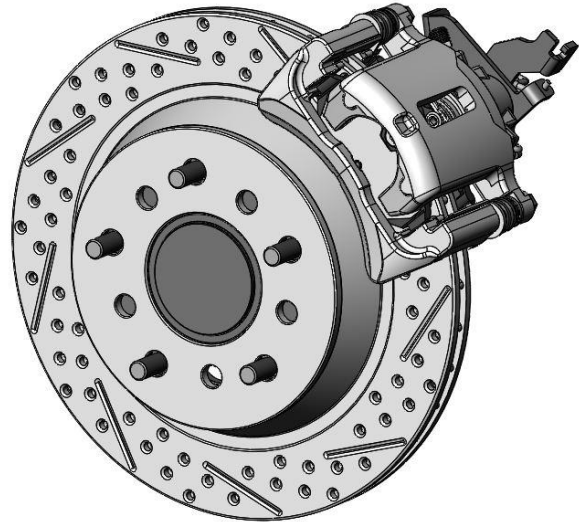
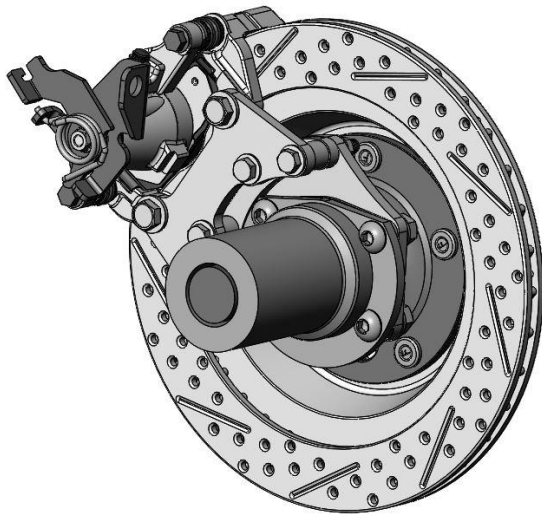




**Master Power Brakes**  
**Disc Brake Conversion Kit**  
**57-86 Ford F100 13" Rear Disc**  
**Brake Conversion**  
**P/N: DB3572BR**



Thanks for your purchase of our Legend Series HP Plus Rear Disc Brake Conversion Kit for 57-86 Ford F100s. This system does require modifications to the rear axle flanges and uses basic hand tools to install. The system is designed to take place of your current drum brake system and replace it with a simple disc brake system.

**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.**

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
1	Driver Side Caliper (Includes brake pads and Caliper Anchor Bracket)
1	Passenger Side Caliper (Includes brake pads and Caliper Anchor Bracket)
1	Left Brake Rotor (Slotted, Drilled, & Zinc Washed)
1	Right Brake Rotor (Slotted, Drilled, & Zinc Washed)
2	Primary Caliper Mounting Bracket
2	Secondary Caliper Mounting Bracket
2	Caliper Bracket Shim Plate
1	Axle Standoff Depth Gauge (Raw Steel)
2	Axle Flange Spacer Plates
4	M12-1.75 x 30mm Socket Head Cap Screws
4	M12 Flat Washers
8	3/8"-24 x 2.500" Grade 8 Hex Head Bolt
8	3/8"-24 Nyloc Lock Nut
16	3/8" SAE Flat Washers
8	Machined 1/2"-20 x 1.500" Button Head Bolts
8	1/2"-20 Nyloc Lock Nuts
8	1/2" SAE Flat Washers
8	Spacer Bushing (.375" ID x .750" OD x .721" Thick)
2	Axle Centric Ring
1	Hose Kit (8" Hoses w/10mm Banjo Bolt & Hardware)

Replacement Parts	
Brake Pads	FMSI No: 1082

## Installation:

1. With the vehicle properly supported, remove the rear wheels and tires.
2. Removing of the factory drum brake assembly is required next. With the drum removed, remove the axle shafts from the axle housing. With the axle shafts removed, remove the remaining drum brake components such as the shoes and backing plates. **NOTE:** Do not throw away the factory T-bolts. Depending on the length of the T-bolts, if desired, they can be used again later for the installation of the Primary Caliper Mounting Brackets.
3. At this time, clean the axle shaft thoroughly and inspect the axle bearings and axle housing for any excessive wear. **IMPORTANT: The factory axle retainer must be removed from the axle shaft.**
4. The outer diameter of the axle flange can be no larger than 6.875" in outside diameter. This is critical for proper fitment of the rotor over the axle flange. For axles with a flange larger than 6.875", using a lathe, machine the outer flange down to the necessary diameter of 6.875". See Figure 1 on the next page for measuring reference.

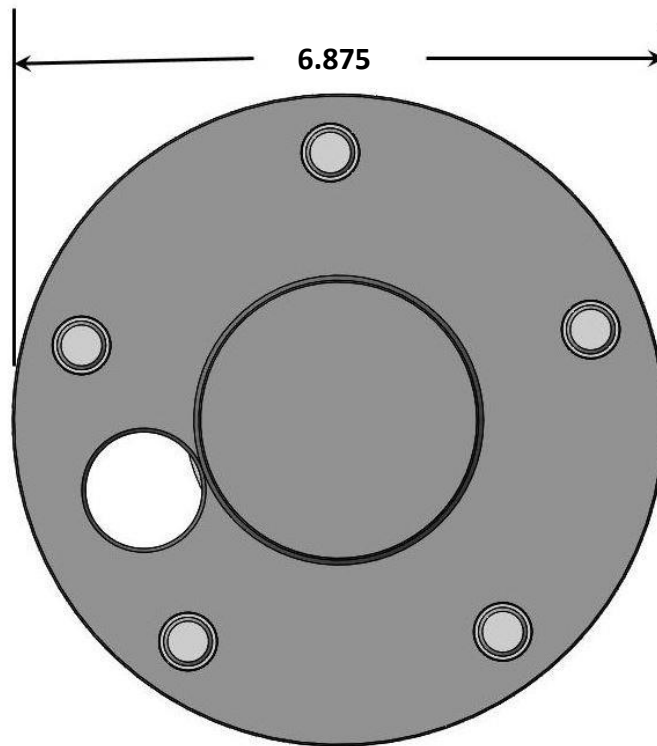


Figure 1 – Measuring the Axle Flange

5. From the backside of the axle flange, insert the provided machined 1/2"-20 x 1.500" Button Head Bolts into the axle housing. Once installed, position the spacer flange over the four bolts against the axle flange. **NOTE:** If long enough the factory t-bolts may be reused in the installation. Figure 2 can be used below for reference on installing the spacer flange.

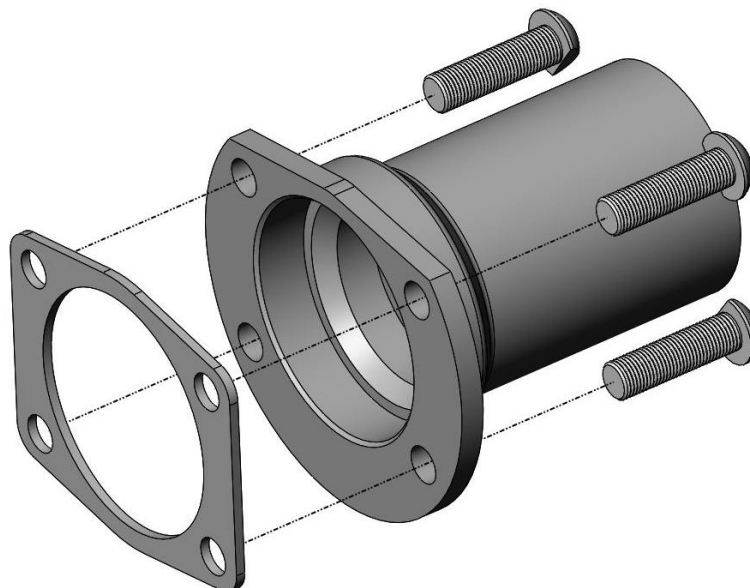


Figure 2 – Spacer Flange in Place

6. Reinstall the axle shaft into the housing. Follow this by installing the Primary Caliper Mounting Bracket over the previously installed 1/2"-20 x 1.500" Button Head Bolts. Once everything is in place, install the 1/2" SAE Flat Washers and 1/2"-20 Nyloc Lock Nuts and tighten to 90 lb/ft. **NOTE:** Install the caliper bracket so that it will position the caliper to the rearward side of the axle housing. Refer to Figure 3 on the next page for reference.

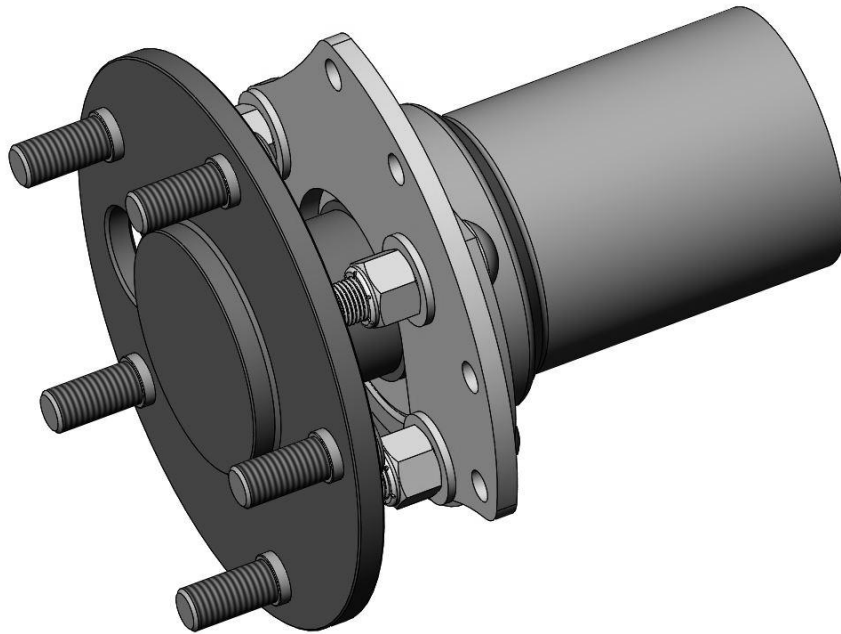


Figure 3 – Axle Re-installed w/Primary Caliper Mounting Bracket

7. The standoff of the rear axle must be determined next. This is achieved by taking the supplied depth gauge and holding it flat on the face of the axle flange through the axle access hole. If the end of the depth gauge is touching or very close to the axle tube flange, your standoff is 2.000". If the end of the depth gauge is approximately .375" away from the axle tube flange, your axle standoff is 2.375". Refer to Figure 4 and Figure 5 below for reference on how to measure your standoff.

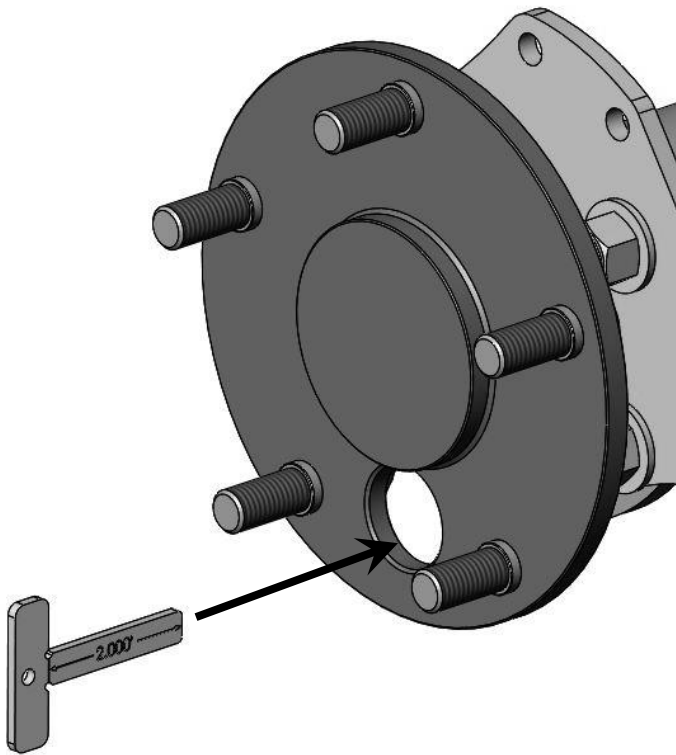


Figure 4 – Measuring Axle Standoff (2.000" Standoff Shown)

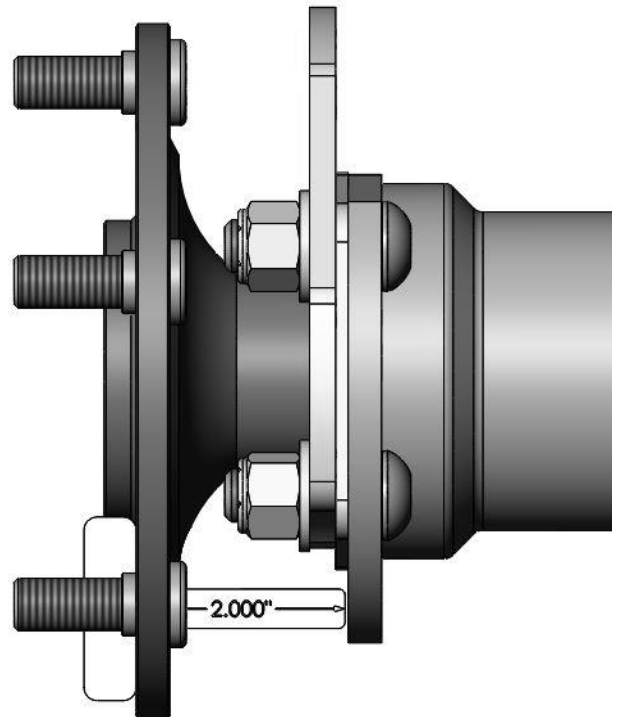


Figure 5 – Measuring Axle Standoff (2.000" Standoff Shown)

8. Install the Secondary Caliper Mounting Bracket at this time. If in step 7 you determined your standoff was 2.000", install the Caliper Bracket Shim Plate between the Primary Caliper Mounting Bracket and the spacer bushings as seen in Figure 6 below. If in step 7 you determined your standoff was 2.375", the Caliper Bracket Shim Plate is not required. Mount the Secondary Caliper bracket to the Primary Caliper Bracket with the spacer bushings only between them, as seen in Figure 7 below. Use the provided 3/8"-24 x 2.500" Grade 8 Hex Head Bolts, 3/8" SAE Flat Washers, 3/8"-24 Nyloc Nuts while installing the Secondary Caliper Mounting Bracket. Once in position, torque the 3/8" hardware to 40 lb/ft.

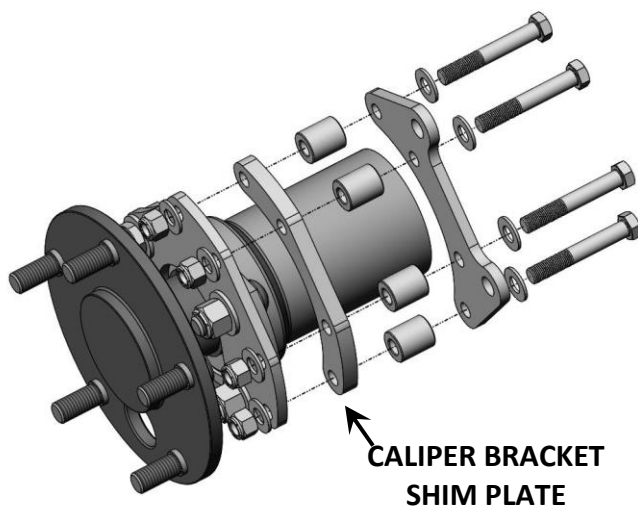


Figure 6 – Caliper Mounting Bracket Installation (2.000" Standoff)

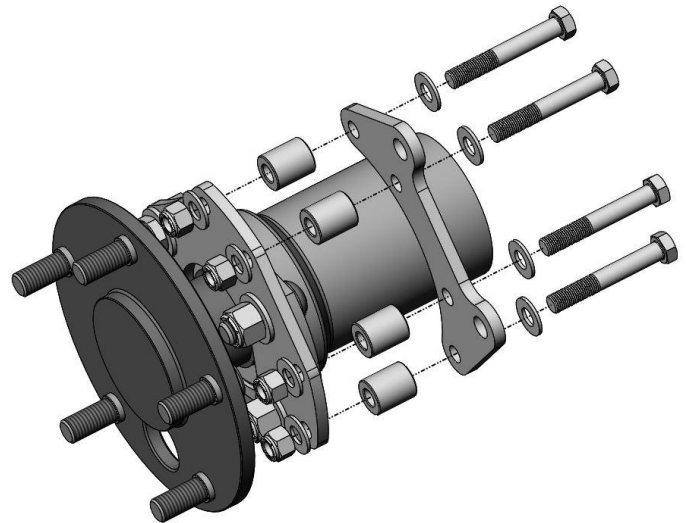


Figure 7 – Caliper Mounting Bracket Installation (2.375" Standoff)

9. Install the rotor onto the axle flange. A Centric Ring is provided to center the rotor onto the axle shaft. Place the Centric Ring over the axle hub register. To allow the Centric Ring to go all of the way against the axle shaft flange, it may be necessary to clean the hub register with a wire brush or emery cloth. Once the Centric Ring is in place, slide the rotor over the studs against the axle flange. Verify that the rotor goes all the way against the axle flange. Figure 8a shows the proper sequence. **TIP:** To make caliper installation easier, thread a couple of flatwashers and nuts against the rotor to act as a lug nut and hold everything in place. **IMPORTANT:** If using slotted and drilled rotors, pay close attention to Figure 8b below for proper rotor placement on the driver and passenger side.

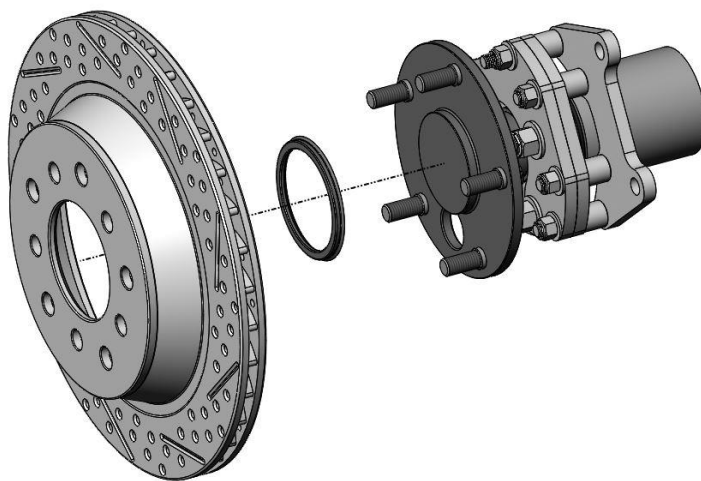


Figure 8a – Rotor and Centering Ring Installation

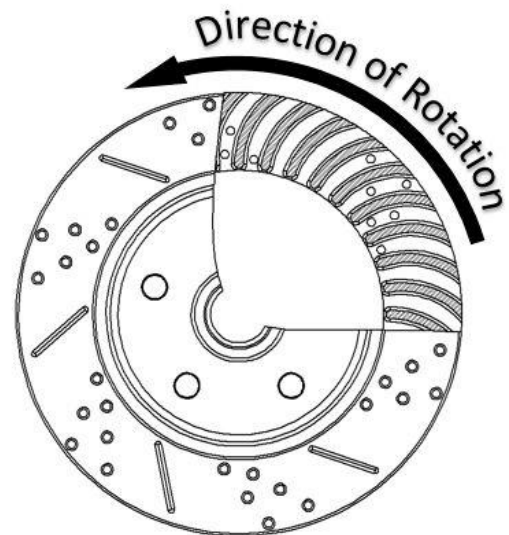


Figure 8b – Rotor Orientation

10. Remove the Caliper Anchor bracket from the caliper by removing the M8-1.25 x 21mm Caliper Mounting Bolts from the Anchor followed by removing the brake pads. Install the caliper anchor over the rotor and position to the Secondary caliper bracket. Using the provided M12 Flat Washers and M12-1.75 x 30mm Socket Head Cap Screws, and torque the bolts to 80 lb/ft. Refer to Figure 9 below for reference on installing the caliper anchor.

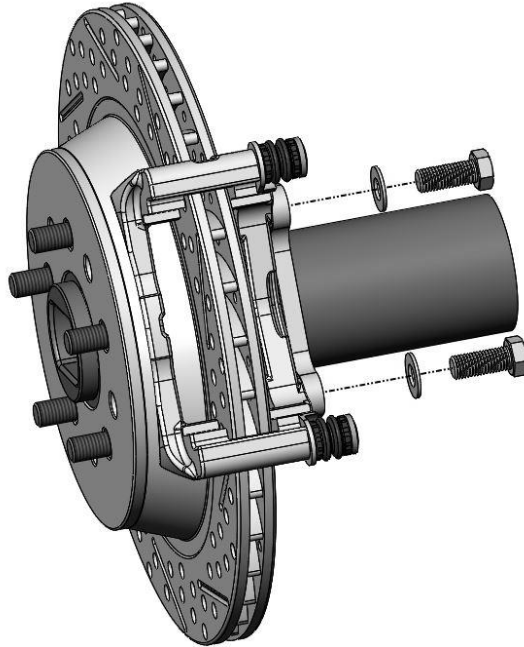


Figure 9 – Caliper Anchor Installed

11. Place the Stainless Steel Abutment Clips into the Caliper Anchor Bracket at this time. Refer to Figure 10a and Figure 10b Below for installation reference.

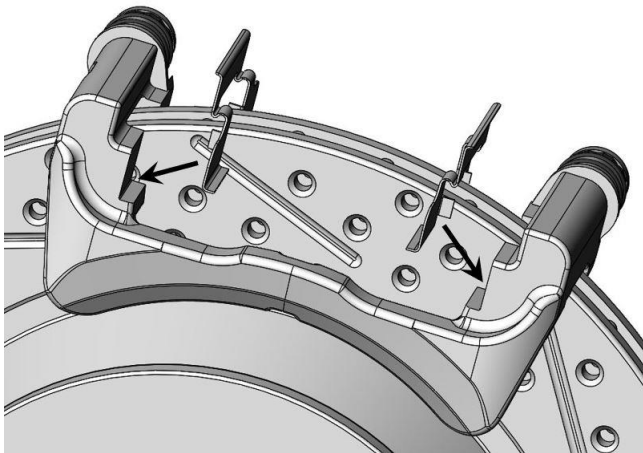


Figure 10a– Abutment Clips Installation

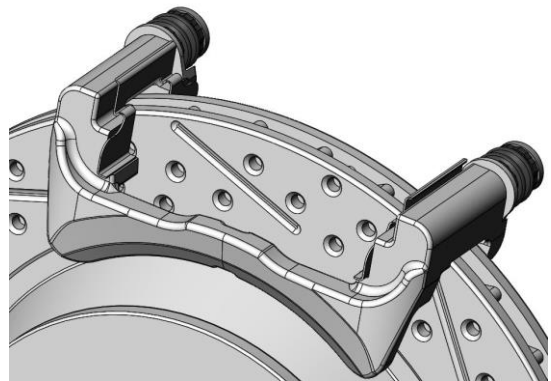


Figure 10b – Abutment Clips Installed

12. With the Abutment Clips installed, Install the pads into the Caliper Anchor Bracket. Refer to Figure 11a on the next page for reference. Once the pads are installed slide the caliper body over the brake pads and Caliper Anchor Bracket. With the caliper in place, re-install the caliper mounting bolts between the caliper and the bracket. Torque the bolts to 30 lb/ft. **IMPORTANT:** Make sure that the bleeder screw is pointing upward. See Figure 11b on the next page for reference on installing the caliper.

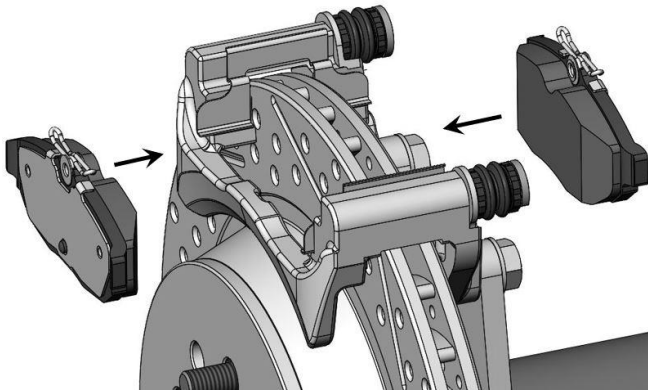


Figure 11a – Brake Pad Installation

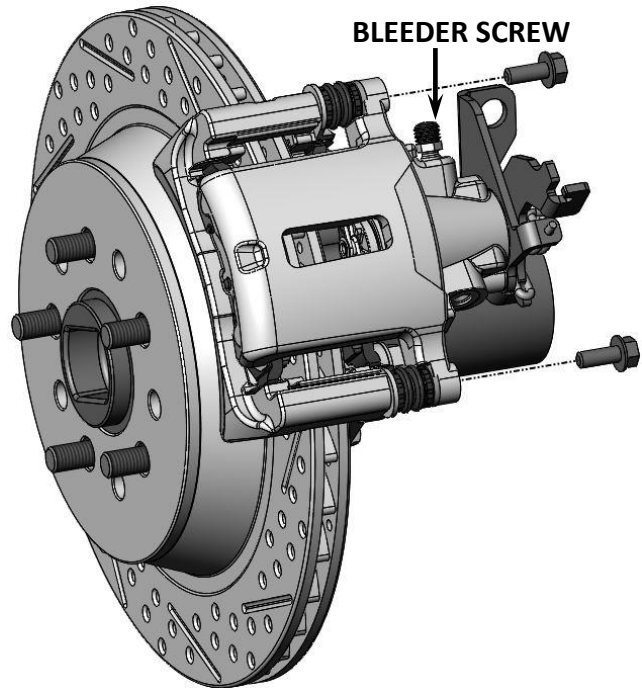


Figure 11b - Caliper Installation and Bleeder Screw Orientation

13. Install the flexible brake hose. Attach the brake hose to the caliper using the provided banjo bolt and copper crush washers as shown in Figure 12a below. Fasten the “L” shaped brackets onto the axle housing. This can be done with large worm style clamps like shown below in Figure 12b or by welding or bolting. Once the brackets are installed, use the provided clip and attach the brake hose to the bracket. Attach the hardline to the brake hose. It may be necessary to shorten and re-flare the hardline.

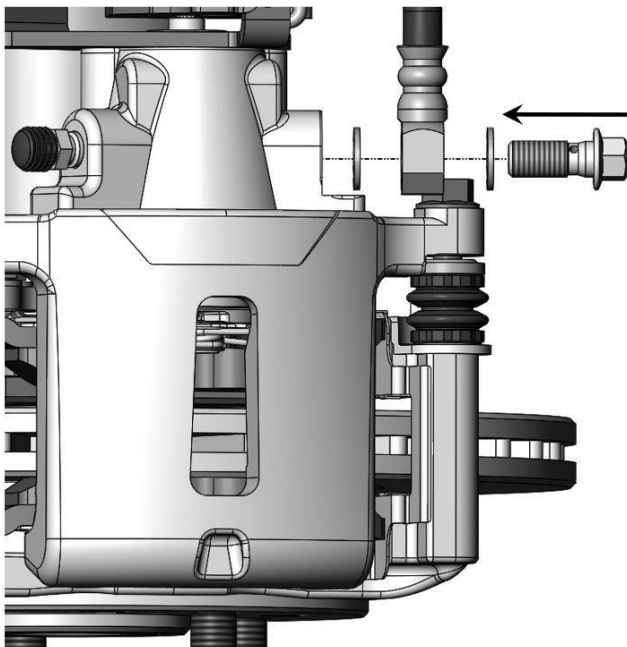


Figure 12a – Brake Hose Attachment to Caliper

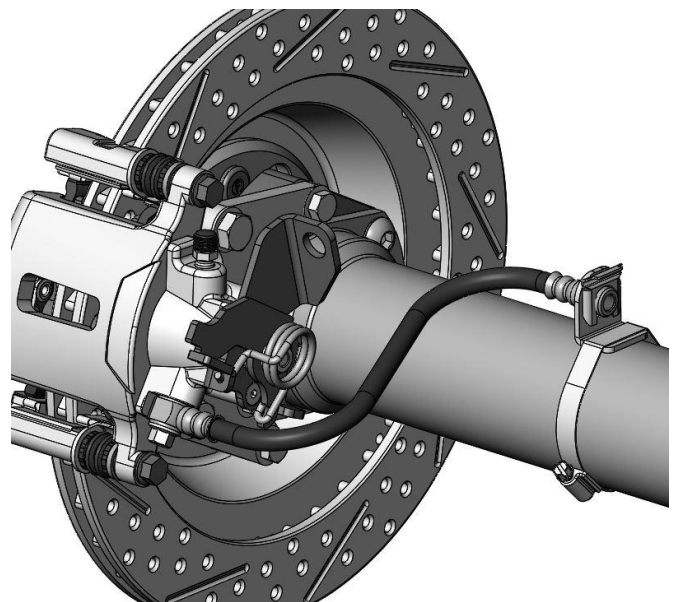


Figure 12b – Brake Hose Attached at the Rear Axle Housing  
(Picture is for reference only and may not reflect actual installation)

14. Once the caliper has been installed and everything is torqued to spec, it is recommended that the caliper be adjusted before installing any emergency brake cables. To do so, simply rotate the park brake lever on the caliper a couple of times. This will move the brake pads closer to the rotor and allow for adequate movement along with a proper feeling pedal.

15. With the caliper adjusted, attach the emergency brake to the caliper. If using the Master Power Brakes Universal Emergency Brake Cable Kit (p/n: HWC2500) shown below in Figure 13, please follow the instructions included with the cables. If obtaining cables from a different source, please follow the instructions for those cables. Once the cables are installed, please verify that there isn't excessive drag caused by the cables and caliper adjustment. Also, please verify that there isn't excessive movement or travel within the cables.



**Figure 13 – Universal Emergency Brake Cable Kit (p/n: HWC2500)**

16. Once everything is installed and pre-adjustments have been made, bleed the brakes and re-install the wheels and tires.
17. Installation is now complete.

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