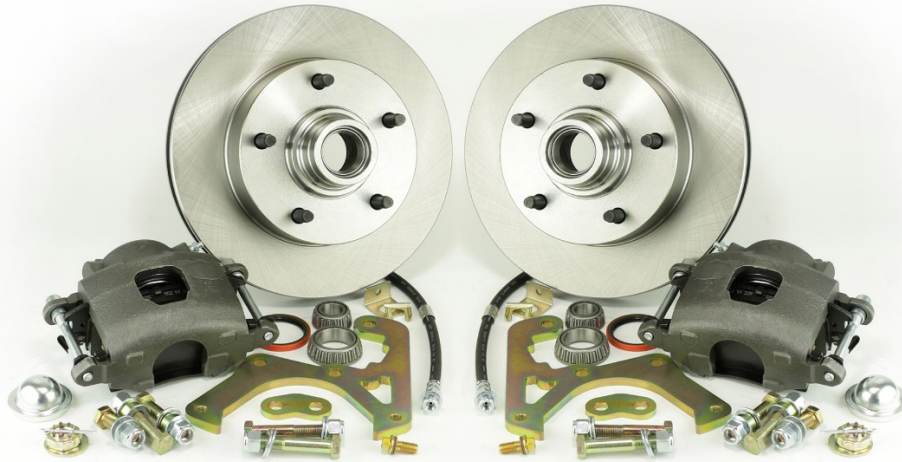




**Master Power Brakes**  
**Disc Brake Conversion Kit**  
**57-64 Ford F-100 Pick-up**  
**P/N: DB1544B & DB1544BHP**



Thanks for your purchase of our Legend Series Disc Brake Conversion Kit for the 57-64 Ford F-100 Pick-up. This system does not require removal of the spindles from the vehicle. This system is a complete bolt-on and should be able to be completed without modifications to the vehicle and install using simple hand tools. **NOTE:** This kit does require the use of 15" wheels for clearance.

**Installation Notes:**

- Please read all instructions before attempting the installation.
- Proper operation of your brakes is essential for your safety and the safety of others. Any brake service should be performed by a professional technician experienced in the installation of brake systems.
- Any installation requiring you to remove a wheel or gain access under the vehicle requires use of jack stands or a lift appropriate to the weight of the vehicle. In all cases, recommended ratings for jack stands should be at least 2-tons. If using a floor jack, be sure to use the appropriate wheel chocks.
- All installations require proper safety procedures and protective eyewear.
- A selection of hand tools sufficient to engage in the installation of these products is assumed and is the responsibility of the installer to have in his/her possession prior to beginning this installation. All installations, which require removal of hydraulic hoses and/or bleeding of the brakes, require appropriate fitting/line wrenches, as well as a safety catch can and protective eyewear. Other than these items, if unique or special tools are required they are listed in the section for that step.
- **ALWAYS CONFIRM WHEEL FITMENT PRIOR TO BEGINNING THE INSTALLATION OF ANY BRAKE SYSTEM!!** Returns will not be accepted for ANY installed part or assembly. Use great care to prevent cosmetic damage when performing wheel fit check!
- Before starting the installation, verify that all parts are included with the brake kit. If items are missing, notify Master Power Brakes immediately.
- Master Power Brakes requires the use of a high quality DOT 3 or DOT 4 brake fluid. Synthetic DOT 4 fluids are acceptable. **ALL WARRANTY IS VOID IF SILICONE DOT 5 FLUID IS USED.**

If you have any questions regarding installation, feel free to contact Master Power Brakes at (888) 351-8781 or through our website at [www.mpbrakes.com](http://www.mpbrakes.com).

Parts List	
Quantity	Description
2	Primary Caliper Mounting Bracket
2	Support Bracket
2	Brake Rotors
1	Driver Side Caliper (w/brake pads)
1	Passenger Side Caliper (w/brake pads)
2	A2 (Outer Wheel Bearing)
2	A13 (Inner Wheel Bearing)
2	44053 (Inner Grease Seal)
1	Hose Kit (18" Hoses w/10mm Banjo Bolt & Hardware)
2	Spindle Lock Nut
2	Spindle Nut Washer
2	1/8" x 1 1/2" Cotter Pin
2	Grease Caps
2	Spacer Bushing (0.875" OD x 0.500" ID x 0.191" Length)
4	Spacer Bushing (0.875" OD x 0.500" ID x 0.430" Length)
4	1/2"-20 x 3.000" Grade 8 Button Head Cap Screw
4	1/2"-20 x 2.500" Grade 8 Hex Head Bolt
2	1/2"-20 x 1.750" Grade 8 Hex Head Bolt
20	1/2" SAE Flatwasher
10	1/2"-20 Grade 8 Nyloc Lock Nut

Replacement Parts	
Front Brake Pads	FMSI No: D52

## Installation:

1. With the vehicle properly supported, remove the front wheels and tires.
2. Removal of the factory drum brake assembly is required next. Remove all components from the spindle leaving a bare spindle. See Figure 1a and 1b below to show example of starting point. It is not necessary to remove the spindle from the vehicle unless other work is required. **NOTE:** The steer arms can be left attached to the Outer Tie Rod End but will require removal from the spindle.
3. Before installing the disc brake kit, inspect the spindles for any excessive wear or damage. If any damage is present, replace the spindle(s) as necessary. If spindles are good, clean all attachment points along with the spindle pin to insure proper installation of the new components.
4. Position the Caliper Mounting Bracket against the spindle. The top two mounting holes will require the use of 2 spacers that measure 0.875" OD x 0.500" ID x 0.430" Length. Insert these bushings between the bracket and the spindle and assemble using the 1/2"-20 x 2.500" Grade 8 Hex Head Bolts and 1/2"-20 Nyloc Lock Nuts. A washer is provided for the head of the bolt along with the nut. These will be torqued at a later step. Figure 1 on the next page shows the proper assembly.

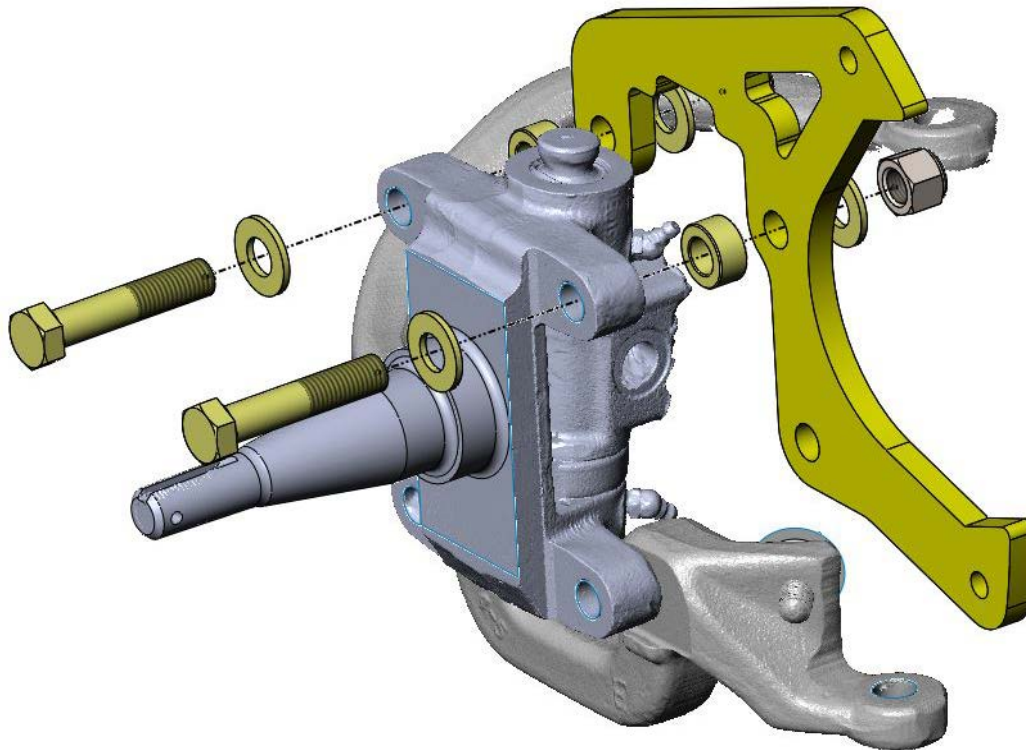


Figure 1 – Caliper Mounting Bracket Being Installed

5. At the two lower mounting ears on the spindle, use the 1/2"-20 x 3.000" Grade 8 Button Head Cap Screws. **NOTE:** Both lower steering are mounting bolts require replacing due the close proximity of the rotor to the front side of the spindle and the bolts. Install a flat washer on each bolt at installation. Figure 2 below shows the bolts assembling into the spindle.

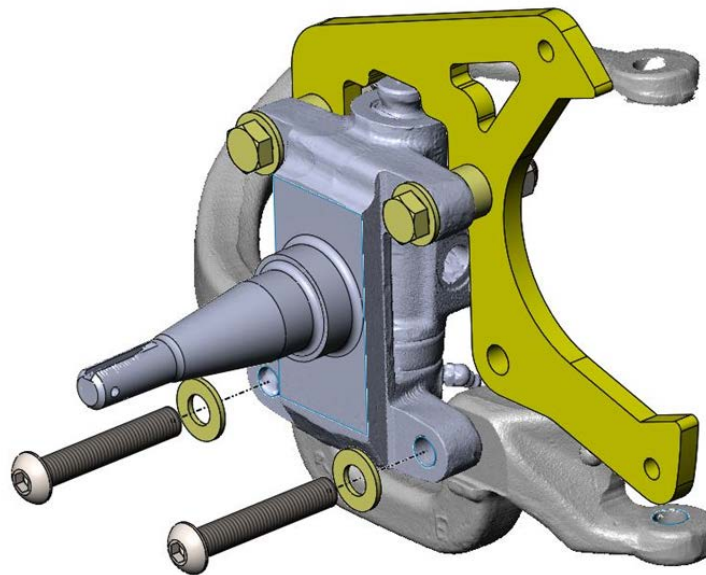


Figure 2 – Lower Button Head Bolts Being Installed

6. With the Button Head Cap Screws installed, slide the support bracket over the steer arm bolt. With the Caliper Mounting Bracket in place, position the 0.875" OD x 0.500" ID x 0.191" Length Steel Bushing between the two brackets and use a 1/2"-20 x 1.750" Grade 8 Hex Head Bolt with 1/2" Flatwashers and 1/2"-20 Grade 8 Nyloc Lock Nut. At this point, all hardware may be torqued to 85 ft/lbs. Figure 3 on the next page shows the installation of the bracket and hardware.

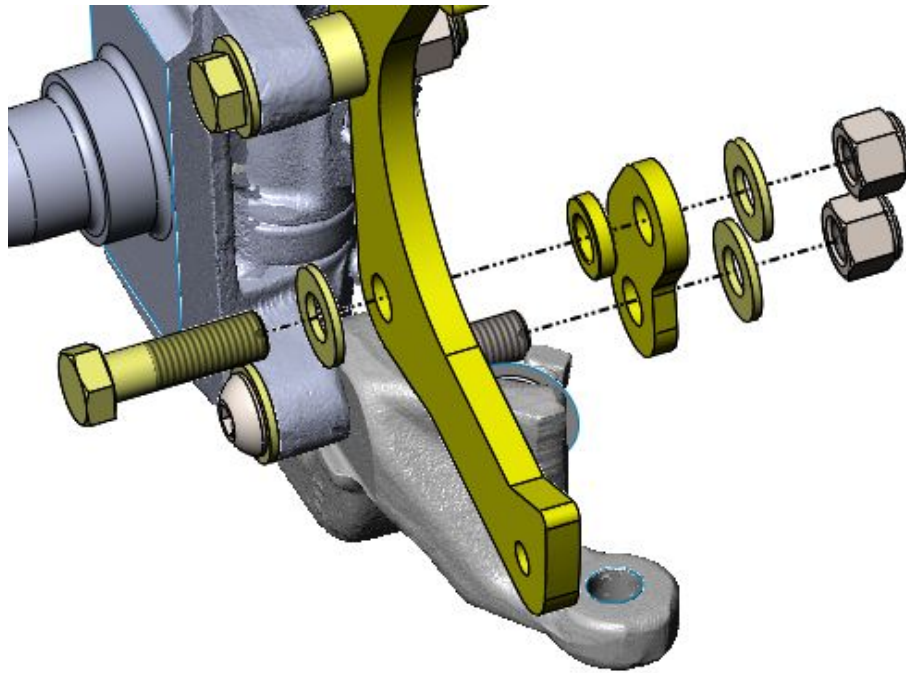


Figure 3 – Installing the Support Bracket

7. The wheel bearings can now be packed with a high quality wheel bearing grease available at your local parts store and the bearings can be installed in the rotors at this time. Once the inner bearing is installed, tap the inner seal in at this point. Figure 4 shows the bearing and seal being installed.

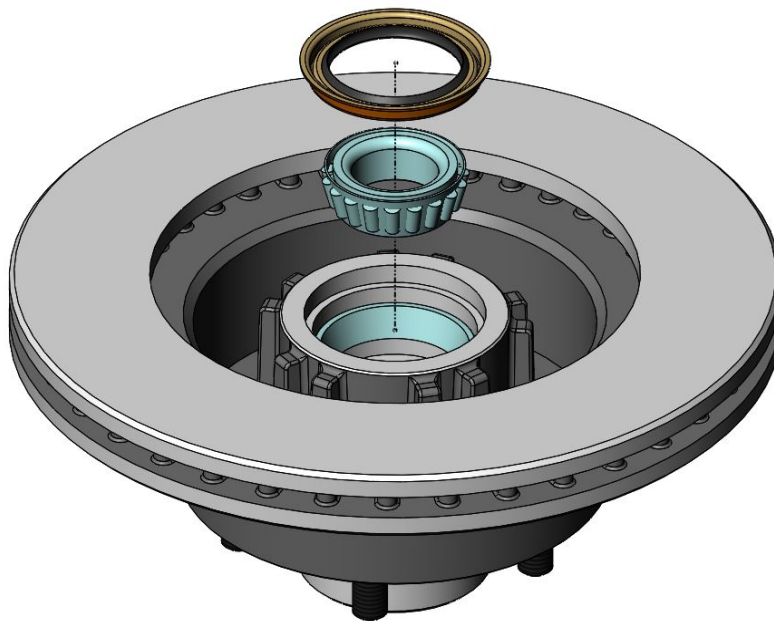


Figure 4 – Inner Wheel Bearing Installed

8. Slide the rotor onto the spindle. The inner wheel bearing and grease seal should be installed at this point. With the rotor fully pushed onto the spindle, install the outer wheel bearing followed by the keyed washer and re-use the original spindle nut. When tightening the spindle nut, tighten to 5-10 ft/lbs. Loosen the nut and tighten again using the same 5-10 ft/lbs. Do this a couple of times spinning the rotor to fully seat the wheel bearings onto the spindle. Loosen the nut a final time and re-tighten to remove all play. Tighten approximately an additional 1/16<sup>th</sup> of a turn to give the appropriate pre-load and line up the cotter pin hole. Install the cotter pin to secure the nut followed by the grease cap. Figure 5 shows the proper location of each component. **IMPORTANT:** If using slotted and drilled rotors, pay close attention to Figure 6 for proper rotor placement on the driver or passenger side.



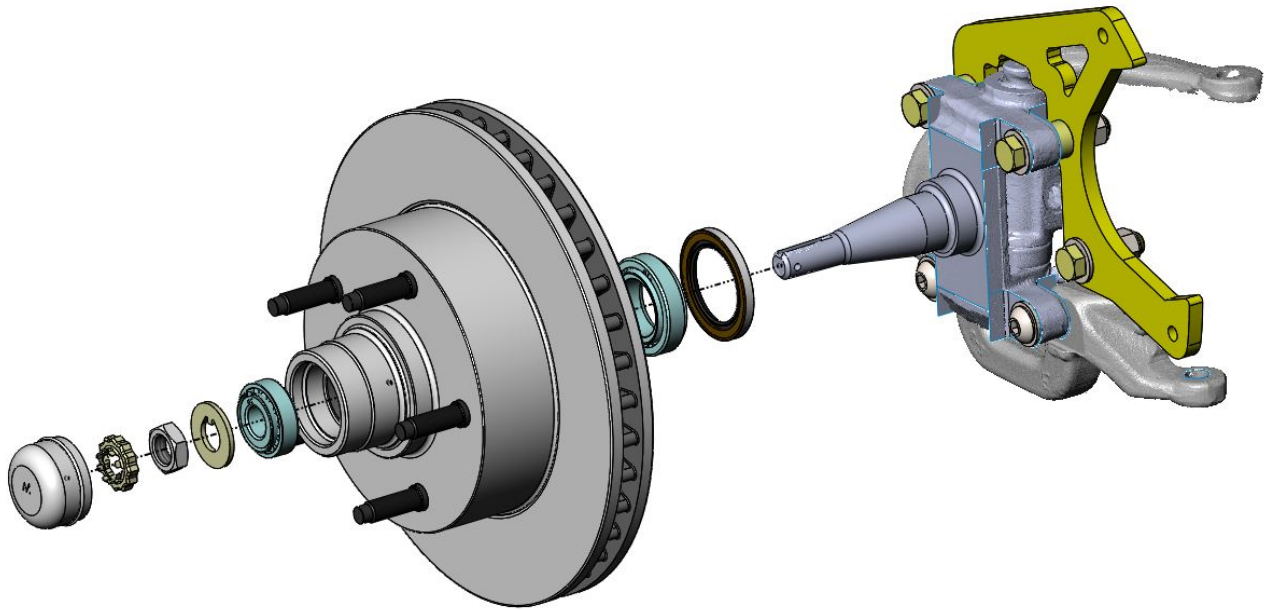


Figure 5 – Component Location

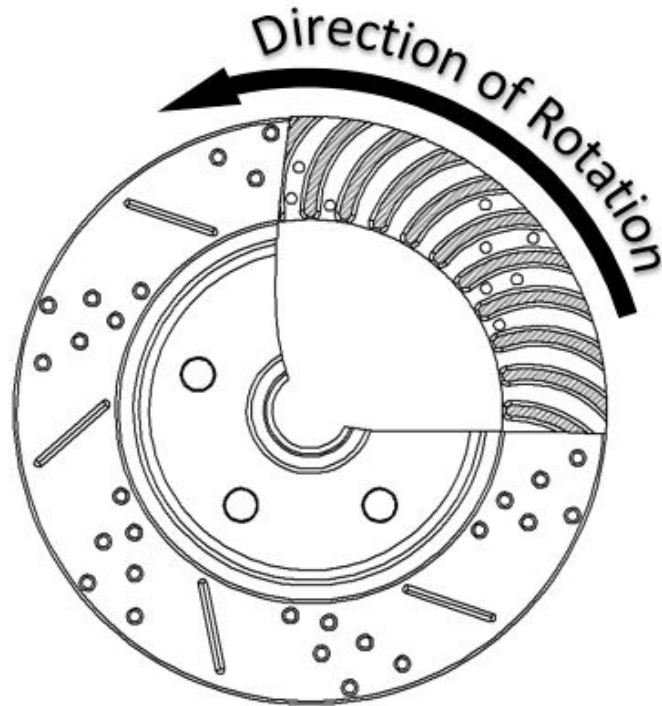


Figure 6 – Rotor Orientation

9. Mount the caliper to the caliper mounting bracket. With the pads installed in the caliper, slide the caliper over the rotor and line up the mounting ears of the caliper with the holes in the caliper mounting bracket. Tighten and torque the bolts to 45 ft/lbs. **NOTE:** When installing the calipers, make sure the brake bleeders are pointing upward. See Figure 7 on the next page for reference.

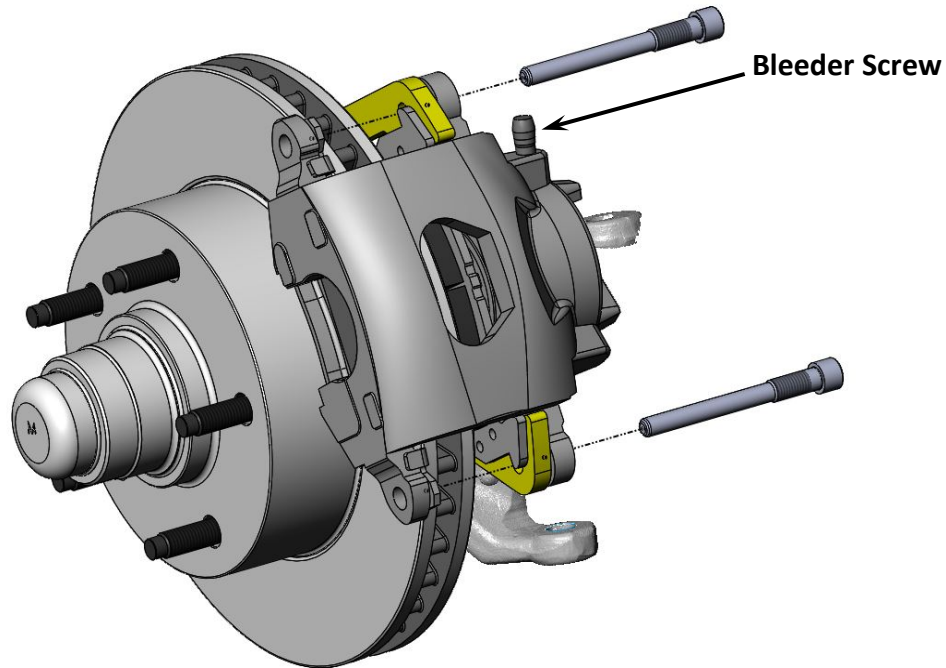


Figure 7 – Caliper Installed

10. Install the brake hoses onto the caliper and attach to the original plumbing on the vehicle. **NOTE:** Be sure the copper crush washer has been installed on the brake hose to prevent leaks before installing.
11. Once the master cylinder has been properly bench bled and then installed on the vehicle, the remaining brake system can be bled to remove all of the air from the system. **REMEMBER:** Master Power Brakes requires the use of either DOT 3 or DOT 4 brake fluid and recommends the use of Pentosin Super Dot 4 fluid as seen below in Figure 8. Any warranty is void if DOT 5 fluid is used.



Figure 8 – Pentosin Super DOT 4

12. The installation is now complete.

If you have any questions or comments, please call Master Power Brakes at (888) 351-8781.