

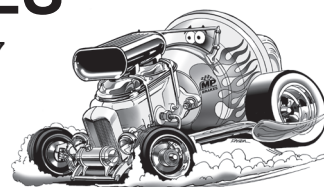


MASTER POWER BRAKES

110 Crosslake Park Road, Mooresville, NC 28117

Website: www.mpbrakes.com

Technical Support: 888-533-1199



WARNING

Proper operation of your brakes is essential for your safety and the safety of others. Any brake service should be performed **ONLY** by persons experienced in the installation and proper operation of brake systems. It is the responsibility of the person installing the component or kit for the particular application. After installation and before operating your vehicle, be sure to test the function of the brakes under controlled conditions.

→ **DO NOT DRIVE WITH UNTESTED BRAKES!** ←

FOR TECHNICAL ASSISTANCE CALL:

888-533-1199

MONDAY - FRIDAY

8:00 A.M. TO 5:00 P.M. E.S.T.

CHECK ORDER IMMEDIATELY WARRANTY INFORMATION

Take time to read all the literature that came with this kit. Check the provided list of parts against what you received to ensure all parts are present. While this kit was designed to make the process of changing brake parts as simple as possible, **with some kits it may be necessary to make minor changes to your car.**

Read all warranty disclaimers and return policies included in this kit prior to installation.

You have: **5 days** to declare shipping damages
30 days to declare missing or incorrect parts
90 days for exchanges or returns (RA req'd)
1 year before product warranty expires.

No exceptions allowed.

Thank you for your business!



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DB1302 Series

1962-1974 A, B & E Body

Plymouth & Dodge

Installation Instructions

WARNING:

Installation of any component or kit should only be performed by persons experienced in the installation and proper operation of disc brake systems. It is also the responsibility of the person installing any brake component or kit to determine the suitability of the component or kit for that particular application.

NOTE:

Before operating the vehicle after installation test the function of the brakes under controlled conditions. Make several stops in a safe area from low speed and gradually work up to normal speeds. **DO NOT DRIVE WITH UNTESTED BRAKES!**

Always utilize safety restraints when operating the vehicle.

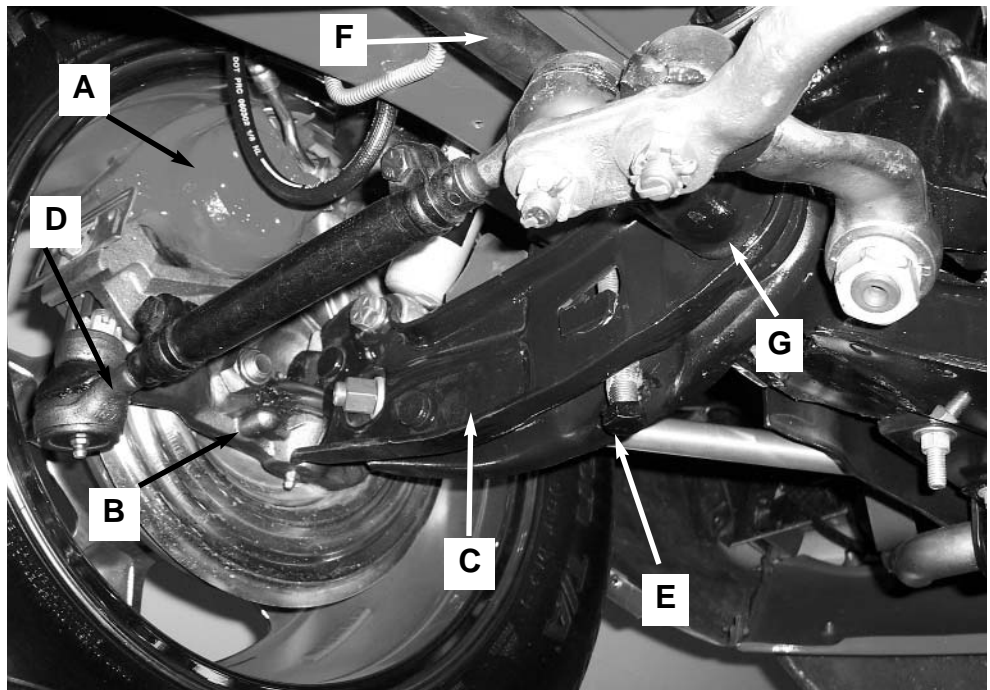
STEP 1:

Be sure to check to be sure that your kit has all the necessary parts needed to complete this project! (Use the supplied parts list as a check list.)

Your new disc brake kit comes pre assembled with the lower ball joints and steering arms attached. The wheel bearings are greased and all fasteners are properly torqued to the correct specifications. Installation of the kit requires the removal of the old drum brake spindle and replacement with the new disc brake spindle.

Brake and suspension compnents

- A. Caliper
- B. Lower ball joint with steering arm
- C. Lower control arm
- D. Outer tie rod end
- E. Torsion bar adjuster
- F. Torsion bar
- G. Torsion bar socket



STEP 2:

Remove the drum brake components from you car:

Tech tip: Prior to disassembly spray the nuts and bolts that will be removed with a penetrant.

1. Before beginning dis assembly be sure the parking brake is set and the rear wheels are chocked so the car can not roll.

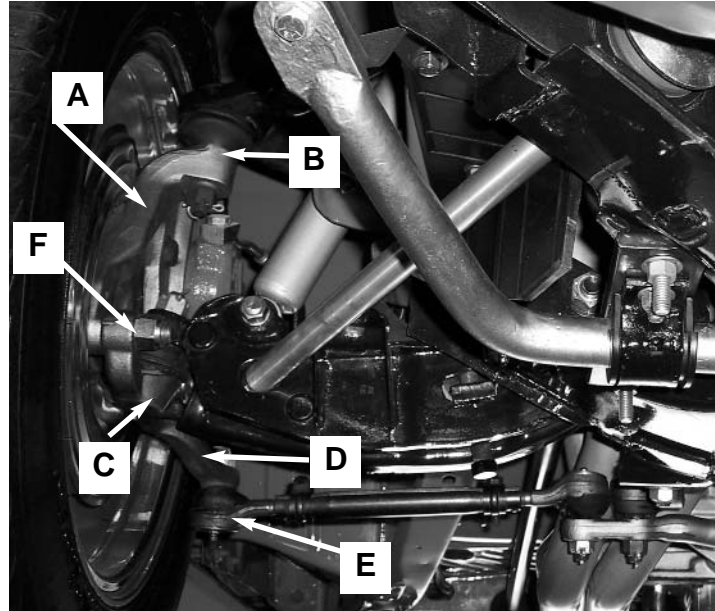
2. Raise the front of the car off the ground and support the full weight with jack stands under the frame so the front wheels are allowed to hang down with all the weight off them. Remove the wheels.

3. **Removal of the torsion bars.** The torsion bars run from the lower control arm to a center cross member. Torsion bars perform the same function as a coil spring. With no weight on the front wheels, loosen the torsion bar adjusting bolt to eliminate all the tension. Once the bar is loose you may remove it. On the rear of the torsion bar there is a socket that it fits into on the cross member. The bar is held in place with a retaining ring. Remove the ring and slide the bar rearward to remove it from the car.

4. **Removal the old drum brake spindle.**

Brake and suspension components

- A. Spindle
- B. Upper ball joint
- C. Lower ball joint
- D. Steering arm
- E. Outer tie rod end.
- F. Steering arm bolts



Disconnect the drum brake hose at the frame. Remove the outer tie rod end at the steering arm. Remove the lower ball joint from the lower control arm. Now you can complete the removal of the spindle by disconnecting the spindle from the upper ball joint. At this point the spindle is loose and can be removed from the car.

STEP 3:

Things to prepare before assembly of the new disc brake kit:

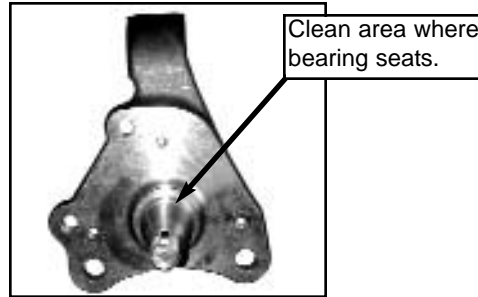
1. Grease the bearings. (Use a high quality disc brake bearing grease.)
2. Install the greased inner bearing and the rotor seal onto the rotor. **Note: The supplied rotors come with races, so you can disregard the races that are with the bearings.**
3. Clean the rotors using brake cleaner first, then with soap and water. Dry with a clean towel.



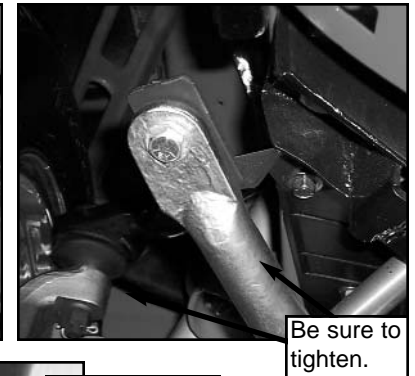
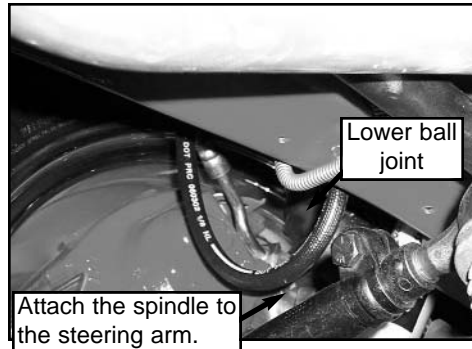
STEP 4:

Installation of disc brake components:

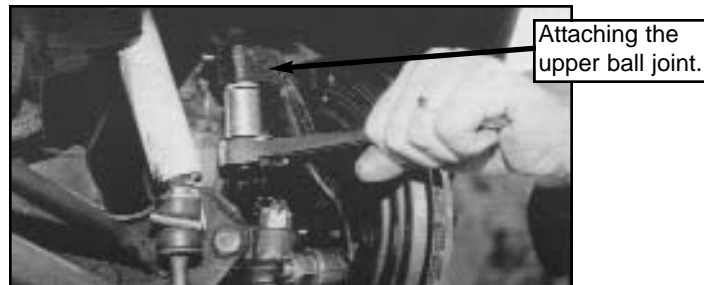
1. Start with a clean spindle.



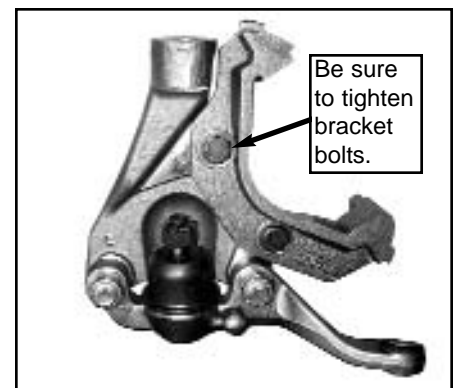
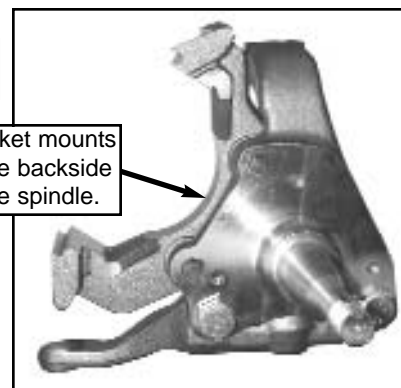
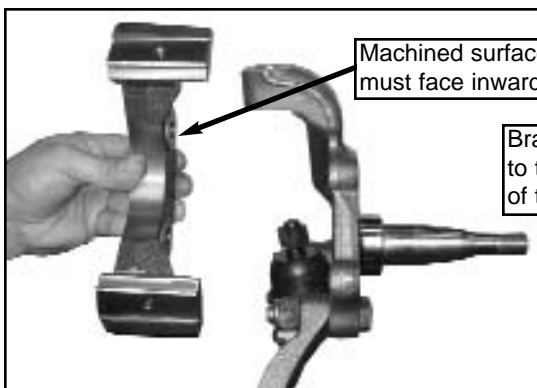
2. Mount the new spindle to the steering arm. The steering arm should still be attached to the lower control arm. (These instructions are applicable for both front and rear steer cars. You may choose front or rear steer depending on what your vehicle requires. The pictures in these instructions may not be exact for your particular application.)



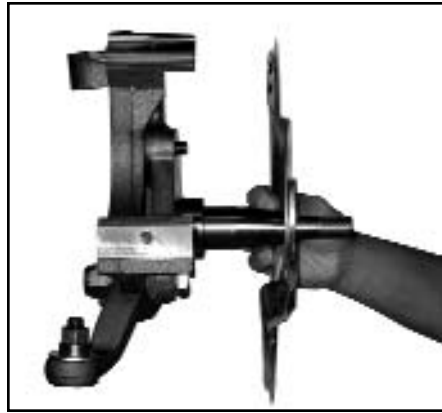
3. Raise the control arm support and attach the upper ball joint. Torque the nut to the correct specifications for your vehicle. (Be sure to insert the cotter pin.)



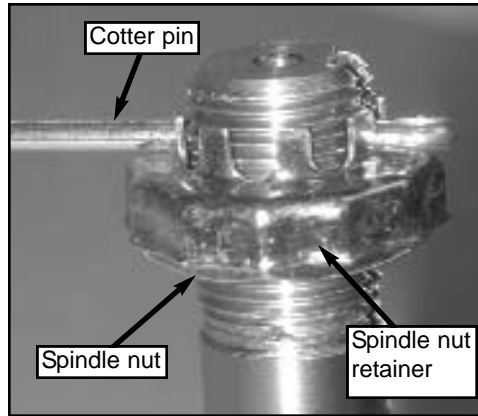
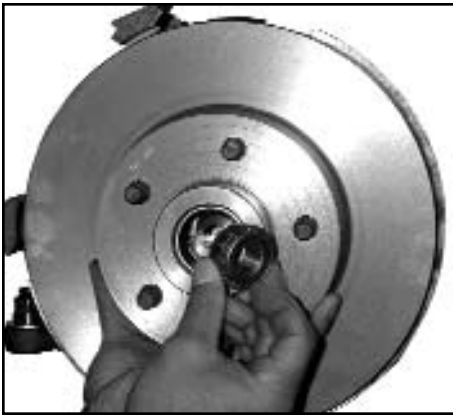
4. Attach the caliper bracket to the spindle with the 1 1/2" supplied bolts. (The spindles and caliper brackets in this kit are match sets and can be mounted on either side of the car as long as you keep the correct spindle with the correct bracket. Spindles and brackets are marked (R) for right and (L) for left.)



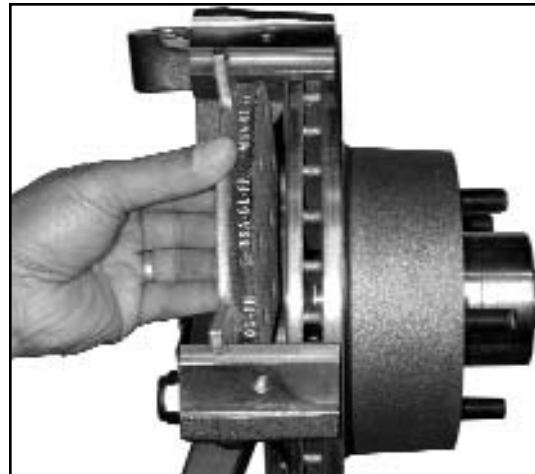
5. Now install the dust shield to the spindle.



6. Now mount the rotor on to the spindle. **(Greased inner bearing and seal have already been installed.)** Then install the greased outer bearing followed by the spindle washer, spindle nut, spindle nut retainer, the cotter pin and last the dust cap. **(Torque the spindle nut to the proper specifications.)**



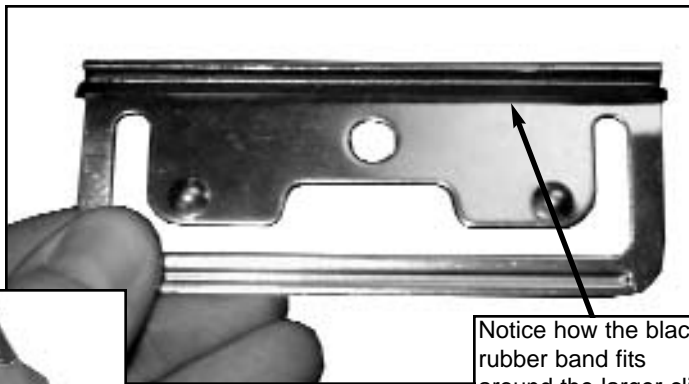
7. Remove the inner pad from the caliper and install correctly in the caliper bracket up against the rotor.



8. Now set the caliper onto the caliper bracket with the piston housing facing toward the inside of the car. **Also make sure that the bleeder screw is facing up!**



9. Place the black rubber band around the chrome retaining clips and install onto the caliper bracket as shown. **(The larger clip goes on first followed by the smaller clip.)**



Notice how the black rubber band fits around the larger clip.



Notice how the clips are installed. The smaller clip is on top of the larger.

10. Install the caliper hose as shown on page 5.