

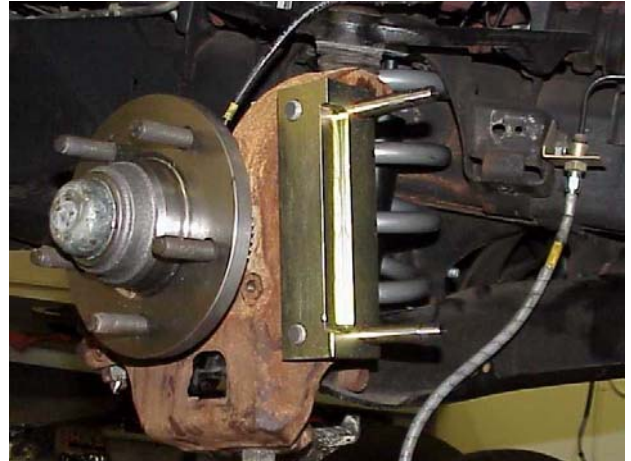


**Brake Pros/AP Racing Performance Brake System
Instructions for Kit #AP1800M
1999-02 Ford Expedition, F-150 / Lincoln Navigator
2WD W/14mm studs**

Please read the instructions completely prior to installation.

You will need a factory service manual for portions of this installation. You will need to modify the OE brake line brackets to properly route the brake lines. (See step #13-14).

1. Raise front of vehicle and support with jack stands. (Refer to the owner's manual for proper jack points.) Be sure to block the rear wheels to prevent the vehicle from rolling.
2. Remove wheels.
3. Remove the mounting bolts for the stock caliper, but do not disconnect the brake line yet. Lift the caliper off the rotor and set it on the suspension out of the way. Do not let it hang by the brake line.
4. Refer to your factory service manual and remove the stock rotor.
5. Install the caliper bracket to the outboard side of the spindle (stepped side of bracket facing inboard) using the .E. caliper mounting bolts. Torque to 65 ft-lbs.
6. Install the new hub to the axle stub as you would the OE rotor. Be sure the bearings are greased.
7. Mount the new rotor assembly to the hub.
8. Install the Brake Pros/AP Racing caliper onto the caliper bracket studs and over the rotor. Brake line mount should be to the inside and bleeder valve to the top. Use the 7/16"x20 jet nut and 7/16" washer to secure. Torque to 52 ft-lbs. The rotor should be centered to the caliper mount and the top of the pad at the edge of the rotor.
9. Disconnect end fitting of the stock brake line and attach the stainless steel brake line in its place. Be sure not to allow the master cylinder to drain completely. Also, do not allow brake fluid to touch the paint.
10. Note the route of the OE brake line. The new brake line will follow this same route with some modifications to the OE brake line brackets. Remove the OE caliper from the hard-line and plug the hard-line to prevent the brake fluid from leaking.
11. Attach banjo end of the stainless steel brake line to the caliper (remove plastic plug) with the banjo bolt and two copper washers and tighten until snug.
12. The upper brake line mount at the fender wheel has the OE brake line swedged on. By grinding the swedge the OE brake line can be removed. The slot on the





upper bracket will need to have a hole drilled to accept a 1/4" bolt. The provided "L" bracket will mount to the backside of the OE bracket allowing the new brake line end fitting to route through and attach to the hard-line. Tighten to 12 ft/lbs. Do not over tighten. Secure the end fitting with the provided "C" clip.

13. The middle inline mount for the OE brake line routes the brake line from the caliper to the lower "A" arm. The OE brake line is crimped onto the bracket. You will need to cut the bracket just below the crimp to remove the OE line and crimped portion of the bracket. Remove any sharp edges from this procedure. Drill a hole to accept a 1/4" bolt and mount the cushioned clamp routing the new brake line through the clamp and center the Teflon spiral wrap to the clamp to hold the brake line in place.
14. Index the banjo fitting at the caliper properly and tighten to 12 ft/lbs. Turn the wheels full lock both directions and observe the brake line. There should be no stress at either end of the brake lines.
15. Repeat the procedure on the other side.
16. Bleed the brakes per factory instructions. Check brake line fittings for leaks. Retighten if necessary.
17. Recheck installation.
18. Install wheels. **Important!** This upgrade requires after market 17" wheels. Check wheel clearance to the brake system. If clear then hand tighten the lug nuts, then progressively in a crisscross pattern torque to 85 lbs/lbs or manufacturers specifications. Check brake lines, they should be well clear of the wheel and tire at full lock both directions.
19. Road Test the car. Make a series of medium speed stops (35 mph.) Then increase speed and make another series of higher speed stops. (Do not attempt to lock the brakes up.) This will allow the pad and rotor materials to properly set. The system needs about 200-300 miles of normal use to break in properly.

The Brake Pros/AP Racing Performance Brake System is designed for aggressive performance use. Please note the following comments:

A change in pad material will effect the braking abilities and rotor wear of this system. The pad material chosen is the best for its' intended use. For pure race use there are other pad material available.

Important! Because of the heat build up in the brake system during extreme use, you need to let the brakes cool down by driving normally for a short distance before stopping. This cool down period not only helps the longevity of the brake system, but also the entire vehicle.