79-93 Mustang Cowl Panel Reservoir Mount



Start by making sure you have all the pieces of the kit which includes the following:

- Aluminum Cowl Panel Mount
- 2 10-32x3/4 bolts
- 2 #10 washers
- 2 10-32 Locknuts
- 3 grommets
- 3 1/8 NPT fittings. Either ¼ barb or -3AN

The first task when installing the FFP Cowl Panel Reservoir Mount is, to remove your cowl panel and the internal cross arm for the windshield wipers. Factory location winshield wipers will not be able to be used once this kit is installed.

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Start off by placing the mount in the location shown in the above image. You will notice a short factory bead roll inbetween 2 longer bead rolls on the floor of the cowl area, more towards the driver side of the car. Our mount is designed to go where the shorter bead roll stops. You will notice, we are pointing to a black line in the above image (left), that is where the shorter side in height of the mount should start (right). We like to center the mount inbetween the 2 longer bead rolls.

In the below picture, we have the mount in the correct location and we are now ready to drill the 2 outer mounting holes. We drill these holes with a 13/64 drill bit. In the image below, we are using the red arrow to point to the driver side of the car, for refrence purposes.



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We start off by holding the mount in place and marking both holes with a Sharpie (left image), then we recommend taking a center punch and marking where the drill tip should start (right image). This process helps drill accurate holes. All holes need to be drilled accurately! The 2 below images show both holes drilled (left image) and the mounting hardware installed. On the following page, you will see an image of the mounting hardware installed inside the car.




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Now that the mount is installed, it is time to mark the holes where grommets will be placed to allow the reservoir lines to pass through safely, from the cowling area to inside the car. If you're running brake and hydraulic clutch, then all 3 ports will be used, but if you're just running a brake setup, now is the time to choose what 2 ports you will use out of the 3 on the mount. Also, the mount will need to be removed after all holes are marked. This is to allow for proper cleanup of the holes after they are drilled, and for the grommets and fittings to be installed. We will start off by marking the cowl area with a 21/64" center punch through the ports on the mount. This allows for a nice fit to the drilled hole on the mount with this size punch. You can also use a 21/64" drill bit in a drill and just barely spin the drill, allowing the tip of the drill bit to leave a mark. Below are images of the process we went through to create a hole for a grommet.

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Marking hole with a 21/64 diameter center punch.



Drilling our marked spot with a 13/64 drill bit for a pilot hole.



After the pilot holes are drilled, we use a step drill bit. We drill a 5/8 hole. The exact grommet size is 19/32.



We are deburring our drilled holes to provide a clean and smooth edge.

Now that we have our holes drilled and deburred, let's move on to preparing the mount for final assembly. First, we will start off by installing the rubber grommets into the holes we just drilled, then we will be applying Teflon tape to the fittings that will be screwed into the mount. Depending on which fittings you went with, between ¼ barb or -3AN, both fittings will be treated the same. Below are images of the grommets installed, and Teflon tape applied to the 1/8 NPT threads.

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Grommets installed

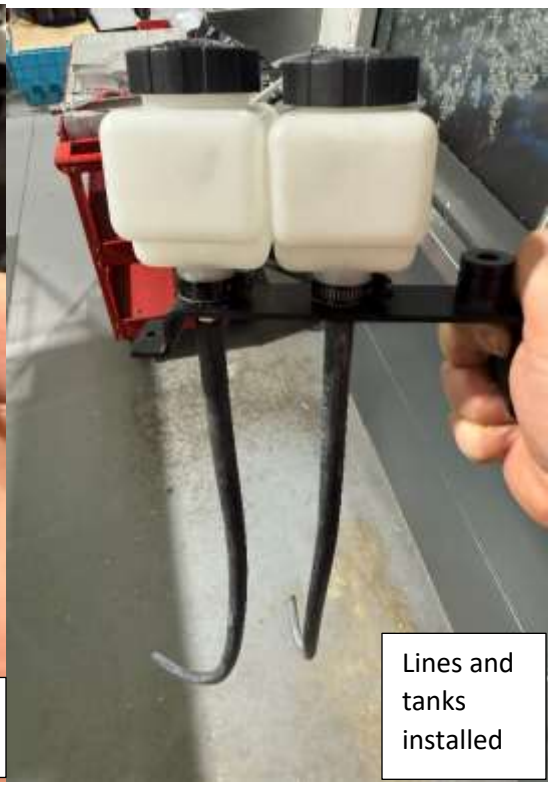


Teflon tape applied to threads

Now let's screw in the fittings that we just put Teflon tape on into the bottom of the ports on the mount. Once they are installed, take the O-rings that came in your FFP Pedal Assembly. These O-rings are in the Wilwood box. If you're not using the FFP Pedal Assembly or need these O-rings, we do sell them separately. They are part number RES-ORING. There is 1 O-ring per port. Below are images of the O-rings installed on to the ports (left) and the lines and tanks installed on to the mount (right). It is good practice to apply a very light coat of brake fluid to the O-ring, before installing the tank. This provides a smooth install for the tank onto the O-ring. Once you have the tanks on and the hose clamps at the base of the tank, securing the tanks where the O-rings were placed, now you can slide the provided rubber hose that is included in the FFP Pedal Assembly. This hose is also in the Wilwood box. This hose measures 1/4 inner diameter and 9/16 outer diameter. This hose must be brake fluid friendly! There should never be pressure in this part of the system, so the design of the barb does a great job keeping the hose in-place, but if you feel the need to apply a zip tie then you should do so at this time.

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The reservoir mount is now ready to be installed for its final time. Also, it might help to apply a little silicone grease/spray to the insides of the grommets. This helps the rubber hoses slide through a little easier but is not necessary. Start by guiding the ends of the rubber hoses through the grommets (images on following page). Once they are in, slide them through till the mount lines up to the mounting holes you drilled in the beginning. Now is a good time to make sure the grommets stayed in place. Also, make sure there are no pinches or kinks in the lines. Now install the hardware into the mounting holes you drilled at the beginning. Once everything is in, make sure there is an air gap between the reservoir tank caps and the cowl cover before final install of the cowl cover. The reason for this is the caps are designed to vent from the top, so it is **VERY IMPORTANT** to make sure they can do so. On the following page we will show images of the reservoir mount kit being installed for its final time.

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If you have any questions or concerns, please do not hesitate to contact us.

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