



727-347-9915

Manual Brake Conversion kit

2021-2025 F150

For any questions, please contact us at: 727-347-9915

Monday-Fr 8am– 5pm est

Installation of this kit should only be performed by persons experienced in the installation and proper operation of disc brake systems. This kit removes the factory power assist and ABS module. You may require a stand-alone computer or a tuner that is capable of disabling these items to avoid any trouble lights or even possible limp mode. We can **not help you with this portion of the installation!*

Step 1* Remove the factory master cylinder and brake booster. Then remove the pedal bracket with the pedal arm.

Step 2* Remove the bolt that holds the pedal arm in the bracket. Remove the pedal from the bracket. Take the bushings and sleeve out of the oem pedal and put them into the new pedal.



Step 3* Bolt the new pedal in place.

Step 4* Install the pedal arm and bracket back into the car.

Step 5* Install the (6) 5/16-18 x 1 3/4 socket heads into the master cylinder adapter plate then install the adapter plate on the fire wall using (4) flange nuts.



Step 6* Install fittings into the master cylinder remote reservoir adapter using Teflon tape. You can swap positions of the bleeder screw and fitting to what suits your needs best. Once the fittings are installed press the adapter into the master cylinder.

Step 7* Install the master cylinder with pushrod and rod end (leave the rod end loose for now). Tighten the master cylinder to the adapter plate using 5/16 flange nuts.

Step 8* attach the rod end to the pedal arm with a washer on top of the rod end (so under no circumstances can the rod end pop off) and one under the head of the bolt. Use the 7/16 locknut to secure the pushrod/ rod end to the pedal arm.

Step 9* Adjust the rod end until the pedal is all the way up against the stop and then secure the rod end adjustment using the 7/16 jam nut on the pushrod.

Step 10* Mount the remote reservoir as level as possible and above the master cylinder. We include blind rivet nuts for mounting to panels with no access behind them. If you have open access on the backside you can bolt through the panel directly to the back side of the reservoir bracket. Connect The reservoir to the master cylinder using the 18" #4an braided hose. Then bleed the master cylinder at the bleeder screw on the adapter. Then bench bleed (on the truck) the master cylinder itself per instructions included with the master cylinder.

Step 11 * You will need to make new lines to attach the master cylinder to your brake lines. Using a flaring tool *Double Flare* the brake lines. We recommend using a Hurst roll control line lock with the 1 inlet and 3 outlets. This will serve as a splitter for the front brake lines and have an extra port for a brake light pressure switch.

Step 12 * Following Fords procedure for bleeding the brakes, completely bleed the brake system of all air making sure the fluid level

in the reservoir does not drop too low. The fill line of the reservoir is $\frac{3}{4}$ " below the cap. Do not over fill or the cap may leak.

Test drive the vehicle at slow speeds in a safe area, if everything feels normal you can ramp the speeds up slowly testing the brakes as you go. If all feels good, check all fasteners, top off the brake fluid if needed, then enjoy driving your truck.