

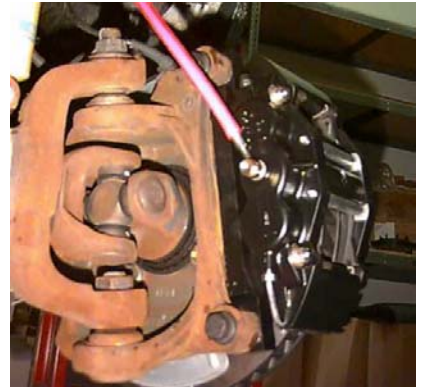


**Brake Pros/AP Racing Performance Brake System
Instructions for Kit # AP2000/AP2000-2/AP3000
2000-UP Ford F250 / Excursion 2WD/4WD 8 Lug
Ford E250/350 Van**

Please read the instructions completely before installation.

You will need the manufacture service manual for portions of this installation.

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 the front wheels.
3. Disconnect rubber OEM brake line from steel hard line fitting. Cap hard-line with vacuum cap to help prevent draining of brake fluid from reservoir.
4. Unbolt caliper from steering knuckle. Keep caliper-mounting bolts for they will be reused. Caution, caliper is heavy!
5. Remove OEM brake rotor from hub. Install new Brake Pros/AP Racing Rotor Assemble; take note of the rotor cooling vanes to ensure rotor in on the correct side. NOTE: ON 2WD VEHICLE YOU WILL NEED TO INSTALL THE NEW HUB PROVIDED IN THE KIT. IT IS RECOMMENDED YOU INSTALL NEW BEARING AS WELL (NOT PROVIDED IN THE KIT). Tighten to manufactures specification.
6. Install Brake Pros/AP caliper bracket to steering knuckle. Attach the bracket to outboard side of knuckle ears with the extruded portion facing in between the ears. Apply a few drops of Blue Loctite. Using OEM caliper bolts torque to 125ft/lbs. **See manufactures torque specs.**
7. Install caliper onto bracket. Make sure the bleeder valves are positioned at the top and anti-rattle spring clip arrow points towards direction of rotor rotation. Tighten down the caliper with the 7/16-20 Jet nut and 7/16 washer and torque to 54 ft/lbs.
8. Attach Brake Pros Stainless Steel Braided rake line to caliper and OEM hard-line as shown in photograph. Route rake line away from any obstruction. Turn steering lock to lock and verify routing of rake line does not interfere with anything.
9. Bleed the brakes. Check rake line for fitting for leaks. Retighten if necessary. IMPORTANT!!! Due to the nature of these larger calipers air tends to pocket and requires slight tapping with a rubber mallet to ensure trapped air is bled out.
10. Install wheels. Check for proper wheel to caliper clearance. IMPORTANT!!!! Hand tighten the lug nuts, then progressively in a crisscross pattern torque to manufactures specifications. **Check that lug nuts have proper engagement onto the threads of wheel studs.**
11. Road Test the vehicle. Make a series of medium stops (35mph) Then increase speed and make another series of higher speed stops. (Do Not Attempt To Lock The Brakes Up.) This will allow the pads and rotor materials to bed properly. **Bleed the brake system a second time to ensure purging of any trapped air in system.**





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.

