ME Dynamic Drag Brake Kit
6200-12504
6200-12504B
6200-12504SS

Instructions For The Following Kits:

6200-12504, 12504B & 12504SS Big Ford Old Style 2.5”

*Check and make sure you have the correct rotors and pads for your application and driving style. The speed at which you will be applying

the brakes along with styles of driving like dragging the brake will determine the rotor and pad needed.

**** Be sure to retain all packaging until after installation is complete****
****No parts may be returned if they are not in original packaging or have been modified or damaged****

IMPORTANT:

Moser Engineering Performance Drag Disc Brakes are not for street use. It is the responsibility of the person installing any brake component or kit to determine the suitability of the component or kit for that particular application. If you are not sure how to safely use this brake component or kit, you should not install or use it. Improperly installed or maintained brakes are dangerous. If you are not sure, get help or return the product. You may obtain additional information and technical support by calling Moser Engineering at (260) 726-6689, or visit our web site at www.moserengineering.com. Use of
Moser Engineering technical support does not guarantee proper installation. You and/or the person who does the installation must know how to properly use this product. It is not possible over the phone to understand or foresee all the issues that might arise in your installation.
Racing equipment and brakes must be maintained and should be checked regularly for fatigue, damage, and wear.

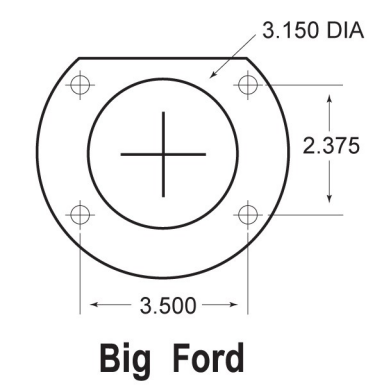
Rev. IN19-22

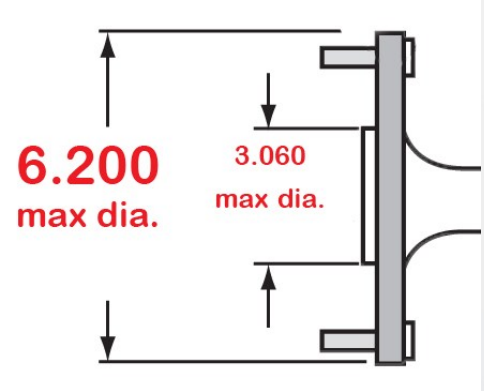
Qty.	Description	Part #
2 ea.	Moser Dynamic Drilled Drag Rotor **	6200-0001 Steel Rotor 6200-0001-SS Stainless Steel **(for aggressive drivers braking styles that have caused warping of rotors in the past)
2 ea.	Rotor Spiral Snap Ring -	6200-0002
2 sets	HAWK Racing Pads-	6200-0004 Standard Pad (Braking speeds less than 175 mph for standard rotors) 6200-0005 Aggressive Pad (Braking speeds over 175 mph for standard rotors 6200-0006 Stainless Steel Pads **(for use with stainless steel rotors only)
2 ea.	Moser Torino Dynamic Hat -	6200-170-14874
4 ea.	Moser Performance Caliper—	6200-Z-120-13347
1 bag	Moser Disc Brake Hardware Kit— 16– shims .025 8– bolts –3/8x24x 1.25 8– lock washers– 3/8	6200-21308
2 ea.	Moser BRP Caliper Bracket-	6200-A24545D

Assembly Instructions

1. **Make sure that all parts are present and accounted for by going thru the parts list and comparing your parts that you have received.**
2. By using the housing end chart in our catalog or on our web site you will be able to determine if the kit you have purchased will work for your application. Some manufacturers may use a different housing end when building custom housings, determining this will save time and money! Some tips when checking for proper application are;

*Check axle bearing O.D.
*Check axle hangout. This is the dimension the face of the axle sticks out from the face of the housing end.
*Flange diameter needs to be 6.2" or smaller. The flange diameter may be turned down to fit inside the brake hat.





Assembly Instructions

1. Start by attaching the rotor to the hat. The rotor has a relief machined on the inboard side of the rotor. With the outside of the hat facing down, place the rotor on the hat with the relief facing up. Install the supplied spiral snap ring into the groove on the hat. Verify the snap ring is properly seated.

2. Install the caliper mounting bracket. The machined recess in the bracket goes toward the bearing. Use the OEM hardware to install the brackets. Torque to OEM specs.

3. Install the rotor/hat assembly on the axle flange. Make sure the hat is properly seated on the flange. Some sort of temporary hat/rotor retention may be required to hold the assembly in the proper location to install the caliper. (Use 2 lug nuts or hex nuts with the proper thread pitch to hold the hat tight to the axle flange.)

4. Install the calipers using the supplied hardware. Slide the calipers over the rotor making sure the parting line in the center of the rotor opening must be centered on the rotor to ensure proper operation of the caliper. Use the supplied .025 shims to adjust the caliper if needed. Thread locker must be used on the caliper bolts for proper retention. The caliper bolts need to be torque to 30 ft-lb's.

5. **CAREFULLY INSALL THE BRAKE LINE FITTINGS!** Over tightening can cause damage to the caliper. The threads in the caliper are 1/8"x27 NPT. Use a good quality thread sealant on the brake line adapter to insure there is no leakage. Use a quality DOT 4 high temp brake fluid. Silicone DOT 5 fluid is not recommended.

6. **Pad bedding procedure**
To insure proper operation of your new brake kit you must properly bed in the pads & rotors. Check for proper pedal feel at slow speeds to assure proper operation. On the track, make a series of hard stops until some brake fade is felt. Allow the brakes to cool between cycles. It will take approximately 3 runs to properly burnish the pads.

WARNING • DO NOT DRIVE ON UNTESTED BRAKES
BRAKES MUST BE TESTED AFTER INSTALLATION OR MAINTENANCE.
FOLLOW THESE MINIMUM TEST PROCEDURES.

• Make sure pedal is firm: Hold firm pressure on pedal for several minutes, it should remain in position without sinking. If pedal sinks toward floor, check system for fluid leaks. DO NOT drive vehicle if pedal does not stay firm if pushed to the floor with normal pressure.
• At very low speed (2-5 mph) apply brakes hard several times while turning steering from full left to full right several times. Remove the wheels and check that components are not touching, rubbing, or leaking.
• Carefully examine all brake components, brake lines, and fittings for leaks and interference.
• Make sure there is no interference with wheels or suspension components.
• Drive vehicle at low speed (15-20 mph) making moderate and hard stops.
• Brakes should feel normal and again check for leaks and interference.
• Always test vehicle in a safe place where there is no danger to (or from) other people or vehicles.
• Always wear seat belts and make use of all safety equipment.

WARNING-PRIOR TO DISASSEMBLY OR ATTEMPTED INSTALLATION OF ANY BRAKE KIT, PLEASE REVIEW THE FOLLOWING:

• It is the responsibility of the purchaser and installer, to accurately measure and determine adequate wheel clearance for the brake components or kit selected.
• Flex lines are not included with kits that include Moser Engineering calipers. The OEM hoses must be replaced with hoses that accommodate the 1/8" NPT fluid inlet found on all Moser Engineering calipers. Stainless steel braided Teflon hose is recommended.
• Due to variances in OEM production tolerances and other variations between chassis, models and years, it is the responsibility of the purchaser and installer to determine suitability and correctness of fit for all fasteners and associated components supplied in any kit. Careful attention must be given to bolt size, thread pitch, bolt length and depth of engagement on every installation. Otherwise, component failure can occur.

WARNINGS/DISCLAIMER OF WARRANTY

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