Cougar			
67-69	Power; auto trans disc kit w/pedal	#7560	\$1,350.95 kit
67-69	Power; manual trans disc kit w/pedal	#10684	\$1,360.95 kit
67-69	Non-power	#4815	\$1,425.95 kit
Mustang, Cougar and Fairlane			
70-73	Non-power (70-72 Fairlane)	#7126	\$1,195.95 kit
Mustang,			
70-73	Power	#10442	\$1,195.95 kit

Featuring performance brake kits from:



Stainless Steel Brakes Corporation

Kit #4563 right. Kit #7263 below (shown with optional Turbo slotted rotors). All rotors available with Turbo slotting and Xtra Life plating.



Standard Rear Conversion Kits for 8" & 9" Rear Ends

Replace those under performing rear drums with performance disc brakes. Each kit includes everything you need to complete the job right. 10.5" rotors (14" or larger wheels required), single piston cast iron calipers with a built-in parking brake, bolts, nuts, washers and mounting brackets. Caliper available in aluminum and with optional powder-coating or polishing.

Year	Description	Kit #	Price
All	8" & 9" small bearing with 11 1/4" rotor;	#3423	\$995.95 kit
All	8" & 9" small bearing with 10 1/2" rotor	#4947	\$795.95 kit
All	9" w/Torino bearing; 10 1/2" rotor	#10507	\$795.95 kit
All	9" large bearing; 11 1/4" rotor	#4906	\$995.95 kit

Featuring performance brake kits from:



Stainless Steel Brakes Corporation



Kit #4947



All rotors available with Turbo slotting and Xtra Life plating.



Performance Disc Brake Conversion Kits

Force 10 Front Conversion Kits

In addition to all the nuts, bolts, mounting brackets and pads, these kits include Force 10 aluminum 4-piston calipers: either the Classic or the larger Extreme caliper. Kits with Classic caliper include 11" Turbo slotted rotors (Xtra Life plating available) and require 15" or larger wheels. Kits with Extreme caliper include 13" Turbo slotted rotors (kit #8338 includes Xtra Life plating) and require 17" or larger wheels. Both calipers come with anodized finish; optional powder-coating or polishing available.

Standard color is GRAY. Other Colors are Optional.



All rotors available with Turbo slotting and Xtra Life plating.

Featuring performance brake kits from:



Stainless Steel Brakes Corporation



Standard Force 10 caliper finish.

Kit #6419 with Force 10 Classic 4-piston aluminum caliper.



YEAR	DESCRIPTION	KIT #	PRICE
64-66	Non-power; Extreme caliper..... Mustang, Falcon, Ranchero and Comet	#8338	\$1,845.95 kit
64-69	Non-power; Extreme caliper..... Mustang, Fairlane	#8338	\$1,845.95 kit
65-66	Power; dual bowl master cylinder; Classic caliper. (Mustang Only)..... Mustang, Cougar	#10999	\$1,695.95 kit
67-69	Non-power; Extreme caliper..... Mustang, Falcon, Ranchero and Comet	#8338	\$1,845.95 kit
66-66	Non-power; dual bowl master cylinder; Classic caliper..... Mustang, Fairlane	#6419	\$1,475.95 kit
70-73	Non-power; Extreme caliper..... Mustang	#7127	\$1,425.95 kit
70-73	Power; manual trans; 4 piston aluminum caliper w/pedal & slotted rotors.....	#11300	\$1,695.95 kit



Stainless Steel Brakes Corporation

- 12.8" Rotors
- Rotors over 1" thick
- 1" Bore master cylinder
- Force 10 Extreme Calipers
- Braided brake lines
- Works off of V8 drum brake spindles
- Designed to fit Vintage 45 wheels
- Works with some 16" wheels

SSBC ForceE 10 Racing Front Disc Brake Kit

Comes with 12.8" rotors and racing brake pads



Mustang, Cougar		
65-69 Force 10 Kit.....	#11542	\$1,925.95 kit
70-73 Force 10 Kit.....	#11543	\$1,925.95 kit

SSBC Force 10 Rear Disc Brake Kit

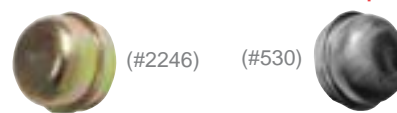
All 9" Large Bearing FX4 w/Billet Aluminum Parking Brake.....	#10814	\$1,995.95 kit	All Rear 8" & 9" w/small bearing; classic caliper w/out parking brake;.....	#10497	\$1,175.95 kit
All Rear 9" w/large bearing; 11¼" slotted rotor; super twin caliper.....	#10527	\$1,095.95 kit	All Rear 8" & 9" w/small bearing; sport R1 caliper built in parking brake;.....	#11888	\$1,195.95 kit
All 9" w/large bearing; 10½" slotted rotor.....	#10882	\$ 995.95 kit			

Front Hub



Mustang, Falcon/Comet		
65-66 4 lug front hub; 6.cyl drum brake.....	#4868	\$ 72.95 ea
65-66 5 lug front hub; V8 drum brake.....	#4869	\$ 72.95 ea

Front Hub Grease Cap



65-66 Grease cap; 6.cyl.....	#2246	\$ 4.95 ea
65-73 Grease cap; V8.....	#530	\$ 4.95 ea

Wheel Bearing & Race Sets
See Wheel Section In This Catalog

240 Brake Kits & Parts

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Stainless Steel Brake Corporation



Typical Front Conversion Kit

Front Turbo Gas Slotted Rotor Kits

These kits have all the components of the standard kit, plus Performance Gas Slotted Rotors which allow brake gases to vent during operation!

Mustang, Fairlane, Falcon, Ranchero and Comet

65-66 Dual Reservoir..... #5162 \$1,010.95 kit

Mustang,

65-66 Power dual master, A/T only; w/gas slotted rotors #8460 \$1,425.95 kit

Mustang, Cougar

67-69 Power; 4 piston caliper; manual trans; w/pedal & turbo gas #10740 \$1,675.95 kit

67-69 Power; 4 piston caliper; auto trans; w/pedal & turbo gas slotted rotors..... #10474 \$1,625.95 kit

Mustang, Fairlane/ Cougar

67-69 Dual Reservoir..... #5845 \$1,095.95 kit

Disc brake conversion projects can be easy to complete! Mustangs Plus' Stainless Steel Brand Disc Brake Conversion Kits include everything to do the job right the first time, right down to the last little nut, bolt, and cotter pin! It just can't get any easier than this!



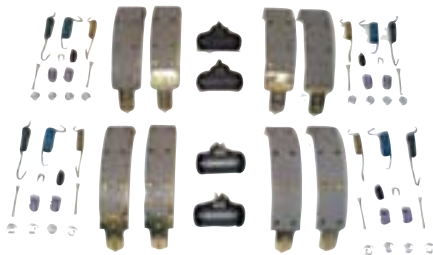
Rear Disc Brake Conversion Kits

All Gas slotted rotors; large bearing; w/9" Rear Axle; 11¼" rotor #5846 \$1,017.95 kit

All Turbo gas slotted rotors; small bearing; SVO caliper w/8" or 9" Rear Axle; 11¼" rotor..... #3451 \$1,017.95 kit



Drum Brake Rebuild Kit



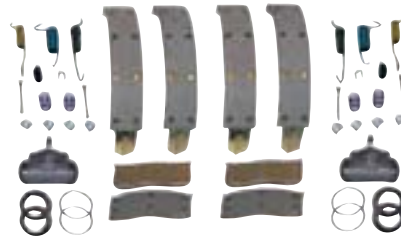
This kit is for all 63 to 73 that are equipped with a V-8 engine. If you don't need new brake drums, this is the kit for you! Plus it features a lifetime warranty* on all hydraulic parts! Our Drum Brake Rebuild Kit comes with the following parts:

- Front Brake Shoes
- Rear Brake Shoes
- New Front Wheel Cylinders
- New Rear Wheel Cylinders
- Front Hold-Down Hardware
- Rear Hold-Down Hardware

Mustang, Fairlane, Falcon, Cougar and Comet

63-73 Disc Brake Rebuild Kit.....\$149.95 kit

Disc Brake Rebuild Kit



If you don't need new rotors or drums, this kit is a great money saver! It fits all 65 to 67 equipped with disc brakes. And features a lifetime warranty* on all hydraulic parts! Our Disc Brake Rebuild kit comes with the following parts:

- Front Caliper Rebuild Kits
- Front Disc Brake Pads
- Rear Brake Shoes
- Rear Wheel Cylinders
- Rear Brake Shoe Hardware Kits

Mustang, Fairlane, Falcon, Cougar and Comet

65-67 Disc Brake Rebuild Kit.....\$184.95 kit

68-73 Disc Brake Rebuild Kit.....\$174.95 kit

Brake Parts

SSBC Disc Brake Upgrade Kit



70-73 Disc Brake upgrade kit; slotted rotors and semi metallic pads.....#11771 \$255.95 kit

Front Calipers



65-66 RF; All V8/6 Cyl.....#751	\$151.95* ea
65-66 LF; All V8/6 Cyl.....#752	\$151.95* ea
67 RF; All V8/6 Cyl.....#753	\$146.95* ea
67 LF; All V8/6 Cyl.....#754	\$146.95* ea
68-73 RF; All V8/6 Cyl.....#755	\$ 76.95* ea
68-73 LF; All V8/6 Cyl.....#756	\$ 76.95* ea

*Plus Core Charges-Please Call for Information

Granada/Versailles/Monarch Conversion Calipers



75-80 RF; GVM.....#4113	\$ 62.95* ea
75-80 LF; GVM.....#4114	\$ 62.95* ea
75-80 RR; GVM.....#757	\$136.95* ea
75-80 LR; GVM.....#758	\$136.95* ea

*Plus Core Charges-Please Call for Information

Calipers with 7/16" Inlet

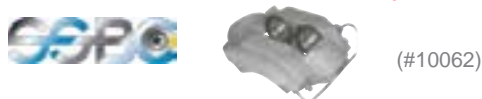


No core required

65-67 Left front, 4-piston.....#6173	\$189.95 ea
65-67 Right front, 4-piston.....#6172	\$189.95 ea

Must use 67 brake hose.

Aluminum Caliper



65-67 LH aluminum 4 piston caliper (must use 67 brake hose).....#10062	\$ 275.00 ea
65-67 RH aluminum 4 piston caliper (must use 67 brake hose).....#10063	\$ 275.00 ea

Brake Drums



FRONT

65-66 F; 6 Cyl.; 4-Lug; 9X2 1/4".....#4979	\$ 49.95 ea
67-70 F; 6 Cyl.; 4-Lug; 9X2 1/4".....#4978	\$ 49.95 ea
65-73 F; V8; All w/10" Shoe.....#4977	\$ 49.95 ea

REAR

65-70 R; 6 Cyl.; 4-Lug; 9X2 1/2".....#4982	\$ 49.95 ea
65-73 R; V8; 10X1 1/2".....#4980	\$ 49.95 ea
67-73 R; V8; 10X2".....#4981	\$ 49.95 ea

Brake Rotors



65-67 All.....#5994	\$ 79.95 ea
68 All.....#4975	\$ 79.95 ea
69* w/small dia. spindle.....#4975	\$ 79.95 ea
69* w/large dia. spindle.....#4976	\$ 79.95 ea
70-73 All.....#4976	\$ 79.95 ea

SPECIALITY ROTORS



(#5145)

65-67 LF; Gas Slotted.....#5145	\$129.95 ea
65-67 RF; Gas Slotted.....#5112	\$129.95 ea
68-69* LF; Gas Slotted.....#5895	\$165.95 ea
68-69* RF; Gas Slotted.....#5894	\$165.95 ea
70-73 LF; Gas Slotted.....#5146	\$165.95 ea
70-73 RF; Gas Slotted.....#5113	\$165.95 ea

*Rotors are the same, bearings are different. See bearing section.

Wheel Cylinders



FRONT

65-70 L; 1 1/16"; 9" Drum; 6 Cyl.....#703	\$ 37.95 ea
65-70 R; 1 1/16"; 9" Drum; 6 Cyl.....#704	\$ 37.95 ea
65-73 L; 1 1/8"; 10" Drum.....#709	\$ 37.95 ea
65-73 R; 1 1/8"; 10" Drum.....#710	\$ 37.95 ea
69 L; 13/32"; 10" Drum.....#706	\$ 37.95 ea
69 R; 13/32"; 10" Drum.....#707	\$ 37.95 ea

REAR

65 L/R; 13/16"; w/9"X1 1/2" Shoe; ex. Cvt.....#708	\$ 24.95 ea
65-66* L; 29/32"; 10" Drum; w/1 3/4" or 2" Wide Shoe.....#711	\$ 24.95 ea
65-66* R; 29/32"; 10" Drum; w/1 3/4" or 2" Wide Shoe.....#712	\$ 24.95 ea
67-73 L; 7/8"; 10" Drum; w/1 3/4" or 2" Wide Shoe.....#713	\$ 24.95 ea
67-73 R; 7/8"; 10" Drum; w/1 3/4" or 2" Wide Shoe.....#714	\$ 24.95 ea
66-70 L/R; 27/32"; 9" Drum; w/2 1/2" Wide Shoe.....#705	\$ 24.95 ea
67-70 L/R; 13/16"; 10" Drum; w/1 3/4" or 2" Wide Shoe.....#702	\$ 24.95 ea

*Mustangs built after 2/66 use #713 and #714.

Brake Parts

Caliper Rebuild Kits



65-67	4-Piston	#719	\$ 18.95	kit
68-73	1-Piston	#718	\$ 15.95	kit
75-80	Front; GVM.....	#5127	\$ 10.95	kit
75-80	Rear; GVM	#4924	\$ 32.95	kit

Brake Shoes



65-70	Front; 9"X2¼"	#698	\$ 24.95	set
65-73	Front; 10"X2¼"	#696	\$ 23.95	set
65-70	Rear; 9"X1½"	#699	\$ 23.95	set
65-73	Rear; 10"X1¾"	#694	\$ 23.95	set
67-73	Rear; 10"X2"	#695	\$ 23.95	set
67-73	Front/Rear; 10"X2½"	#697	\$ 23.95	set

Disc Brake Pads



65-67	4-Piston; Organic.....	#700	\$ 34.95	set
65-67	4-Piston; Semi-Metallic.....	#4191	\$ 49.95	set
65-67	4-Piston; Carbon Metallic.....	#5172	\$170.95	set
65-67	4-Piston; Carbon Kevlar; Black Compound.#1802		\$129.95	set
65-67	Shelby w/D1 Pad;Carbon Kevlar.....	#4881	\$149.95	set



65-67	Shelby w/D1 Pad; PFC 90 Carbon Metallic Race Compound	#6659	\$170.95	set
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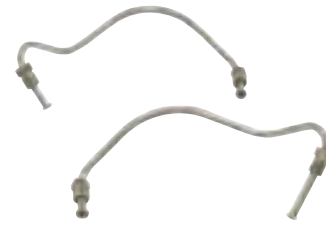


68-73	1-Piston; Organic.....	#701	\$ 24.95	set
68-73	1-Piston; Semi-Metallic.....	#4151	\$ 35.95	set
68-73	1-Piston; Carbon Kevlar; Black Compound#2801		\$219.95	set

Granada/Versailles/Monarch Brake Pads

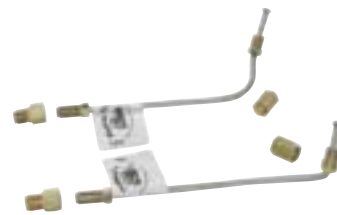
65-73	Front; w/Granada/Monarch Caliper Semi-Metallic.....	#4233	\$ 62.95	set
65-73	Front; w/Granada/Monarch Caliper; Carbon Kevlar	#2839	\$219.95	set
65-73	Rear; w/Versailles Caliper; Organic.....	#2791	\$ 25.95	set
65-73	Disc Pads; w/Versailles Rear End; Carbon Kevlar;#D102.....	#4248	\$235.95	set

Caliper Cross-over Lines



65-67	Stainless steel cross over lines	#3874	\$ 20.95	pr
65-67	Steel cross over lines	#3873	\$ 15.95	pr

Granada/Versailles/Monarch Hard Line Adapter Kit



Doing a GVM front disc brake conversion on your Mustang? This Hard Line Adapter Kit easily connects your existing steel brake lines to the original GVM rubber brake lines with no bending or fitting required! Comes complete with instructions.

65-66	Brake Line Adapter Kit	#5126	\$ 11.95	ea
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Drum Brake Hardware Kits



65-70	Front; 9"X2¼" Drum	#724	\$ 14.95	ea
65-73	Front; 10" Drum	#723	\$ 11.95	ea
65-70	Rear; 9" Drum	#725	\$ 14.95	ea
65-70	Rear; 10" Drum.....	#726	\$ 15.95	ea
68	w/427; w/10"x2"	#723	\$ 11.95	ea
71	w/10"x2" Drum.....	#723	\$ 11.95	ea
72-73	Rear; 10"X1¼" Drum	#728	\$ 10.95	ea
72-73	Rear; 10"X2" Drum.....	#727	\$ 10.95	ea
65-73	Rubber Adjuster Cover	#2954	\$.35	ea
65	Disc; to 1-3-66	#782	\$139.95	ea
66	Drum; Manual	#1735	\$ 62.95	ea
66	Drum; Power	#1734	\$ 62.95	ea
67-70	Drum; Manual.....	#2384	\$ 56.95	ea
67-73	Drum; Power	#730	\$ 56.95	ea

Drum Brake Adjuster Kits

65-73	Left; 10" Drum	#1635	\$ 16.95	ea
65-73	Left; 9" Drum	#1637	\$ 16.95	ea
65-73	Right; 10" Drum.....	#1636	\$ 16.95	ea
65-73	Right; 9" Drum	#1638	\$ 16.95	ea

Brake Parts

Disc Brake Pad Retainer



(#5812)					
65-66	R or L; Pad Retainer#5812	\$	25.95	ea
67	R or L; Pad Retainer#5794	\$	9.95	pr

Caliper Hardware Kit



68-73	R&L; Front Kit.....#722	\$	34.95	kit
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Caliper Dust Shields



65-66	Left; Disc Only.....#7207	\$	52.95	ea
65-66	Right; Disc Only.....#7208	\$	52.95	ea

Caliper Mounting Bolt



All	Brake caliper to bracket bolt ; 4pc.....#11073	\$	12.95	set
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New Master Cylinders



Mustangs Plus has a complete selection of new high quality master cylinders for your pony.

64-65	Drum; Manual.....#1737	\$	67.95	ea
64-65	Drum; Power.....#1736	\$	67.95	ea
67-72	Disc; All.....#729	\$	58.95	ea
71-72	Drum; Manual.....#1741	\$	58.95	ea
73	Disc; All.....#1733	\$	58.95	ea
65-73	Boot; Master Cylinder.....#4572	\$	12.95	ea
67-73	GVM disc 15/16" piston.....#6257	\$	75.95	ea

Master Cylinder Push Rods



65-73	Adjustable Length; For Disc Brakes and Dual Reservoir.....#6066	\$	39.95	ea
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Master Cylinder Caps

Old, pitted master cylinder caps can leak brake fluid all over your engine compartment. Replace that old cap with a new one today!



65- 66	Plastic; drum; 2 7/8".....#11	\$	18.95	ea
65-66	Chrome; drum.....#2705	\$	20.95	ea
65-66	Chrome; factory disc brake;.....#11928	\$	29.95	ea
67-73	Chrome; disc brake polyurethane boots ;.....#5203	\$	18.95	ea



67-73	Drum brake; master cylinder cap.....#11897	\$	17.95	ea
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Adjustable Proportioning Valves



65-73	Polished w/gauge.....#11715	\$	90.95	ea
65-73	W/disc brakes.....#3277	\$	49.95	ea
65-73	W/disc brakes; w/ Gauge.....#7057	\$	79.95	ea



65-66	Rebuild kit; w/factory disc brakes.....#8341	\$	25.95	kit
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Brake Parts

Booster / Master Cylinders



- 68-73 OE replacement#8252 \$337.95 ea
- 65-66 7" booster, Automatic transmission & disc brakes only.
.....#7262 \$259.95 ea

Power Boosters



Whether you're planning to convert to power brakes, or just need a new booster, Mustangs Plus has correct parts for your Mustang brake project.

(Plus Core Charges-Please Call for Information)

- 65-66 Drum; w/ Master#3213 \$256.95 ea
- 65-66 Booster Only.....#4631 \$186.95 ea
- 67-69 Disc & Drum; w/ Master; Clamp Style.....#3215 \$249.95 ea
- 67-69 Booster only; drum or disc.....#7209 \$188.95 ea
- 68 Booster Only.....#6013 \$198.95 ea
- 69 Disc; w/ Master; Twist Lock Style.....#3214 \$189.95 ea
- 70 Disc; w/ Master.....#3216 \$206.95 ea
- 70 Booster Only.....#5984 \$177.95 ea
- 71-73 Disc; w/ Master.....#3217 \$181.95 ea
- 71-73 Drum; w/ Master.....#3218 \$239.95 ea

Bushings



- 65-73 Brake Pedal Only#431 \$ 1.95 ea
- 64½ M/C Push Rod Bushing#874 \$ 12.95 ea
- 65-68 M/C Push Rod Bushing#873 \$ 2.95 ea
- 69-73 M/C Push Rod Bushing#872 \$ 4.95 ea

Brake Fluids



- All Synthetic Racing; ½ Liter#4882 \$ 12.95 ea

Brake Light Pressure Fitting



- 1964½ Only#5352 \$ 24.95 ea

Proportioning Valve Plug



- 67 Proportioning valve plug fixed for SHD disk brake kit 2300, CFK
.....#11380 \$ 8.25 ea

Distributor Block



- 65-66 Distributor; w/disc brakes#7752 \$ 43.95 ea



- 67 Distributor; w/disc brakes#7753 \$ 67.95 ea

Banjo Bolt



- 68-73 Brake hose to caliper banjo bolt.....#2821 \$ 14.95 ea

Disc Brake Hose Copper Washer



- 68-73 Disc brake hose copper washer.#5011 \$.30 ea

"Sure Stop" Pressure Gauge Kit



- Pressure Gauge Kit.#7056 \$ 45.95 ea

Brake Parts

Brake Hoses

FRONT DRUM BRAKE HOSES

65-66 Front; Drum;	#743	\$ 20.95 ea
67-70 Front; Drum	#745	\$ 28.95 ea
71-73 Front; Drum;	#749	\$ 27.95 ea

FRONT DISC BRAKE HOSES

65-66 Front Disc hose	#10677	\$ 14.95 ea
67 Front	#3509	\$ 9.95 ea
68-70 Left Front	#747	\$ 59.95 ea
68-70 Right Front	#748	\$ 59.95 ea



(#3554)

71-73 Left Front	#3554	\$ 59.95 ea
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(#3553)

71-73 Right Front	#3553	\$ 59.95 ea
75-80 Left & Right Front;	#4115	\$ 31.95 ea



79-93 Left Front; Fox Chassis	#6923	\$ 27.95 ea
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79-93 Right Front; Fox Chassis	#6922	\$ 54.95 ea
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Rear Brake Hoses

65-66 Rear; single exhaust	#744	\$ 39.95 ea
65-66 Rear; dual exhaust	#2320	\$ 45.95 ea
67-70 Rear; Drum; All	#746	\$ 39.95 ea
70 Rear	#8330	\$ 41.95 ea
71-73 Rear All	#3552	\$ 41.95 ea
75-79 Rear; Center; Versailles	#5020	\$ 56.95 ea
75-79 Left Rear; Versailles	#5008	\$ 65.95 ea
75-79 Right Rear; Versailles	#5007	\$ 65.95 ea

Pre-Cut Steel Brake Line

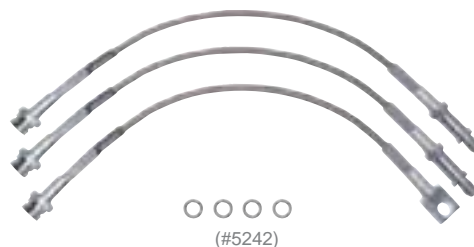


(#3284)

65-73 3/16" X 8"; w/nuts	#3283	\$ 1.95 ea
65-73 3/16" X 12"; w/nuts	#3284	\$ 1.95 ea
65-73 3/16" X 20"; w/nuts	#3285	\$ 1.95 ea
65-73 3/16" X 30"; w/nuts	#3288	\$ 3.95 ea
65-73 3/16" X 40"; w/nuts	#3290	\$ 4.95 ea
65-73 3/16" X 60"; w/nuts	#3291	\$ 4.95 ea

Steel Braided Brake Line Kits

Mustangs Plus stocks a complete line of Russell DOT approved Braided Steel brake lines for all Mustangs and for most of the aftermarket brake conversions that are popular today.



(#5242)

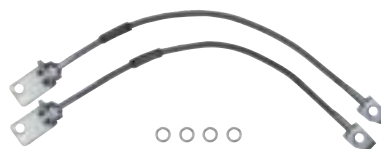
65-66 Front/Rear 3-Piece Kit w/factory single exhaust brake hose	#5242	\$ 64.95 kit
65-66 Front 2-Piece Kit	#5247	\$ 79.95 kit



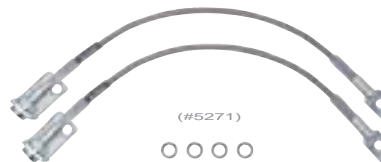
67 Front 2-Piece Kit	#5328	\$ 69.95 kit
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67 3-Piece Kit; Front/Rear	#7077	\$ 67.95 kit
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68-70 Front 2-Piece Kit	#5270	\$ 64.95 kit
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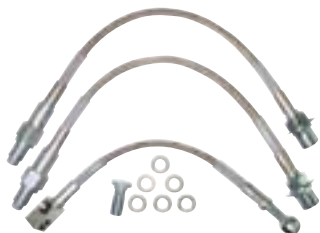
71-73 Front 2-Piece Kit	#5271	\$ 75.95 kit
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96-98 GT; 2 piece	#6797	\$ 57.95 kit
96-01 Front 2-Piece Kit; Cobra	#6535	\$ 64.95 kit

Brake Parts

BRAKE LINES - Continued



- 79-86 Front 3-Piece Kit;#6793 \$ 71.95 kit
 87-93 Brake line kit; 3 piece#6794 \$ 81.95 kit

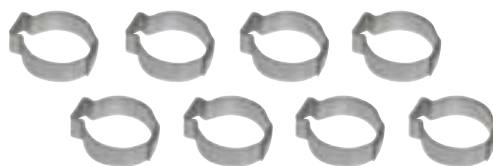


- 94-95 w/Cobra Brakes; 3-Piece Kit;#6795 \$ 89.95 kit



- 94-95 GT; 3-Piece Kit; Front#6796 \$ 79.95 kit

Brake/Fuel Hose Clamp Kit



- All Brake/fuel hose clamp kit; 8 clips#11377 \$ 6.95 kit

Brake Hose Clip Kit



- 65-73 Brake Hose clip kit; 3 clips#3996 \$ 3.95 kit

Gas & Brake Line Kit



- 65-67 Gas & brake line kit (early 67)#5152 \$ 14.95 kit

Brake Line Clips & Grommets Kit



- 65-66 Brake line clips & grommets kit; 7 piece...#4576 \$ 4.95 kit

ADJUSTABLE PROPORTIONING VALVE & DISTRIBUTION BLOCK WITH BRAKE LIGHT SWITCH

CHOOSE FROM 3 FINISHES!



#12361



#12360

- 65-73 Black 12360 \$129.00 ea
 65-73 Polished 12361 \$149.00 ea
 65-73 Platinum 12362 \$139.00 ea

BILLET DUAL BOWL MASTER CYLINDER

SELECT FROM 4 CAP STYLES!



#12357

#12358

#12359

#12356

Billet aluminum dual bowl master cylinder with 1" bore, Ford mount and cap. For vehicles with O.E. power or non-power disc brakes. For disc/drum or disc/disc vehicles only. Will not work on drum/drum vehicles. May require lines to convert from single bowl to dual bowl master cylinder.

Lines not included.

- 65-73 Plain Cap # 12356 \$385.00 ea
 65-73 Finned Cap # 12357 \$385.00 ea
 65-73 Flamed Cap # 12358 \$385.00 ea



65-73 Classic Tube Master Brake Line Kit

The master brake line kit includes all the hard lines associated with your Mustang's brake system, includ-

- New Left Front Line!
- New Right Front Line!
- New Front to Rear Line!
- A Pair of Rear Axle Lines!
- New Master Cylinder Line!



Sub Kits also available please call with your needs!

OE Steel Brake Line Kits

Mustang,

64½-65	Standard Drum, V8.....	#6471	\$109.95 kit
65-66	Standard Disc, V8 8" & 9" Axle, Factory single exhaust.....	#6131	\$109.95 kit
		#6525	\$109.95 kit
66	Standard Drum, 6 cyl.....	#6577	\$109.95 kit
66	Standard Drum, V8.....	#8470	\$109.95 kit
66	Power Drum, V8.....		
67	Standard drum, V8, 8" & 9" axle (built after 2/67).....	#6455	\$109.95 kit
67	Power Drum, V8, 8" & 9" axle (built before 2/67).....	#4547	\$109.95 kit
67	Standard Drum, V8, 8" & 9" axle (built after 2/67).....	#6516	\$109.95 kit
68-69	Standard Drum, V8, 8" axle.....	#4673	\$109.95 kit
68-69	Power Disc, V8, 8" axle.....	#6139	\$109.95 kit
68-69	Power Disc, V8, 9" axle 28 spline.....	#6570	\$109.95 kit
70	Power Disc, all.....	#6968	\$109.95 kit
70	Standard Drum, all,	#8472	\$109.95 kit

Stainless Steel Brake Line Kits

Mustang,

64½-65	Standard drum, V8.....	#3846	\$139.95 kit
65-66	Standard disc, V8 8" & 9" Axle, Factory dual exhaust.....	#3848	\$139.95 kit
66	Standard drum, V8.....	#3847	\$139.95 kit
67	Standard drum, V8, 8" & 9" axle (built after 2/67).....	#6733	\$139.95 kit
67	Power Disc, V8, 8" & 9" axle (built before 2/67).....	#6646	\$139.95 kit
67	Power Disc, V8, 8" & 9" axle (built after 2/67).....	#6457	\$139.95 kit
68-69	Standard drum, V8, 8" & 9" axle.....	#6719	\$139.95 kit
68-69	Power Disc, V8, 8" & 9" axle 28 spline.....	#4276	\$139.95 kit
68-69	Power Disc, V8, 8" & 9" axle 31 spline.....	#8290	\$139.95 kit
72-73	Power Disc, V8, 8" & 9" axle (built after 7/72).....	#8376	\$139.95 kit
72-73	Power Disc, 6 & V8, 8" axle (built after 7/72).....	#6581	\$139.95 kit

VHT Caliper, Drum & Rotor Paint

Add that special touch to make those Calipers, Drums and Rotors look Great!



Racing Red; Temps to 900°.....	#12274	\$ 8.95	ea
Bright Blue; Temps to 900°.....	#12275	\$ 8.95	ea
Gloss Black; Temps to 900°.....	#12276	\$ 8.95	ea
Cast Aluminum; Temps to 900°.....	#12277	\$ 8.95	ea
Bright Yellow; Temps to 900°.....	#12278	\$ 8.95	ea
Satin Black; Temps to 900°.....	#12279	\$ 8.95	ea

248 Brake Kits & Parts

RESTOMOD HEADQUARTERS



ORDER TOLL FREE!
1-800-999-4289

Brake Parts

Parking Brake Cables



Mustang,			
65-66	38 5/8" Front.....	#7149	\$ 29.95 ea
65	Rear 2 required	#403	\$ 25.95 ea
66	Rear 1 required	#402	\$ 63.95 ea
67-68	Front Cable.....	#404	\$ 29.95 ea
67	Rear Cable; 2 required.....	#7508	\$ 39.95 ea
68	RH parking brake cable; rear	#10454	\$ 59.95 ea
68	LH parking brake cable; rear	#10453	\$ 34.95 ea
69-70	Parking brake cable; front	#7403	\$ 238.95ea

Parking Brake Lever Spring



Mustang,			
65-66	Parking brake lever spring.....	#2248	\$ 19.95 ea

Parking Brake Equalizer Adjusting Rod



Mustang,			
65-66	Parking brake equalizer adjusting rod.....	#4029	\$ 13.95 ea
Mustang, Cougar			
67-68	Parking brake equalizer adjusting rod.....	#10626	\$ 17.95 ea

Parking Brake Equalizer lever



Mustang			
65-66	Parking brake equalizer lever.....	#6415	\$ 27.95 ea
Mustang, Cougar			
67	Parking brake equalizer lever.....	#10625	\$ 17.95 ea

Parking Brake Equalizer



Mustang			
65	Parking brake equalizer.....	#24	\$ 19.95 ea
66	Parking brake equalizer.....	#1369	\$ 19.95 ea
Mustang, Cougar			
67-70	Parking brake equalizer.....	#10627	\$ 17.95 ea

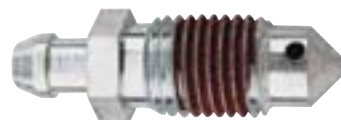
Edelbrock/Russell Speed Bleeder Bag



Speed Bleeder Bag/Hose; disposable.....	#8358	\$ 7.95 ea
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Edelbrock/Russell Speed Bleeder

Bleeding your brake or clutch line has never been easier or simpler! Revolutionary double-patented Speed Bleeder replaces the original bleeder valve in your caliper/wheel cylinder with a spring-loaded one-way ball and check valve design. The uniqueness of the stainless steel check ball is that it opens to allow the old fluid and air out, then closes automatically between pumps preventing the old fluid and air from re-entering the line. It's a real time saver!



Speed Bleeder; 1/4-28 Bleeder Screw	#5205	\$ 12.95 ea
Speed Bleeder; 10mm X 1.0 Bleeder Screw	#5206	\$ 12.95 ea
Speed Bleeder 3/8-24 Bleeder Screw	#5207	\$ 12.95 ea

Parking Brake Cable Idler



Mustang, Cougar			
67-73	Parking brake cable idler.....	#10628	\$ 11.95 ea

Parking Brake Cable Connector



Mustang, Cougar			
67-70	Parking brake cable connector.....	#10629	\$ 7.95 ea

Parking Brake Pully



Mustang,			
65-66	Parking brake pully.....	#3182	\$ 25.95 ea

Brake Parts

Brake Pedal Pads

It's the little touches that count! Replacing your brake pedal pad as a part of your restoration project not only makes your Mustang look nicer, but makes it safer as well!



65-67 Auto; Disc.....#14 \$ 10.95 ea



65-67 Auto; Power; Drum.....#18 \$ 20.95 ea



(#19)

65-67 Auto w/o power; Drum.....#19 \$ 6.95 ea



65-73 Manual; Disc.....#15 \$ 14.95 ea



65-73 Manual Trans & Brake.....#20 \$ 4.95 ea



(#22)

68-73 Auto; Drum#22 \$ 6.95 ea
 68-73 Auto; Disc.....#768 \$ 37.95 ea
 65-73 Pedal Bezel; Man.Trans.....#2440 \$ 17.95 ea
 65-67 Pedal Bezel; Auto.Trans.....#767 \$ 8.95 ea
 65-73 Lock Pin; Shaft.....#972 \$ 1.95 ea



65-73 Shaft retainer.....#1005 \$.95 ea

Brake Pedals



(#6955)

Mustang, Cougar

68-69 Power Disc Brake Pedal Kit
 Manl Trans Only#6955 \$ 75.95 kit
 Auto Trans Only.....#6182 \$ 75.95 kit

Parking Brake Pedal



Mustang, Cougar

69 Parking brake pedal assembly#5988 \$ 62.95 ea
 70 Parking brake pedal assembly#5989 \$ 62.95 ea

Parking Brake Lever Assembly



Mustang, Cougar

67-68 Parking brake lever assembly#5987 \$ 58.95 ea

Parking Brake Handles



(#3011)

65-66 Black; Reproduction#3011 \$ 9.95 ea
 67-68 Black; Reproduction#3010 \$ 9.95 ea

Parking Brake Pedal Pad



(#16)

69 Pad Parking brake#16 \$ 5.95 ea
 71-73 Pad Parking brake#16 \$ 5.95 ea

Granada Conversion Front Brake Parts

The installation of Granada front disc brakes on early Mustangs has become a very popular way to convert drum brake Mustangs to disc. But, as with most swaps, it is not a slam dunk, as most people have been told. If you are considering this swap, be aware of these minor problems you will have to deal with. All are easy to take care of and should not stop you from doing this conversion.

GVM* Front Disc Brake installation Tech Tips *Granada, Versailles, Monarch

1968 - 1973 Mustang, Torino, and other Ford front disc brake setups will also work. Almost everything detailed below will apply to many other Ford setups. Don't count them out when trying to add disc brakes!

Lincoln Versailles spindles are not a direct bolt on like the Granada and Monarch units. Although all of the other parts such as rotors and calipers are the same, the Versailles spindles have a larger hole for the lower control arm ball joint. This hole either has to be filled and then re-drilled to the correct size and correct taper for the smaller diameter ball joint or you have to adapt the Versailles lower ball joint to the Mustang lower control arm. Both of these options are doable, but can cost a lot more money than just using Granada or Monarch spindles.

Your outer tie rod ends will need to be changed, in most cases, to the ones that are connected to the GVM spindles. Mustang outer tie rod ends have the wrong stud diameter and taper to be used with the GVM spindles. You'll need to change them to make the swap. In most cases, the old tie rod ends, if they are in good condition, will work just fine. If you don't have them, Mustangs Plus has new ones in stock at very low prices. If you are the owner of a 1964 1/2 to 1966 and are doing this swap, you'll have no problem if you have a V8 with manual steering. If you are wanting to keep the power steering, you'll need our special left side outer tie rod as described on the opposite page. If you have a 1964 1/2 to 1966 6 cylinder Mustang, it is usually easier to convert it over to V8 steering then to try and salvage any of the 6 cylinder steering parts.

Style Steel Wheels and some other factory and aftermarket wheels will not fit on the front rotor. The diameter of the snout on the front rotor is too large to fit up into the factory and reproduction Style Steel Wheels. This problem also effects many stock factory steel wheels and aftermarket wheels with small center holes. The result is that you have to take the rotors to a machine shop and have the snout turned down to fit the wheels. Before doing the installation, check your wheels on the rotor. This does not apply to 1968 to 1973 Mustang, Torino, and many other Fords setups. The snouts on these rotors work just fine with stock wheels. However, these rotors are more expensive.

Brake lines have to be adapted for 1965 to 1967 Mustangs. The caliper sits on the back of the spindle instead of on the front like the factory set up. This means that the brake hose is pointed towards the front of the car instead of the rear. But this is a simple matter to take care of. The brake line has a large mount on the end opposite the caliper. Loop the brake line around the sway bar end link and attach it to the frame right under the upper control arm. Then, using a 8" to 12" section of hard line, make an adapter line to go from the factory hard line to the brake hose. Connect the two hard lines with a double female adapter.

Granada/Monarch Front Calipers



- | | | | |
|-------|--|----------|----|
| 75-79 | RH Granada/Monarch Caliper | | |
| | Core Charge*: \$40.00 per caliper..... #4113 | \$ 62.95 | ea |
| 75-79 | LH Granada/Monarch Caliper | | |
| | Core Charge*: \$40.00 per caliper..... #4114 | \$ 62.95 | ea |
- *Refunded when rebuildable unit is returned.*

Caliper Rebuild Kit



For either the right or left side GVM front calipers. Includes the seal and dust boot. Be careful not to scratch the piston (or puck, as they are called) when removing it.

- | | | | |
|-------|---|----------|-----|
| 75-79 | Granada/Monarch Caliper Rebuild Kit.....#5127 | \$ 10.95 | kit |
|-------|---|----------|-----|

Front Brake Pads



- | | | | |
|-------|---------------------------|----------|-----|
| 75-79 | Semi-Metallic..... #4233 | \$ 62.95 | set |
| 75-79 | Carbon Kevlar #2839 | \$219.95 | set |

GVM Front Brake Hose



Screws into the caliper. Factory style replacement hose. Use with our Pre-Bent Hard Line Adapter Kit for 1964 1/2 to 1966 conversions.

- | | | | |
|-------|------------------------------|----------|----|
| 75-79 | Front Brake Hose #4115 | \$ 31.95 | ea |
|-------|------------------------------|----------|----|

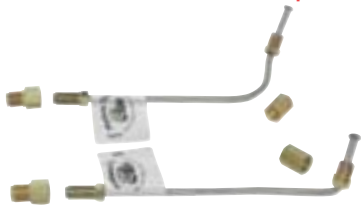
Brake Hose Washer



- | | | | |
|-------|---|---------|----|
| 75-79 | Copper washer Granada caliper..... #10377 | \$ 1.95 | ea |
|-------|---|---------|----|

Granada Conversion Front Brake Parts

Pre-Bent Hard Line Adapter Kit



This kit is for 1964½ to 1966 V8 and 6 cylinder Mustangs owners who are converting their Mustang from front drum brakes to front disc brakes using the Granada front spindles and calipers. These pre-bent hard lines are designed to connect the existing front brake hard lines (using the double female adapters) to the original Granada front brake hose (using the female/male adapters). This kit includes a right and a left pre-bent hard line, 2 double female adapters, and 2 female/male adapters. (Note: If installing 1968 to 1973 Mustang or other Ford front disc brakes, the use of the female/male adapters is not needed as the fitting sizes are the same.)

65-73 Hard-line Adapter Kit#5126 \$11.95 kit

Granada/Versailles/Monarch Front Disc Rotors



Complete with inner and outer wheel bearing races pressed in, ready to install.

75-79 GVM; Fits LH/RH.....#4677 \$49.95 ea

Granada/Monarch Wheel Bearings and Dust Caps



Each inner and outer wheel bearing comes with a new race. If you are purchasing new rotors at the same time, the new rotors will have new races in them. It is always a good idea to install new dust caps when changing bearings or rotors.

75-79 GVM Conversion; Inner Bearing Set.....#1224 \$11.95 set
 75-79 GVM Conversion; Outer Bearing Set.....#1225 \$12.95 set
 75-79 GVM Conversion; Rotor Dust Cap.....#530 \$ 4.95 ea

Grease Seals



This grease seal does more than simply holding the grease and inner wheel bearing in place when you remove the rotor. In place, it also keeps brake dust and dirt away from the inner wheel bearing.

75-79 GVM#3700 \$ 3.95 ea

Granada/Monarch Conversion Outer Tie Rod Ends



When installing GVM spindles on 1964 1/2 to 1966 V8 Mustangs with power steering, a special left side outer tie rod end is needed. These tie rod ends, which have the right size threads to screw into the adjusting sleeve on one end and the right size tapered shaft to go into the spindle on the other, are available through Mustangs Plus. But remember. You only need one of these as the right side outer tie rod end is different. Have manual steering? Then both sides use the same tie rod end, the inexpensive ones!

65-66 LH; GVM Conversion; w/power steering & V8; Use #02715 for RH.....#4236 \$74.95 ea
 65-66 LH/RH; GVM Conversion; w/Manual Steer#2715 \$22.95 ea
 67-73 LH/RH; All GVM Conversion#2715 \$22.95 ea

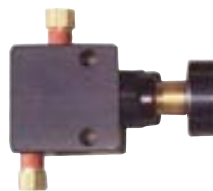
4-Wheel Disc Brake Master Cylinder



With a dual reservoir design and 1¼" piston, this is the best master cylinder we have found for this type of brake conversion. It bolts right in, pushes all the fluid you need, and your existing brake rod can be used. But make sure your brake pedal has a stop on it! You don't want to get your foot under the brake pedal and accidentally pull the rod out of the back of the master cylinder!

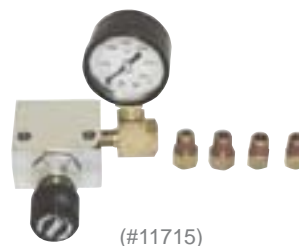
65-73 GVM 4-Wheel Disc Conversion Master Cylinder#1740 \$89.95 ea
 67-73 GVM disc brake master cylinder 15/16" piston.....#6257 \$75.95 ea

Adjustable Proportioning Valve



When converting a drum brake Mustang to disc brakes, a proportioning valve must be used. The proportioning valve is installed in the rear brake line between the master cylinder and rear brakes to regulate the pressure. We have found that the best way to handle this is to install an adjustable unit which allows you to "fine tune" your front to rear brakes.

65-73 Adjustable Proportioning Valve#3277 \$49.95 ea



65-73 Polished w/gauge#11715 \$90.95 ea
 65-73 W/disc brakes; w/ Gauge#7057 \$79.95 ea



Versailles Conversion Rear Brake Parts

Since we first did this swap over 10 years ago, Mustangs Plus has advised hundreds of customers, along with some of the major magazines, how to best do this swap. We have available all of the parts necessary to rebuild and install one of these units in your Mustang. Converting to rear disc brakes by using a Lincoln Versailles rear end on early Mustangs has become very popular. But it doesn't just fall right in! Below is a list of things you'll need to do to make this swap an easy job instead of a hair pulling disaster!

GVM* Disc Brake Rear End Installation Tech Tips *Granada, Versailles, Monarch

Lincoln Versailles rear ends are also the same as was used on the Granada and Monarch. Don't limit your searching to Lincoln Versailles only. From 1975 to 1979, Granadas and Monarchs came equipped with the same basic unit. (GVM stands for Granada, Versailles, Monarch)

Make sure the locating holes are the right size. The holes in question are designed to keep the rear end assembly from moving around on the rear leaf springs. The pins on the rear leaf springs should be the exact same size as the holes on the pads of the rear end. We have seen, usually on Versailles rear ends, much larger holes which will allow the rear end to walk around on the springs. If you have the larger holes, make 2 plates out of .125 or larger plate stock, drill the correct size hole for the pin, and weld them onto the bottom of the rear end pads.

Gear ratios are not desirable. The lowest gear ratio offered in these units were 3:00 to 1. Most are in the 2:47 to 1 range and were available in a traction lock as well as open. All were 28 spline with very beefy axles. The good news is that any 28 spline 9" center section will drop right in.

Differential yokes are not compatible. The Lincoln differential used a different yoke than the Granada and Monarch. This makes no difference if you plan to change to another center section with lower gears.

Shock plates need to be modified. The axle tube on these rear ends are a much larger diameter than the stock Mustang and were all set up for staggered shocks which means that the shock mounting plates that come with them will not work on the early Mustangs. We have found that the simplest solution to this problem is to use 1965 or 1966 shock mounting plates and to simply slot the holes to the proper overall width for the u-bolt. None of that welding up and re-drilling! We have run these on the race cars for years with no related problems.

Check the rear brake line to shock body clearance. The angle at which the rear brake hose comes off the axle tube is such that it may hit the body of the left rear shock absorber on bumpy roads, especially on lowered cars. Be sure to check for this problem. If it should exist, it's easily corrected by loosening the bolt on the hose and turning it more to the right. To get the best angle, you may need to bend the hard brake lines that comes off both sides of the hose. This is easily done by hand.

Emergency brake hook up. This is easier to do than to try to explain in writing, but here goes. Keep the parking brake cables that come with the disc brake rear end and attach them, as they came off the donor car, to your Mustang with enough slack for up and down movement. Using your old parking brake cable, attach a portion of it to both ends of the disc brake rear ends cables and cut off the excess. Any hardware store has cable connectors available which will do the job.

Rebuilt Rear Disc GVM Calipers



- | | | | |
|-------|--|------|-------------|
| 75-79 | LH; Versailles Rear | | |
| | Core Charge*: \$50.00 per caliper..... | #758 | \$129.95 ea |
| 75-79 | RH; Versailles Rear | | |
| | Core Charge*: \$50.00 per caliper..... | #757 | \$136.95 ea |
- *Refunded when rebuildable unit is returned.**

Street/Racing GVM Rear Brake Pads



Stock rear pads should be used for all street applications. Carbon kevlar should only be used for open track and road racing applications. They are designed to work best when they're hotter than street driving will get them and have very little grip when they're cold..

- | | | | |
|-------|---------------------------------------|-------|--------------|
| 75-79 | Rear; Versailles | #2791 | \$ 25.95 set |
| 75-79 | Rear; Versailles; Carbon Kevlar | #4248 | \$235.95 set |

Versailles Rear Caliper Rebuild Kits



For either the right or left side rear calipers. Includes all 5 seals needed to rebuild your old calipers. Be careful not to scratch the piston (or puck, as they are called) when removing it. Bleeders and pistons are also available if they are needed.

- | | | | |
|-------|---------------|-------|--------------|
| 75-79 | All GVM | #4924 | \$ 32.95 kit |
|-------|---------------|-------|--------------|

Versailles Conversion Rear Brake Parts

GVM Rear Disc Rotors



There is a right and left on these rotors. Look for a marking on the inside. The difference is that the cooling fins, which are located between the rotor faces, run in different directions for each.

75-79 Brake Rotor; Rear; LH.....#2788	\$89.95	ea
75-79 Brake Rotor; Rear; RH.....#2789	\$89.95	ea

GVM Rear Brake Hoses



These are the hoses that attach to the calipers (square end) and bolt to the rear end housing. The center hose connects the hard line in the tunnel to the rear end housing. Ours is slightly longer than the original which allows you to move it around slightly as we described in the tech tips.

75-79 GVM Rear Brake Hose: LH.....#5008	\$65.95	ea
75-79 GVM Rear Brake Hose: RH.....#5007	\$65.95	ea
75-79 GVM Rear Brake Hose: Center.....#5020	\$56.95	ea

Axle Seals For GVM Disc Brake Rear Ends



Since we use the Lincoln Versailles (GVM) 9" disc brake rear end in several of our Mustangs here at Mustangs Plus, we stock all of the seals for them.

75-79 Versailles Axle Seal.....#3250	\$7.95	ea
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Axle Bearing and Retainer 9" Pumpkin Gasket Bearing Dust Seal



The old axle bearing and retainer on the GVM rear end must be pressed off and the new ones pressed on. At the same time, you can change the dust seal which is located in the axle retainer/caliper mount flange which holds the axle to the housing. It is also advisable to change the axle seals and the axle retainer/caliper mount flange gaskets at the same time. Please remember that it is not necessary to change the pumpkin gasket unless you remove it from the housing or it is leaking.

75-79 GVM Axle Bearing; Includes Retainer.....#3251	\$49.95	ea
75-79 GVM Axle Seal.....#3249	\$18.95	ea
75-79 9" Pumpkin Gasket.....#3227	\$ 5.95	ea

Universal Joints Universal Joint U-Bolts



65-75 U-Joint: 3 1/2" Wide.....#4890	\$17.95	ea
65-75 U-Joint: 3 7/8" Wide.....#5115	\$16.95	ea
65-75 U-Bolt U-Joint; Fits 8"/9" Rear Housings.....#50	\$ 1.95	ea

