



Master Power Brakes
Disc Brake Conversion Kit
1963-1964 Chevrolet Corvette
P/N: DB1787B & DB1787BHP



Thanks for your purchase of our Legend Series Disc Brake Conversion Kit for the 1963 to 1964 Chevrolet Corvette 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. **NOTE:** This kit requires 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 recommends the use of a high quality DOT 3 or DOT 4 brake fluid. **ALL WARRANTY IS VOID IF DOT 5 FLUID IS USED.**

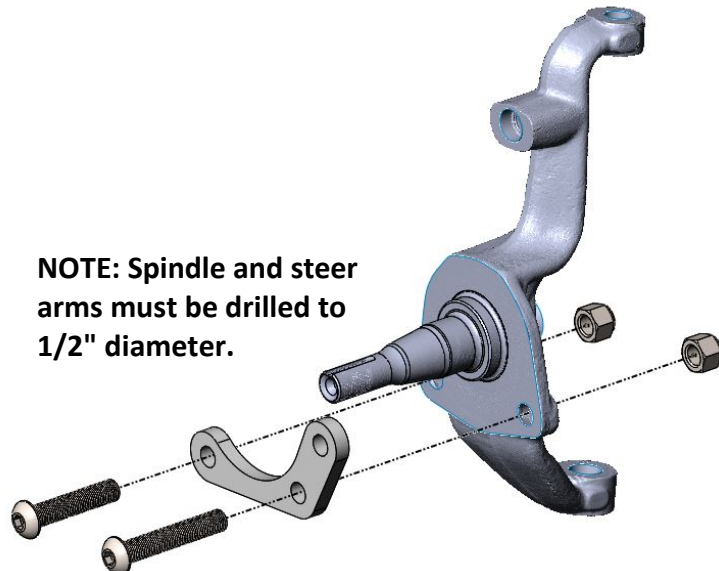
If you have any questions regarding installation, feel free to contact Master Power Brakes at (888) 351-8781 or through our website at www.mpbrakes.com.

Parts List	
Quantity	Description
1	Driver Side Caliper (Includes brake pads)
1	Passenger Side Caliper (Includes brake pads)
2	11" Brake Rotor
2	Primary Caliper Mounting Bracket (Labeled BR1722-2)
2	Intermediate Caliper Mounting Bracket (Labeled BR1722-1)
2	Caliper Mounting Bracket Spacers (.875" OD, .500" ID, .810" L)
2	Caliper Mounting Bracket Location Bushing (.750" OD, .625" ID, .250" L)
2	Caliper Mounting Bracket Location Bushing (.750" OD, .625" ID, .500" L)
2	A2 Outer Wheel Bearing
2	A6 Inner Wheel Bearing
2	7934 Inner Grease Seal
2	Brake Hose Kit (Includes: hoses, bolts, washers)
4	1/2"-20 x 2.500" Button Head Bolt
2	1/2"-20 x 3.000" Button Head Bolt
2	5/8"-18 x .875" Grade 8 Hex Head Bolt
6	1/2"-20 Nyloc Nuts
2	Spindle Nut
2	Spindle Washer
2	Rotor Dust Cap
2	1/8" x 1 1/2" 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 1/2"-20 x 2.500" and a 1/2"-20 x 3.000" Button Head Bolts. Each bolt will utilize a 1/2"-20 Nyloc Nut on the treaded side. **NOTE: The two mounting holes in the spindle and steer arms must be drilled to 1/2"**. Install the Caliper Mounting Bracket on the face of the spindle so that the one additional mounting hole is towards the rear of the car. The 1/2"-20 x 2.500" Button Head Bolt with go through the spindle and steer arm hole closest to the front of the car and the 1/2"-20 x 3.000" Button Head Bolt will go in the remaining hole. Once all bolts have been installed, they can be torqued to 75 lbs/ft. Figure 1 on the next page shows the Primary Caliper Mounting Bracket installation to the spindle.



NOTE: Spindle and steer arms must be drilled to 1/2" diameter.

Figure 1 - Primary Caliper Mounting Bracket Installation (Driver 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 a 1/2"-20 x 2.500" Button Head Bolt along with a Caliper Mounting Bracket Spacer and 1/2"-20 Nyloc nut. The upper mounting hole receives a 5/8"-18 x .875" Grade 8 Hex Head Bolt. **IMPORTANT:** Some spindles are machined with a counter bore in the upper hole. If your spindle has a counter bore in this location, install a .500" long bushing in the counter bore to properly locate the Intermediate Caliper Mounting Bracket. If your spindle does not have a counter bore, install a .250" bushing in the bracket before inserting the bolt. Refer to Figures 2a and 2b below for additional information. Torque the 1/2"-20 x 2.500" Button Head Bolt to 75 lbs/ft and the 5/8"-18 x .875" Grade 8 Hex Head Bolt to 100 lbs/ft.

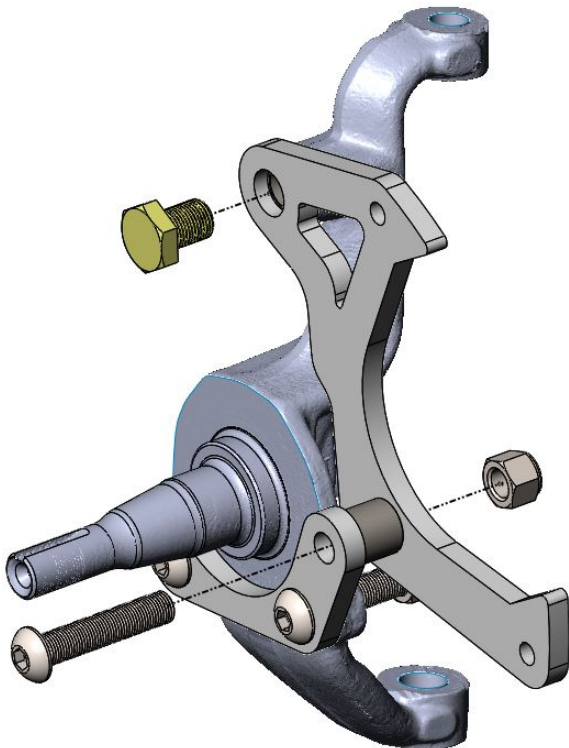
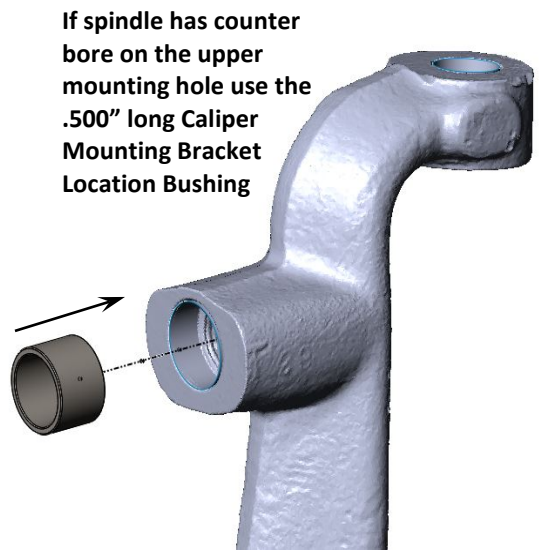


Figure 2a - Intermediate Caliper Mounting Bracket Installation (Driver Side Shown)



If spindle has counter bore on the upper mounting hole use the .500" long Caliper Mounting Bracket Location Bushing

Figure 2b - Caliper Mounting Bracket Location Bushing Installation

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.
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 3 below shows them being installed.

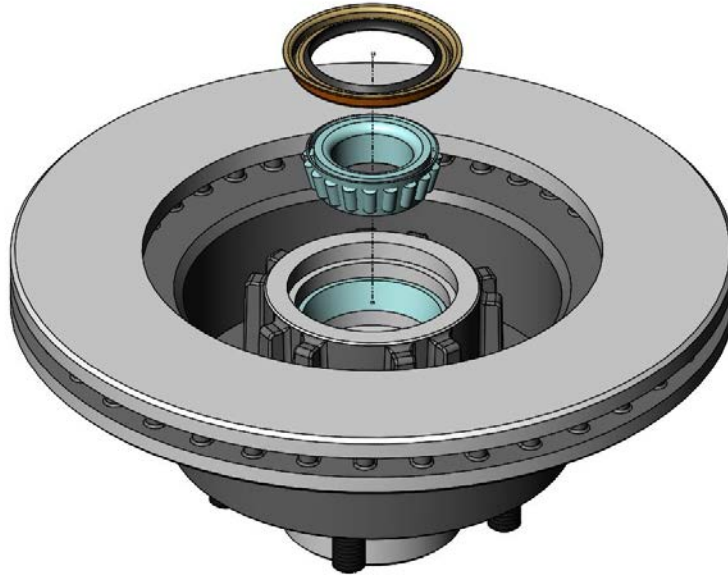


Figure 3 – Inner Wheel Bearing and Grease Seal Installation

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. Refer to Figures 4 below and Figure 5 on the next page for reference.

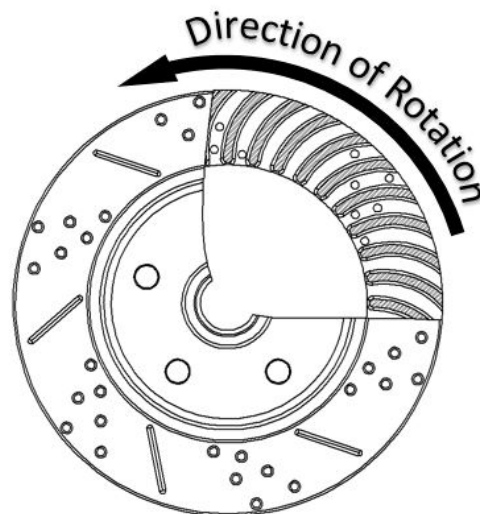


Figure 4 – Direction of Rotor Rotation

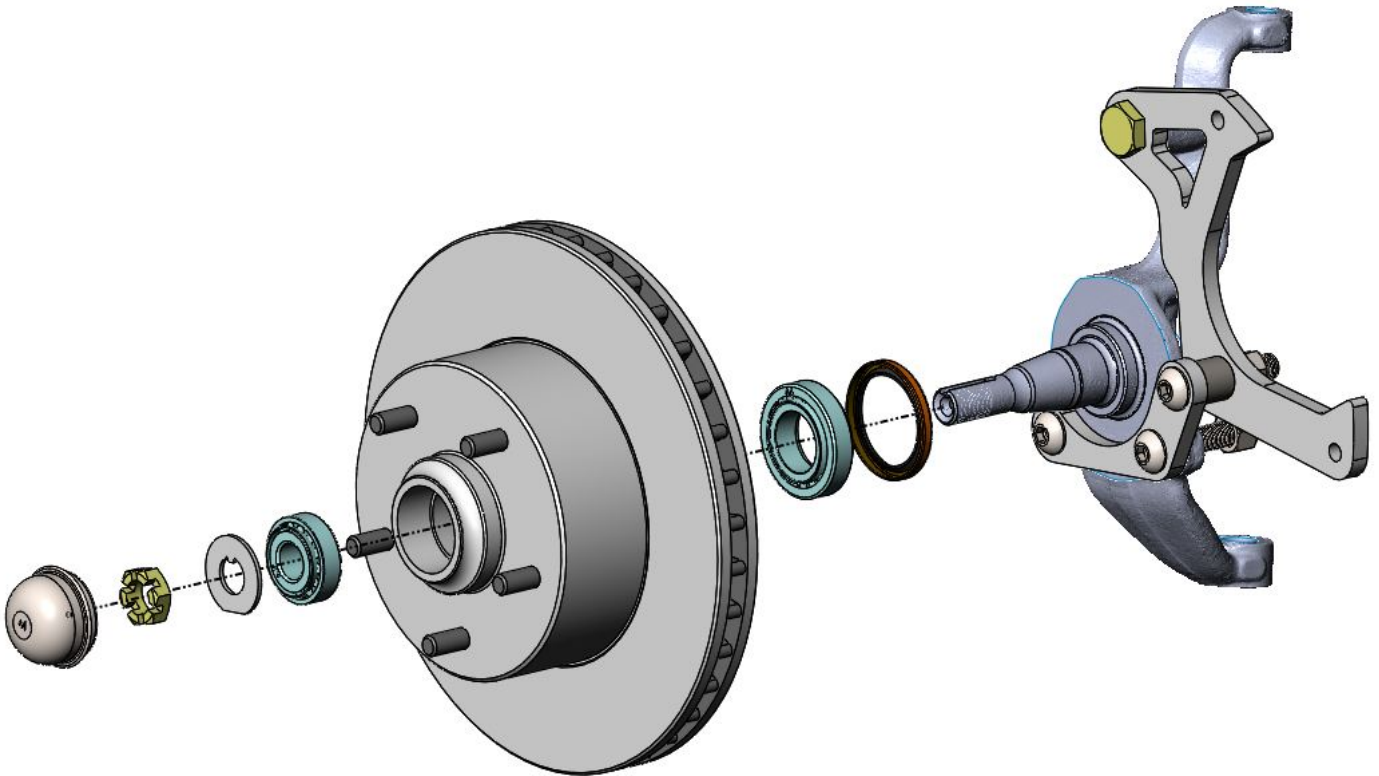


Figure 5 – Rotor Installation (Driver Side Shown)

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 6 below.

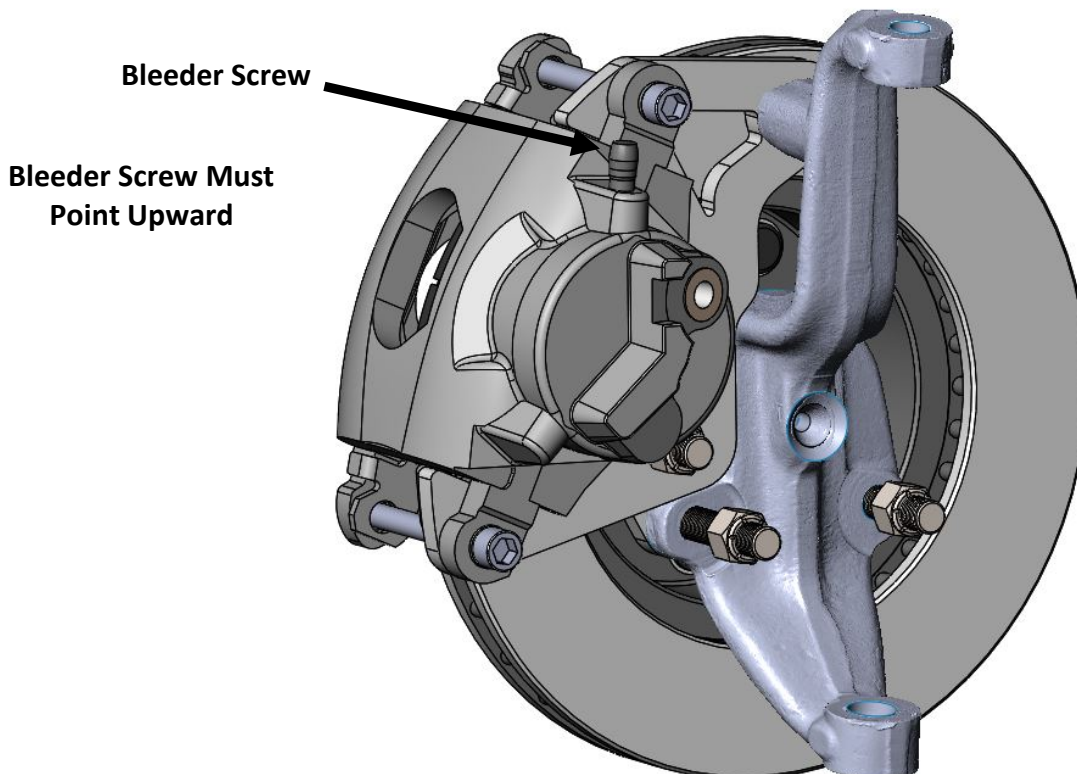


Figure 6 - Caliper Installed (Driver Side Shown)

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 7. Any warranty is void if DOT 5 fluid is used.



Figure 7 – Pentosin Super DOT 4

12. The installation is complete.

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