



Master Power Brakes
Disc Brake Conversion Kit
1965-1967 and 1968-1972 Ford F-100
P/N: DB1550B & DB1551B



Thanks for your purchase of our Legend Series Disc Brake Conversion Kit for the 1965 to 1972 Ford F-100 applications. This system is a bolt-on application requiring basic hand tools to install. The system is designed to work with your existing drum brake spindle and therefore, won't require the removal of the spindle. It is strongly recommended that the kingpins be checked for wear at this time. If necessary, remove the spindle from the truck and replace the kingpins per the OE specifications.

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 recommends the use of a high quality DOT 3 or DOT 4 brake fluid. **ALL WARRANTY IS VOID IF DOT 5 FLUID IS USED.**

Parts List	
Quantity	Description
1	Driver Side Caliper (Includes brake pads)
1	Passenger Side Caliper (Includes brake pads)
1	Driver Side Brake Rotor (Assembled with hub)
1	Passenger Side Brake Rotor (Assembled with hub)
2	Primary Caliper Mounting Bracket (Labeled 6600593)
2	Intermediate Caliper Mounting Bracket (Labeled 6600601)
2	A2 Outer Wheel Bearing (1965-1967 Applications)
2	A3 Outer Wheel Bearing (1968-1972 Applications)
2	A5 Inner Wheel Bearing
2	4148 Inner Grease Seal
2	Brake Hose Kit (Includes: hoses, bolts, washers)
4	½"-20 x 1 ¾" Grade 8 Hex Head Bolt
2	½"-20 x 2" Grade 8 Hex Head Bolt
2	½"-20 x 2 ¾" Grade 8 Hex Head Bolt
2	½"-20 x 3" Grade 8 Hex Head Bolt
10	½"-20 Nyloc Nuts
20	½" Grade 8 SAE Flatwasher
2	Spindle Nut
2	Spindle Washer
2	Rotor Grease Cap
2	Spindle Nut Retainer
2	Cotter Pin

Replacement Parts	
Front Brake Pads	FMSI No: D52

Installation:

1. With the vehicle properly supported, remove the front wheels and tires.
2. Removing of the factory drum brake assembly is required next. Remove the drum and hub assembly along with the any hardware and backing plate along with the brake hoses. It is not necessary to remove the tie rod end from the steer arm. However, it is necessary to remove any hardware retaining the steer arm to the spindle.
3. Before installing the disc brake kit, inspect the spindles for any excessive war or damage. If any 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. Install the Primary Caliper Mounting Bracket onto the spindle using the provided ½"-20 x 2" and a ½"-20 x 3" Grade 8 Hex Head Bolt. Each bolt will utilize two ½" SAE Flatwashers along with a ½"-20 Nyloc Nut as well. **NOTE:** Install the Caliper Mounting Bracket on the leading side of the spindle avoiding any possible interference with the steer arms. Once the bracket has been assembled onto the spindle, insert a ½"-20 x 2 ¾" Grade 8 Hex Head Bolt through the remaining hole in the spindle and the steer arm. This bolt will also utilize two ½" SAE Flatwashers and a ½"-20 Nyloc Nut as well. Once all bolts have been installed, they can be torqued to 100 lbs/ft. Figure 1 on the next page shows the Primary Caliper Mounting Bracket installation to the spindle.

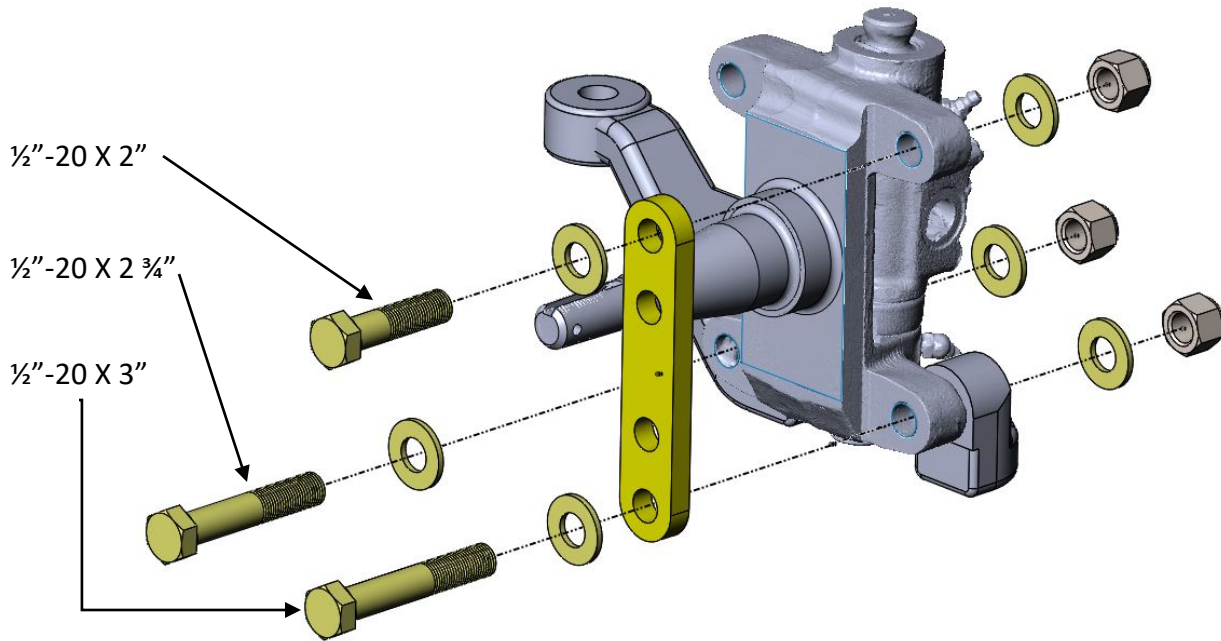


Figure 1 - Primary Caliper Mounting Bracket Installation (Passenger Side Shown)

- Next, install the Intermediate Caliper Mounting Bracket onto the Primary Caliper Mounting Bracket. The intermediate caliper bracket installs to the rear of the primary bracket using two $\frac{1}{2}$ "-20 x $1\frac{3}{4}$ " Grade 8 Hex Head Bolts along with SAE Flatwashers and Nyloc nuts. **IMPORTANT:** The intermediate bracket has a top and a bottom. To assemble, install the bracket so the long side installs to the top. Refer to Figures 2 and 3 for additional information on how to install. Torque the bracket mounting bolts to 100 lbs/ft.

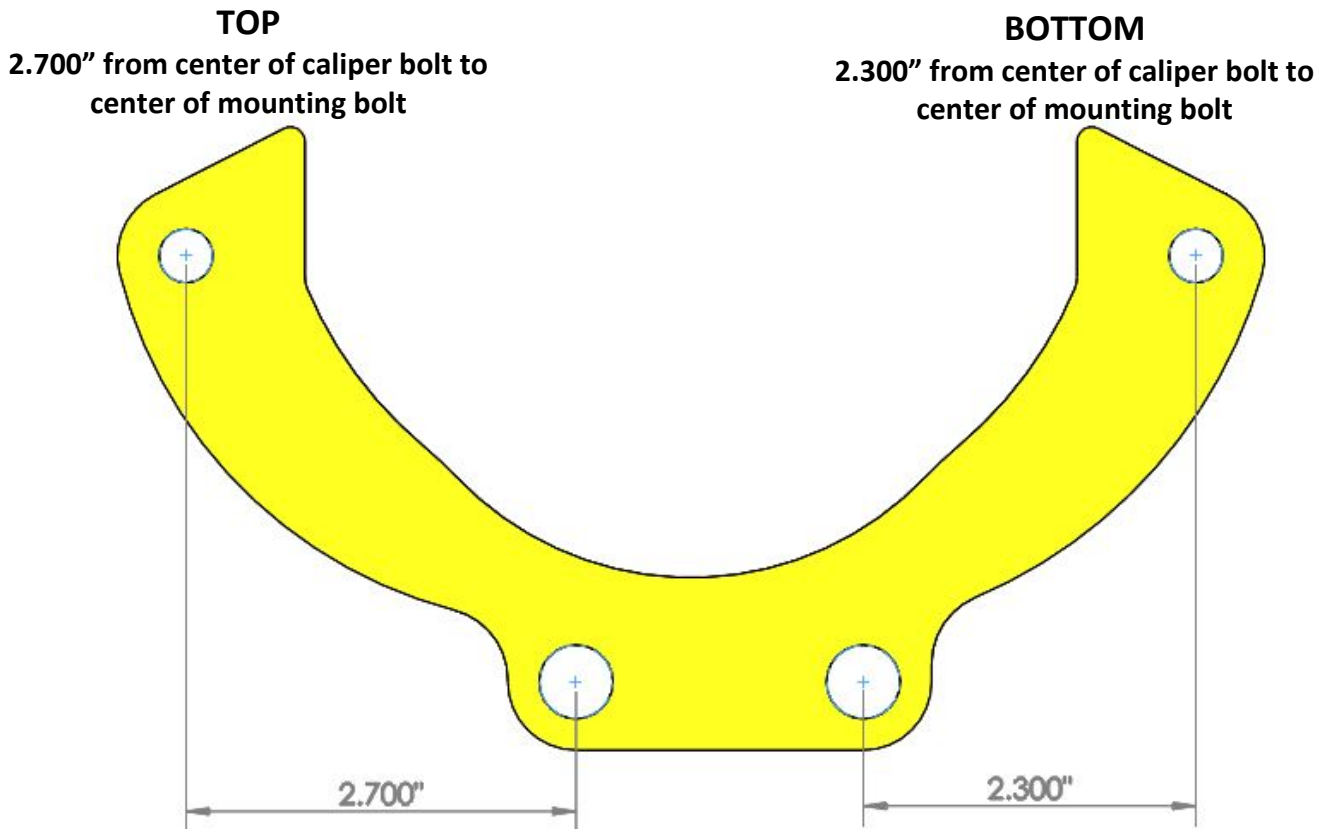


Figure 2 – Determining Top and Bottom for Intermediate Caliper Mounting Bracket

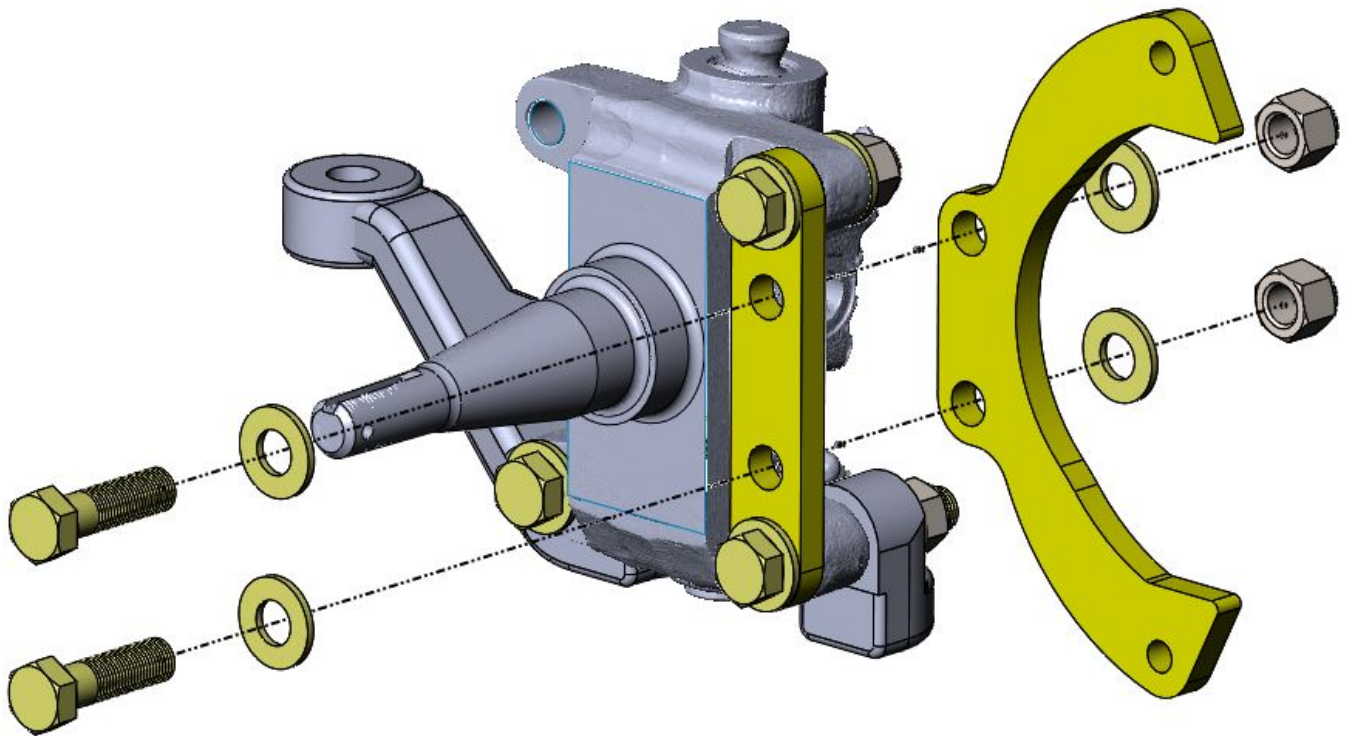


Figure 3 - Intermediate Caliper Mounting Bracket Installation (Passenger Side Shown)

6. Before installing rotors onto the spindles, it is recommended that the rotors be thoroughly cleaned to remove any surface contamination from the rotor. Be sure to dry the rotors completely after cleaning. The wheel studs are installed at the factory 5 x 5-1/2" bolt pattern. The hubs are drilled to accept a smaller 5 x 4-1/2" bolt pattern. To use the smaller pattern, press the studs out of and press them into the hub at the new location at this point.
7. The installation of the Inner wheel bearings and grease seals is next. The wheel bearings must be packed with a high quality wheel bearing grease available at your local parts store. Once the bearings are packed, the inner wheel bearings can be installed in the rotors. Once the inner bearings are installed, tap the inner grease seals in at this point. Figure 4 below shows them being installed.

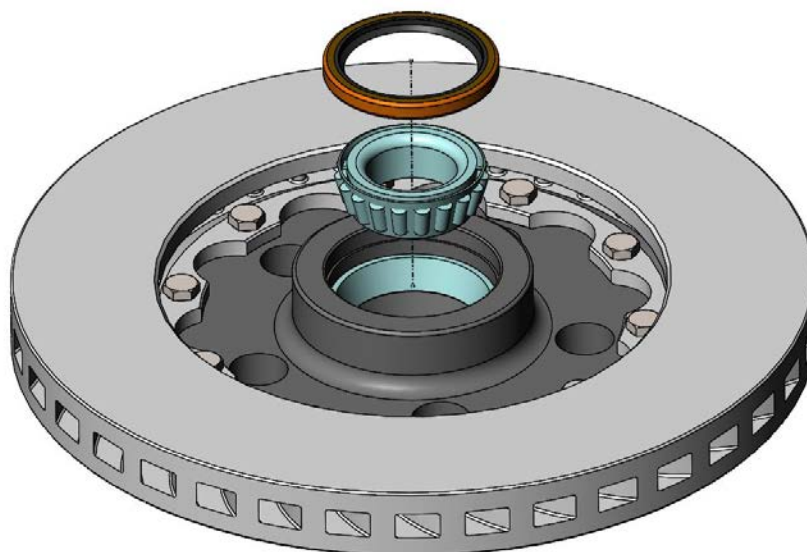


Figure 4 – Inner Wheel Bearing and Grease Seal Installation

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 the 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 move all play. Tighten approximately an additional 1/16th of a turn to give the appropriate pre-load and line up the cotter pin hole. Install the spindle nut retainer and the cotter pin to secure followed by the grease cap. **NOTE:** The brake rotors are directionally vented regardless of plain or slotted and cross-drilled and therefore must be installed on the appropriate side. The rotors are marked "L" for driver side and "R" for passenger side. Refer to Figures 5 and 6 below for reference.

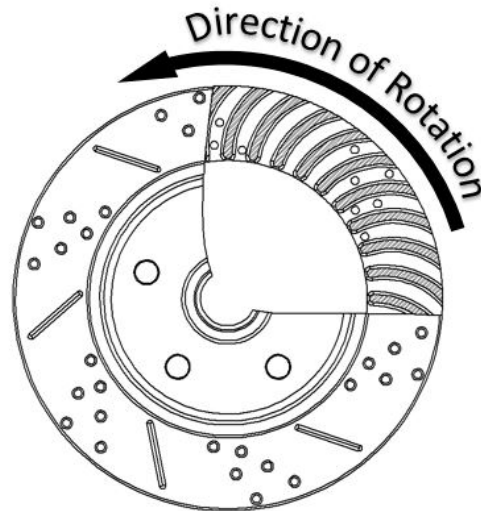


Figure 5 – Direction of Rotor Rotation

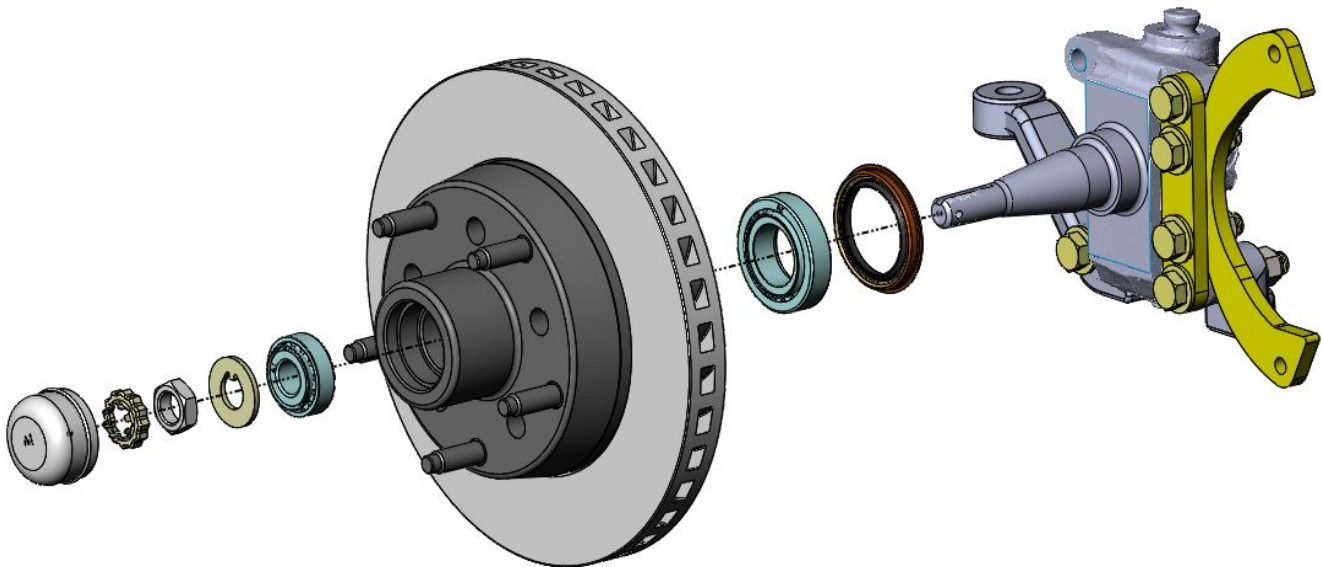


Figure 6 – Rotor Installation (Passenger Side Shown)

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. Insert the two caliper bolts through the mounting ears and tighten. Torque the bolts to 35 lbs/ft. **NOTE:** Make sure the bleeder screws are pointing up as shown in Figure 7 on the next page and disregard the casting of "L" and "R" on the caliper as the calipers will be reversed of their markings.

**Bleeder Screw Must
Point Upward**

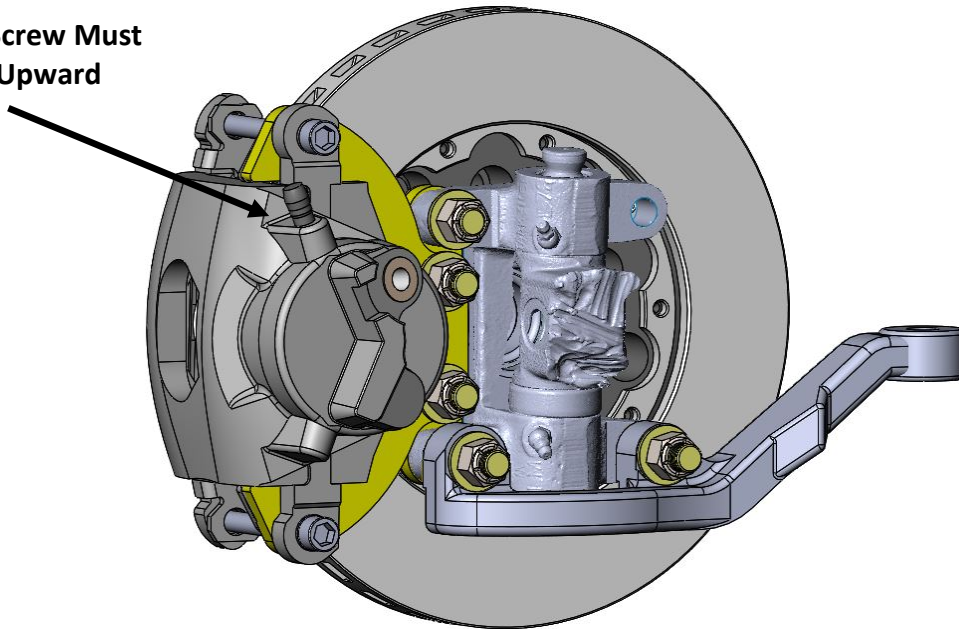


Figure 7 - Caliper Installed (Passenger Side Shown)

10. Install the brake hose to 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 (one on both sides of the banjo) 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 complete.