



MASTER POWER BRAKES

110 Crosslake Park Road, Mooresville, NC 28117

Website: www.mpbrakes.com

Technical Support: 888-533-1199



WARNING

Proper operation of your brakes is essential for your safety and the safety of others. Any brake service should be performed **ONLY** by persons experienced in the installation and proper operation of brake systems. Proper installation is the responsibility of the person installing the component or kit for the particular application. After installation and before operating your vehicle, be sure to test the function of the brakes under controlled conditions.

→ **DO NOT DRIVE WITH UNTESTED BRAKES!** ←

FOR TECHNICAL ASSISTANCE CALL:

888-533-1199

MONDAY - FRIDAY

8:00 A.M. TO 5:00 P.M. E.S.T.

CHECK ORDER IMMEDIATELY WARRANTY INFORMATION

Take time to read all the information that came with this kit. Check the provided list of parts against what you received to ensure all parts are present. While this kit was designed to make the process of changing brake parts as simple as possible, **with some applications it may be necessary to make minor changes to your vehicle.**

Read all warranty disclaimers and return policies included in this kit prior to installation.

You have: **5 days** to declare shipping damages
30 days to declare missing or incorrect parts
90 days for exchanges or returns (RA req'd)
1 year before product warranty expires.

No exceptions allowed.

Thank you for your business!



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DB1511B

1952-1956 Full-Size Ford

Parts List



Parts included in the box:

1. (2) Assembled disc brake units.
2. (1) Set of instructions.

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DB1511B

1952-1956 Ford

Installation Instructions

WARNING:

Installation of any component or kit should only be performed by persons experienced in the installation and proper operation of disc brake systems. It is also the responsibility of the person installing any brake component or kit to determine the suitability of the component or kit for that particular application.

NOTE:

Before operating the vehicle after installation test the function of the brakes under controlled conditions. Make several stops in a safe area from low speed and gradually work up to normal speeds. **DO NOT DRIVE WITH UNTESTED BRAKES!** Always utilize safety restraints when operating the vehicle.

STEP 1:

1. Check to be sure that your kit has all the necessary parts needed to complete this project! (Use the supplied parts list as a check list.)

STEP 2:

Remove the following components from you car:

Tech tip: Prior to disassembly spray the nuts and bolts that will be removed with a penetrant.

1. If you are performing the installation with a jack, be sure that the parking brake is set and that the rear wheels are chocked. Support the front of the vehicle with jack stands. Never work on sloping ground.
2. If you are using a lift, raise the vehicle to a comfortable working height.
3. Remove the front tires.
4. At this point, be sure to place the proper support under the lower control arm. Failure to do so will allow the coil spring to blow out when spindle is removed, which could result in vehicle damage and possible serious injury or even death.
5. Next, disconnect the drum brake hoses from the hard line using the appropriate flare wrenches.
6. Detach the steering arm from the tie rod.
7. Now disconnect the ball joints from the spindle and remove the drum brake assembly as a unit.
8. Clean and inspect ball joints and tie rod ends for excessive wear or damage, replace at this time if necessary, in preparation for assembly.

STEP 3:

Installation of new disc brake components:

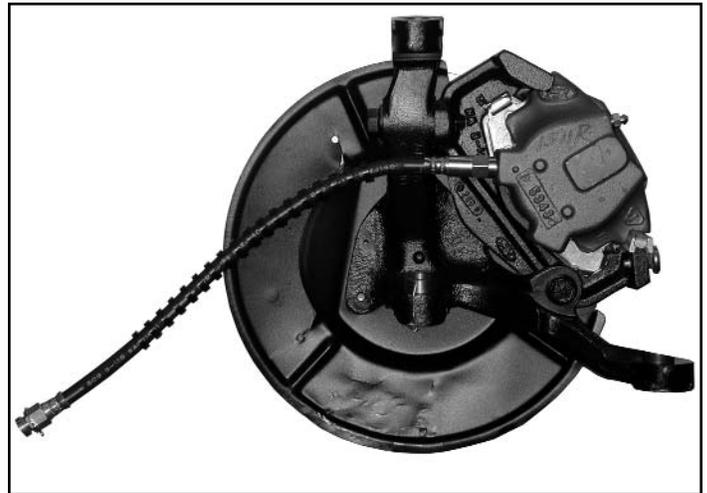
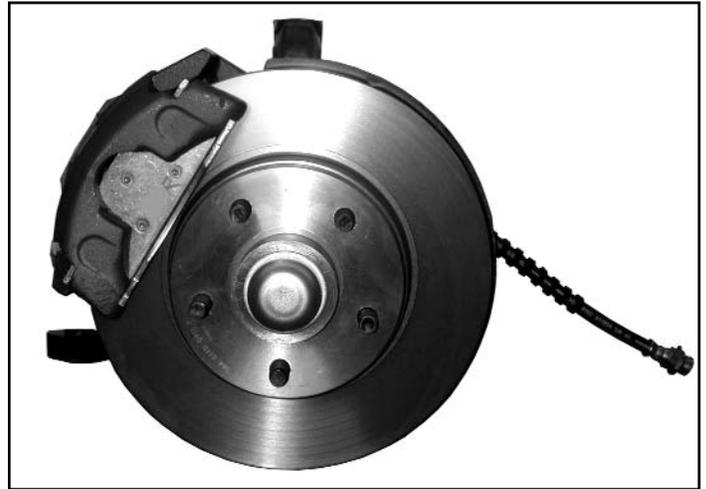
1. Now install the new disc brake assembly in the reverse order that the drum brake set up came off. When installing the disc spindles, you may need to use the spacers that are provided. **(After the lower ball joint is assembled into the spindle, place the spacer onto the ball joint before installing the ball joint nut.)**



STEP 3: (Cont.)

2. The upper ball joint should connect with no modifications or spacers.
3. After installing the disc assembly, check to be sure that all nuts and bolts are tight (according to suggested specifications). Also check that all cotter pins are in place!
4. Now connect the caliper hoses to the existing system at the frame, in the same location that the drum hoses came off.
5. Bleed the brakes and test for a full pedal. **(You will need to have the front end aligned after installation!)**

Note: It may be necessary to use 1972 Full-size Ford tie rod ends if the tie rod end nut is too short to fit the steering arm and the nut will not line up with the hole for the cotter pin.



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