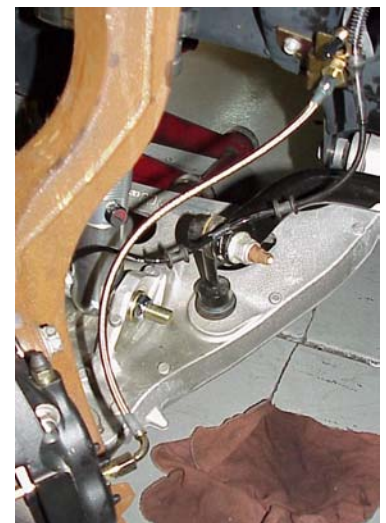
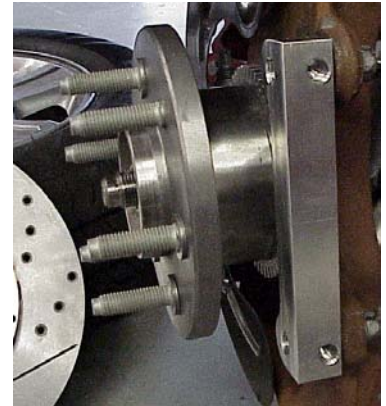




Brake Pros/AP Racing Performance Brake System Instructions for Kit #AP4800 2004 Ford F-150 2WD

Please read the instructions completely prior to installation.
You will need a factory 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 wheels.
3. Remove the mounting bolts for the stock caliper, but do not disconnect the brake line yet. Lift the caliper off the rotor and set it on the suspension out of the way. Do not let it hang by the brake line.
4. Refer to your factory service manual and remove the stock rotor.
5. Install the caliper bracket to the outboard side of the spindle (with the holes nearest the edge against the ears) using the O.E. caliper mounting bolts. Torque to 65 ft-lbs.
6. Install the new hub to the axle stub as you would the OE rotor.
7. Mount the new rotor assembly to the hub.
8. Install the Brake Pros/AP Racing caliper onto the caliper bracket studs and over the rotor. Brake line mount should be to the inside and bleeder valve to the top. Use the 7/16"x20 jet nut and 7/16" washer to secure. Torque to 52 ft-lbs. The rotor should be centered to the caliper mount and the top of the pad at the edge of the rotor.
9. Install the small brake line adapter into the caliper using 1 crush washer. The short end should be in the caliper with the cone end out. Tighten until snug.
10. Note the route of the OE brake line, the new brake line will follow this same route. Disconnect end fitting of the stock brake line from the hard line and attach the large adapter in its place. Be sure not to allow the master cylinder to drain completely. Also, do not allow brake fluid to touch the paint.
11. Attach the 90° end of the stainless steel brake line to the adapter on the caliper and attach the straight end to the adapter on the hard line. Index the 90° elbow at the caliper properly and tighten both ends of the line. Turn the wheels full lock both directions and observe the brake line. There should be no stress at either end of the brake lines.
12. Attach the antilock wire to the brake line using 2 zip ties.
13. Repeat the procedure on the other side.
14. Bleed the brake, check brake line fittings for leaks and retighten if necessary.
15. Recheck installation.





16. Install wheels. **Important!** Check wheel clearance to the brake system. If clear then hand tighten the lug nuts, then progressively in a crisscross pattern torque to 85 lbs/lbs or manufacturers specifications. Check brake lines, they should be well clear of the wheel and tire at full lock both directions.
17. Road Test the car. Make a series of medium speed stops (35 mph.) Then increase speed and make another series of higher speed stops. (Do not attempt to lock the brakes up.) This will allow the pad and rotor materials to properly set. The system needs about 200-300 miles of normal use to break in properly.

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

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

Important! Because of the heat build up in the brake system during extreme use, you need to let the brakes cool down by driving normally for a short distance before stopping. This cool down period not only helps the longevity of the brake system, but also the entire vehicle.