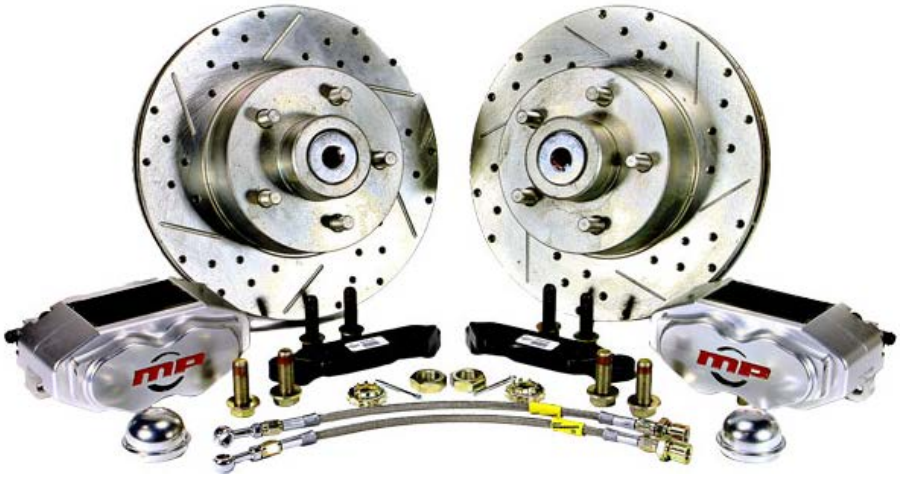
Master Power Brakes
Disc Brake Conversion Kit
Mopar 1973-1974 E-Body & B-Body w/OE Disc Spindle
P/N: DB2311B



Thanks for your purchase of our Rallye Series Disc Brake Conversion Kit for the 1973-1974 Mopar B-Body and E-Body applications with factory disc brakes. This system is a bolt-on application that should be able to be performed with simple hand tools. It is designed to work with your existing drum brake spindle and should not require removing the spindle from the vehicle. **NOTE:** This system requires the use of a 15" wheel for proper 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 appropriate to the weight of the vehicle. In all cases recommended ratings for jack stands should be at least 2-tons.
- 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**
2	Billet aluminum 4-piston calipers (Pads included)
1	LH 11” Rotor (Cross-drilled, Slotted, & Zinc-washed)
1	RH 11” Rotor (Cross-drilled, Slotted, & Zinc-washed)
1	LH Primary caliper mounting bracket
1	RH Primary caliper mounting bracket
2	Grease Caps
2	Braided s/s brake hose (Includes 2-10mm Banjo bolts, 4-Crush washers, 2-3 AN x 3/8”-24 adapters)
4	1/2"-20 x 1 1/2" Grade 8 Hex Head Bolt
4	1/2” Grade 8 Flat Washer
4	M12-1.75 x 30mm Hex Head Bolts
4	M12 Grade 8 Flat Washer
1	Shim Package
1	Syringe bleeder
1	30” Bleed hose
2	Vinyl brake line caps
2	Spindle Castle Nuts
2	Cotter Pins

Installation:

1. With the vehicle properly supported, remove the front wheels and tires.

2. Disconnect the brake hose from the hardline at the frame using a line wrench. Cap the hardline with the supplied rubber caps to avoid fluid dripping. Remove the clip retaining the brake hose and disengage the hose from the bracket. Refer to Figure 1 below for reference.

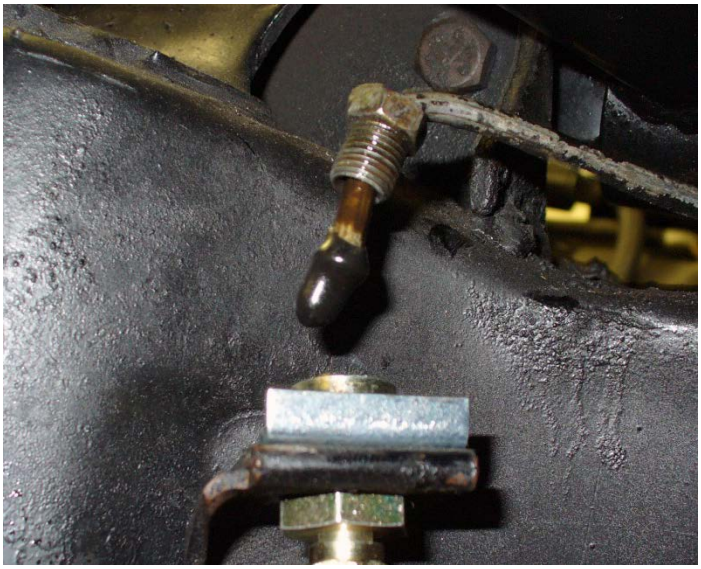


Figure 1 – Brake hose removal

3. Removing of the factory disc brake assembly is required next. Remove the caliper and brake hose assembly followed by the factory rotor and the rotor backing plate.

4. The disc brake E-body vehicles came with calipers mounted in a “leading” position (in front of the spindle). If your car is like this, remove the spindles and swap their positions from side to side and put the left side spindle on the right and the right side spindle on the left side. This now places the caliper behind the spindle in a “trailing” position. **NOTE:** This change **DOES NOT** alter the geometry of the front suspension. Reattach the steering arm to the spindle with original bolts and nuts. Torque the bolts to 110 ft·lbs and use the new cotter pins supplied in the kit for reattaching the upper ball joint.

5. Before installing the disc brake kit, inspect the spindles for any excessive wear 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.

6. Install the caliper mounting bracket on the spindle using the provided bolts Use the provided 1/2"-20 x 1 1/2" Grade 8 Hex Head Bolts along with 1/2" Washers and torque to 95 ft·lbs. Refer to Figure 2 for reference.

   INSTALLATION NOTE: Before installing the bracket, verify there is no interference and the holes line up between the spindle and the bracket. If interference occurs, grind away the material on spindle until the bracket holes line up with the spindle holes. The small amount removed does not affect the strength of the spindle and will vary due to casting inconsistencies.

Figure 2 – Bare Spindle

7. Install the rotor assembly. See Figure 3 below for correct placement of left and right rotors. The new rotors come with the Timken bearings pre-installed and packed with Red Line Synthetic wheel bearing grease. **NOTE:** It is not necessary to add more grease. Apply a small amount of grease to the hub sealing surface and install the rotor assembly. Using the new castle nut along with the nut retainer, tighten the nut to 5-10 ft/lbs. Loosen the nut and tighten the nut 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 remove 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 cotter pin and dust cap.

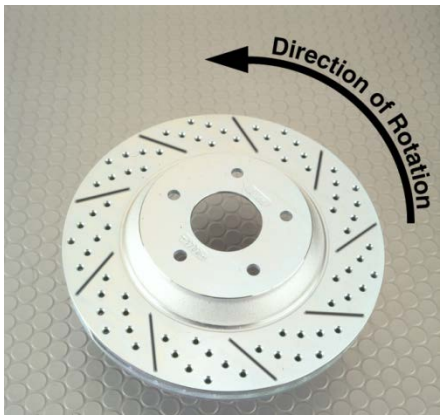


Figure 3 – Direction of Rotor Rotation

8. With the pads installed into the caliper, position the caliper over the brake rotor and secure using the supplied M12 x 35mm Hex Head Bolts. Snug the bolts only at this time as they may need to be removed at a later step.

9. After installing the caliper, it is necessary to center the caliper over the rotor. A shim kit is supplied with the disc brake kit to accomplish this. Measure the gap from the rotor to caliper body at 4 points (top inside and outside and the bottom inside and outside). With all measurements taken, subtract the top inside measurement from the top outside measurement. Take that difference and divide by two to determine the shim required. For example, the inside measurement is .865" and the outside measurement is .905" leaving a difference of .040". Divide the difference by two leaving the necessary shim at .020". Do this procedure at both the top and bottom to determine appropriate shimming. It is possible for the top and bottom to require different thickness shims. Set the gaps to within .005" of each other. This will keep the possibility of noise to a minimum. Follow the steps below for proper shimming of the calipers once the measurements have been taken:

   a. Select the required shims from the shim kit provided.
   b. Remove the caliper.
   c. Loosen the bolts from between the primary and intermediate brackets.
   d. Install the appropriate shims removing one bolt at a time. Snug bolts at this time.
   e. Reinstall the caliper and recheck the gap as described above. If necessary, add or remove shims.
   f. Once proper caliper location has been achieved through shimming, torque the bolts to 80 ft/lbs. Reinstall the caliper and torque the caliper mounting bolts to 80 ft/lbs.

   NOTE: Shimming of the caliper is required due to variations in spindle manufacturing and wear at the bearing seat area of the inner bearing. Refer to Figure 4a for measuring reference and Figure 4b on the location of the shims.

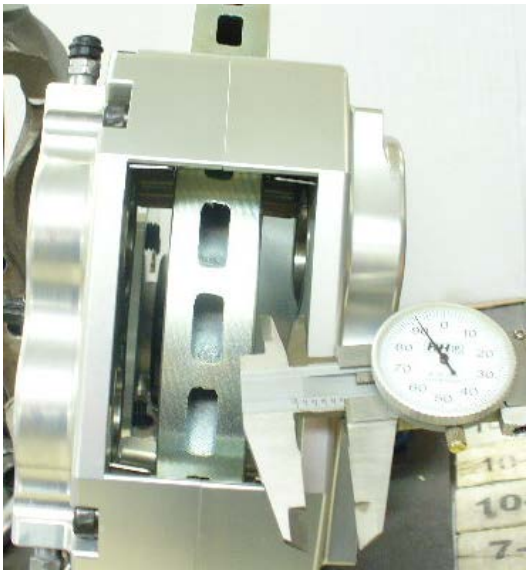


Figure 4a – Measuring the Pad to Rotor Clearance

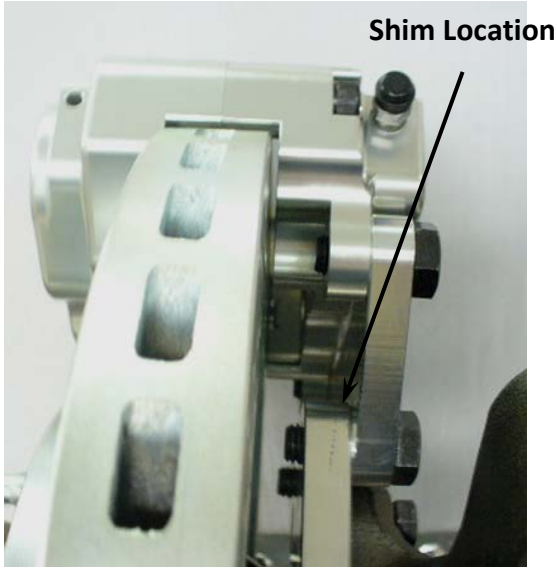


Figure 4b - Shim Location

10. Install the stainless steel braided hose using one copper washer on each side of the banjo fitting. Connect the hose to the hardline and install the hose lock. **IMPORTANT:** Position the hose to avoid interference with the wheel and suspension components through the entire range of motion. Torque the banjo bolt to 15-20 ft/lbs.

11. Repeat these steps for the other side and recheck all attachment points and fittings.

12. Installation is now complete. Install master cylinder or booster/master cylinder combination and bleed the brakes accordingly following the instructions included in a separate document.

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