



**Brake Pros/AP Racing Performance Brake System
KIT # 30-2000/30-2000-2 AP 4 Piston, 1PC Disc Upgrade
2000+ FORD F250 / EXCURSION 2WD 8 LUG**

Please read the instructions completely before installation. You will need the manufacture service manual for portions of this installation.

1. Raise front of vehicle and support with jack stands. (Refer to the owner's manual for proper jack points.) Be sure to block the rear wheels to prevent the vehicle from rolling.
2. Remove the front wheels.
3. Disconnect rubber OEM brake line from steel hard line fitting. Cap hard-line with vacuum cap to help prevent draining of brake fluid from reservoir. Be careful not to get brake fluid on paint.
4. Unbolt caliper from steering knuckle. Keep caliper-mounting bolts for they will be reused. Caution caliper is heavy!
5. Remove OEM brake rotor and hub assembly.(2WD Only)
6. Install the caliper bracket to steering knuckle. Attach the bracket to outboard side of knuckle ears with the extruded portion facing in between the ears. Apply a few drops of Blue Loctite. Using OEM caliper bolts torque to 125ft/lbs.
7. Transfer the wheel bearings and grease seal to the supplied hub and install per manufacturer instructions.
8. Install rotor onto the new hub.
9. Install caliper onto bracket. Make sure the bleeder valves are positioned at the top and anti-rattle spring clip arrow points towards direction of rotor rotation. Use the provided M14 bolts, washers and loctite to secure, torque to 54 ft/lbs.
10. Attach Brake Pros/AP Racing Stainless Steel Braided brake line to caliper and OEM hard-line. Route brake line away from any obstruction. Turn steering lock to lock and verify routing of brake line does not interfere with anything.
11. Bleed the brakes. Check brake line for fitting for leaks. Retighten if necessary. **IMPORTANT!!!** Due to the nature of these larger calipers air tends to pocket and requires slight tapping with a rubber mallet to ensure trapped air is bled out.
12. Install wheels. Check for proper wheel to caliper clearance. **IMPORTANT!!!!** Hand tighten the lug nuts, then progressively in a crisscross pattern torque to manufactures specifications. Check that lug nuts have proper engagement onto the threads of wheel studs.
13. Road Test the vehicle. Make a series of medium stops (35mph) Then increase speed and make another series of higher speed stops. (Do Not Attempt To Lock The Brakes Up.) This will allow the pads and rotor materials to bed properly. Bleed the brake system a second time to ensure purging of any trapped air in system.





* The Brake Pros/AP Racing Performance Brake System is designed for aggressive street performance use. Please note the following comments:

A change in pad material will effect the braking abilities, the rotor wear of this system and possibly affect the ABS system. The pad material chosen is the best for its' intended use. For pure race use there are other pad materials available.

Brake Pros/AP RACING BRAKE UPGRADE BREAK- IN PROCEDURE

Bedding of the new brake disc (stress relieving the cast iron disc after it has been bolted to the mounting bell) is of extreme importance if premature warping is to be avoided. This important but often overlooked procedure can keep the brakes from being used to their full potential. The Brake Pros/AP Racing discs are produced from the same castings as the full race discs. When used in the controlled arena of motorsports it is easy to instruct the driver to gradually bring the disc up to working temperature with some moderate braking over a small amount of measured laps, progressively increasing his braking effort until an engineer accesses the disc visually or by temperature readings.

Road car installations, the process needs to be as follows.

For the first 10 miles, light braking from 50 to 60 mph down to 30mph if possible in blocks of five. Do not attempt any high speed stops down to zero at this point, as only the outside face of the disc will heat up with the inside mass remaining cool along with the mounting area. For the next 100 miles increase the braking pressures similar to stopping in traffic, again avoiding if possible full stops from 70+ mph. By now, the area around the mounting bolts should be a light blue temper color. This is a good indication that the correct heat soak has been achieved. For the next 100 miles gradually increase the braking effort, only after this can full power stops be used.

Do not leave your foot on the brake when parked after a high speed run. If you do the hot spot created by the pad can distort the disc in that localized area causing a high spot resulting in vibration under braking.

If used at a racetrack the following points must be adhered to as to not warp the disc.

1. At the start of a session use a minimum of one warming up lap for the brakes i.e. gradually increase the effort at each corner and do not drag the brakes under power as in left foot braking.
2. Use at least one cooling down lap at the end of the session and if possible stay off the brakes.
3. Do not leave your foot on the brake when parked in the paddock after a session. If you do the hot spot created by, the pad can distort the disc in that localized area causing a high spot resulting in vibration under braking.

On the majority of road car installations, race circuit use can be more exacting on the brake system than a fully prepared racecar due to the following. None or minimal cooling, higher chassis weights longer braking distances due to driving technique or tire grip. Therefore, it is very important to check your brake system thoroughly before and after such use. Bear in mind race cars on average cover less than 50 laps of a circuit before being serviced.

PLEASE BE AWARE THAT DISCS USED ON RACETRACKS WILL BE SUBJECT TO HIGHER TEMPERATURES AND WEAR RATES THAN ACHIEVED WITH NORMAL ROAD USE. THIS CAN HAVE AN EFFECT ON THE LIFE OF THE DISC, ESPECIALLY IF HIGH TORQUE COMPETITION BRAKE PADS ARE USED TO REPLACE THE ORIGINAL FAST ROAD BRAKE PADS SUPPLIED WITH THE KIT.

DISC ALONG WITH PADS ARE CONSUMABLE ITEMS.