



## 99-2004 Ford F-150/ Lightning

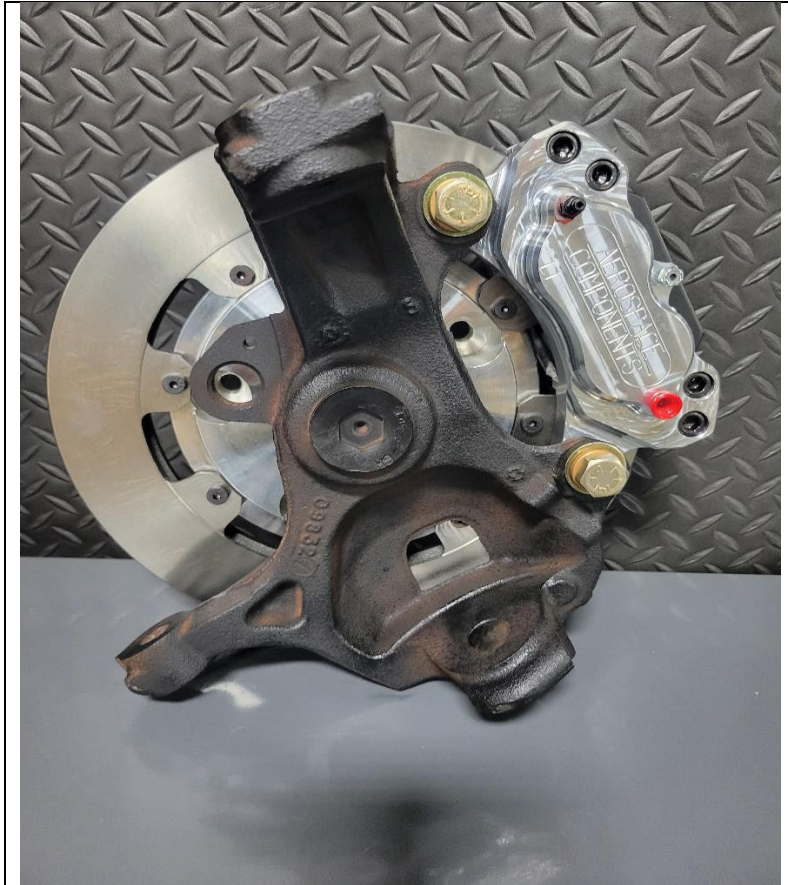
### Front Brake Kit Instructions

#### Preparing the Hubs:

1. 14mm hex head wheels studs into the 5 required holes DO NOT USE AN IMPACT GUN, and torque to 30 ft lbs.
2. Bolt the rotors to the front hubs using the 5/16-18 low head screws. You must clean these bolts and mating holes with acetone and blow dry, then apply red Loctite to each bolt and torque to 15 ft lbs. Skipping this step result in a catastrophic failure.
3. Pack the wheel bearings with grease and lubricate the lip of the grease seal. Put the inner bearing into the hub then tap in the grease seal.

#### Install Hub/ Rotor assemblies to the Spindle

1. Slide the hub and rotor assembly over the spindle snout until it is fully seated. Install outer bearing, tanged washer and spindle nut.
2. To set bearing lash tighten the nut until slight resistance is felt when turning the hub, back the nut off until the first cotter pin hole lines up and install the cotter pin.



#### Caliper installation and bleeding process.

1. The caliper uses a 1/8 pipe thread not a banjo fitting. You will need to use steel or brass brake line adapter fittings into the caliper (do not use aluminum fittings). We recommend #3an braided stainless hoses.
2. Mount the Calipers to the spindles using the included 9/16-18 x 1 3/4 hex head bolts, flat washers and lock washers. Shim the caliper as needed so the caliper is centered on the rotors. The bleeder screws need to be at the top and line fitting at the bottom.
3. Once the calipers are attached to the cars brake lines you will need to bleed out all the air.
4. Install the brake pads into the calipers making sure the backing plates are against the pistons and friction material is facing the rotors. Install the pad bolt with ny-lock nut, tighten the pad bolt so you can barely spin it with your fingers, do not over tighten.

#### Final steps.

1. Install the wheels and make sure there is not interference between the brakes and the wheel. Torque the lug nuts to the wheel manufacturers specifications.
2. Push the brake pedal a few times until a nice firm pedal is felt. Hold pressure while an assistant checks for any leaks.
3. Bed in the brake pads thoroughly before normal operation. Drive the car up to 15 miles per hour then apply the brakes until you are almost at a complete stop, repeat this 5-7 times and then park the car and let the brakes completely cool down.

4. Repeat step 3 with the exception of drive 30 mph per stopping cycle and then again park the car and let the brakes completely cool down.
5. Check all fasteners and for any leaks. If everything is tight and dry, your brakes are ready for normal use.
6. If you have a hard brake pedal you may need to correct your pedal ratio for the size master cylinder you are using. If you have a mushy pedal, repeat the bleeding process.
7. If your brakes are dragging, check the system for residual pressure valves which are common on drum brake cars but will not work properly with disc brakes.

Kit includes:

|   |                                       |
|---|---------------------------------------|
| 2) Billet Aluminum 4 Piston Calipers (L-1)                | 10) 14mm x 2.0 x 50mm Studs           |
| 2) Billet Aluminum Hubs                                   | 16) 5/16-18 x 3/4 low heads           |
| 4) 9/16-18 x 1 3/4 hex head w split ring and flat washers | 2) 11 3/4 diameter rotors             |
| Bearings a18, a12, 2025 seal                              | 1) Set of High-Performance Brake Pads |
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