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 any brake component or kit to determine the suitability of 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 AM TO 5:00 PM EST

IMPORTANT

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. NOTE: WITH SOME KITS IT MAY BE NECESSARY TO MAKE MINOR CHANGES TO YOUR CAR!

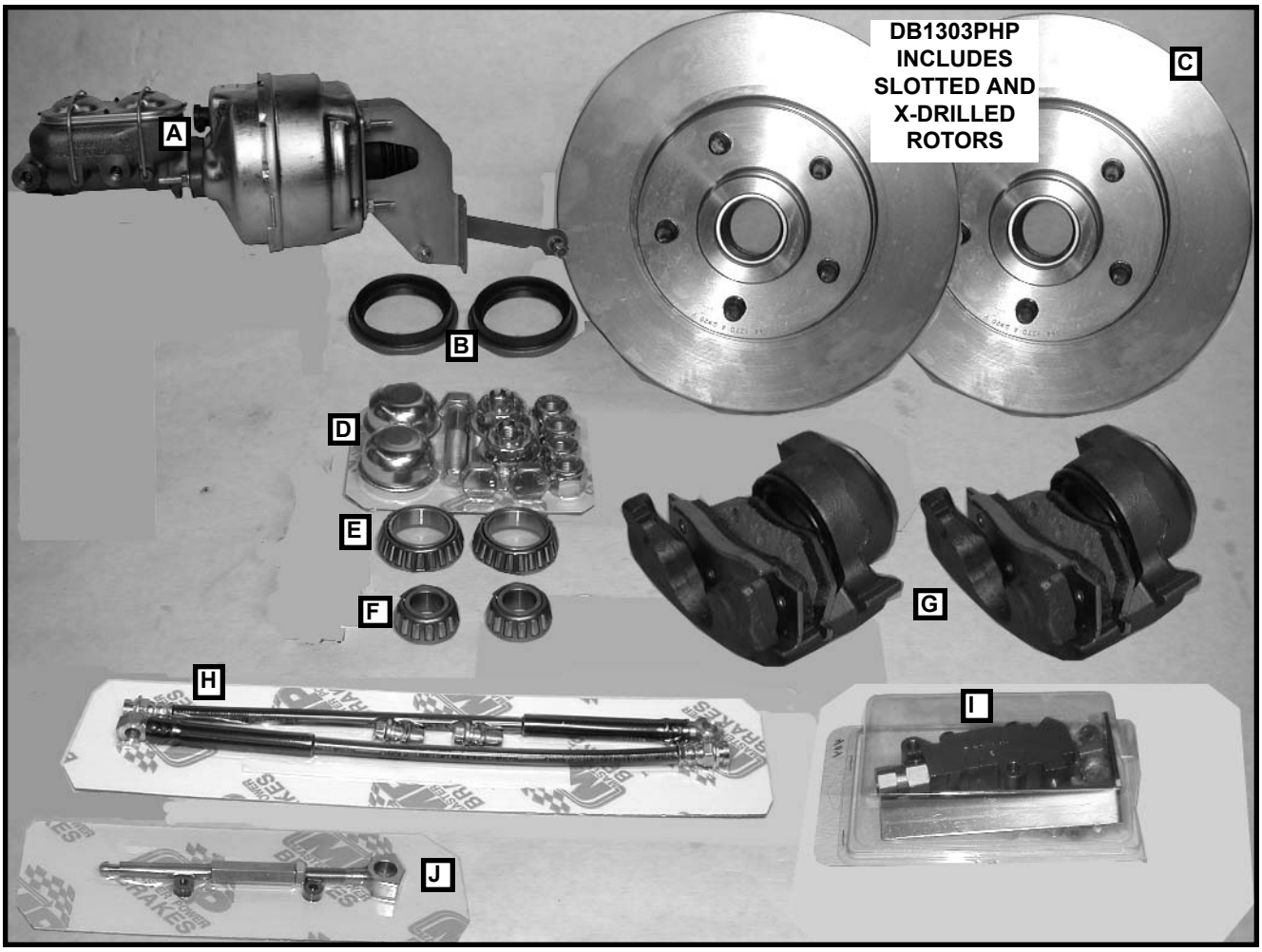
READ ALL WARRANTY DISCLAIMERS AND RETURN POLICIES INCLUDED IN THIS KIT PRIOR TO INSTALLATION!

MASTER POWER BRAKES

110 CROSSLAKE PARK RD. MOORESVILLE, N.C. 28117

www.mpbrakes.com

DB1303P / DB1303PHP
A-BODY 4 1/2 BC, POWER W/ UPPER A-ARMS
PARTS LIST



PARTS LIST

A) (1) BM1302 BOOSTER, MASTER B-BODY ALSO A BODY (SEE BM1302 PARTS LIST)
B) (2) HW5121 SEAL, ROTOR
C) (2) RT141145 ROTOR, 73-89 CHRYSLER
D) (1) HW1302HK HARDWARE KIT
(2) 12R200PCOZ COTTER PIN, 1/8 X 2”
(4) 62F275HCS8Y HCS, 5/8-18 X 2.75, GR-8, ZINC
(4) 62FNNEZ NUT, 5/8-18, NYLOCK, ZINC
(2) HW615005 WASHER, SPINDLE ORG. GM
(2) 615072 NUT, SPINDLE
(2) 615073 NUT, SLOTTED
(2) HW4000 DUST CAP, MOPAR
E) (2) HWA17 BEARING, INNER
F) (2) HWA2 BEARING, OUTER
G) (2) CA410304 CALIPER, 76-79 ASPEN, VOL. 73-79
H) (1) HS88520K HOSE KIT, FRONT, 69-77, 16 GM, SINGLE PISTON CALIPER SET
(2) HS88520 HOSE, F, 69-71 CAMARO
(2) HW21082 BOLT, HOSE 7/16 X 20 SHORT
(4) HW4390 COPPER SEALING WASHER USED W/ 4039 & 4040 CALIPER

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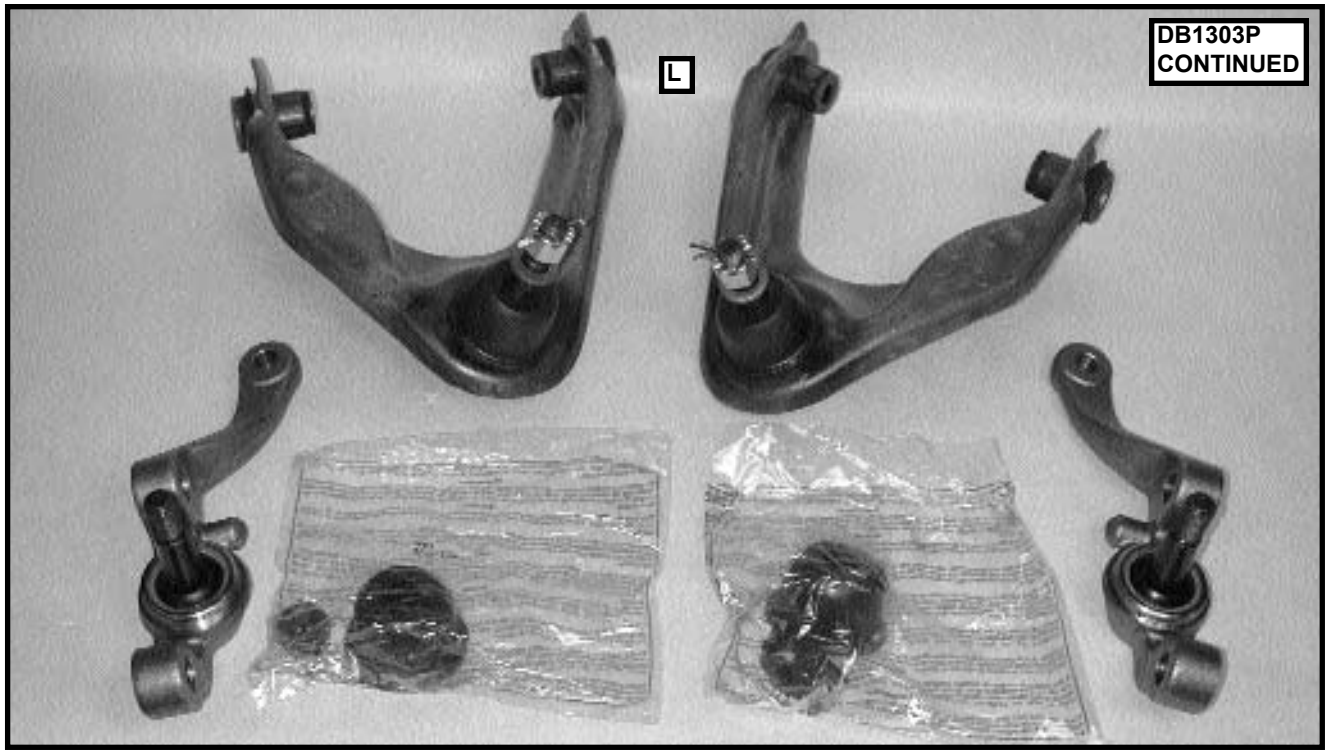


I) (1) VL3360K VALVE KIT, W/ FITTINGS
(1) 25C175HCS5Z 1/4 X .175 BOLT
(1) 25CNNEZ 1/4 COURSE NYLOCK NUT
(1) BR1261N BRACKET, VALVE, UNIVERSAL
(2) HW105-3 NUT, 3/16 TUBE 3/8-24 THD
(1) HW106-3 PLUG, 3/16"
(2) HW106-4 PLUG, INVERTED STEEL 1/4" O.D.
(1) HW115-37 NUT, 3/16 TUBE 7/16-24 THD RED
(1) HW115-38 NUT, 3/16 TUBE 1/2-20 THD BLACK
(1) HW115-39 NUT, 3/16 TUBE 9/16-18 THD OLIVE
(1) HW1709 PLUG, SWITCH, COMBO VALVE
(1) HW210-43 ADAPTOR, BRASS 7/16-3/8M
(2) HW300-3 COUPLER 3/16
(2) HW300-4 COUPLER 1/4
(2) HW300-5 COUPLER 1/2
(1) HW3359 PLUG, COMBO VALVE, 4 WHEEL DISC
(1) HW702-3 T-FITTING 3/16 X 3/16 X 3/16
(1) VL3350 VALVE, COMBO, DISC / DRUM
J) (1) PR4722K PUSH ROD, MANUAL MOPAR
(1) 37FNFJOZ NUT, 3/8-24 HEX FINISH J-NUT ZINC
(1) HW4723 GROMMET, RUBBER FOR CHRYSLER PUSH ROD
(1) PR4722 PUSH ROD, MANUAL MOPAR
K) (2) SP2627L/R SPINDLES, MOPAR B-BODY, A-BODY MUST USE A-ARMS.
ONLY 4-1/2 BOLT CIRCLE ⟷ (NOT SHOWN)
L) (1) AA1303K A-ARMS, USED ON 62-72 W/ UPPER / LOWER BALL JOINT
AND BUSHINGS******(NEW)******
(1) AA1303 A-ARMS, USED ON 62-72 BODY FOR 4 1/2 BOLT CIRCLE
(2) BJ1192 BALL JOINT, 73-76 CHRYSLER A. UPPER
(1) BJ1321 BALL JOINT LOWER, B-BODY
(1) BJ1322 BALL JOINT LOWER, B-BODY
(1) RRARMS A-ARMS MACHINED BALL JOINT RING
M) (2) AC1302D/P DUST SHIELD, MOPAR PAIR ⟷ (NOT SHOWN)

MASTER POWER BRAKES 888-533-1199

Revised 9/23/04

DB1303P
1960-1976 A 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:

1. 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.)**

STEP 2:

Remove the following components from you car:

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

1. If you are performing the installation with a jack, be sure that the parking brake is set and that the rear wheels are chocked. Support the front of the vehicle with jack stands. Never work on sloping ground.

2. If you are using a lift, raise the vehicle to a comfortable working height.

3. Remove the front tires.

4. At this point, be sure to place the proper support under the lower control arm. Failure to do so will allow the coil spring to blow out when spindle is removed, which could result in vehicle damage and possible serious injury or even death.

5. Next, disconnect the drum brake hoses from the hard line using the appropriate flare wrenches.

6. Now remove the dust cap, cotter pin, spindle nut, spindle washer, bearings and drum from the drum brake spindle.

7. Remove the steering arm from the original drum brake assembly. You will be removing the steering arm from the spindle, but it will remain attached to the lower control arm. (Lower ball joint is on the steering arm.)

8. Now disconnect the upper ball joint from the spindle and remove the spindle.

9. Clean and inspect ball joints and tie rod ends for excessive wear or damage, replace at this time if necessary, in preparation for assembly.

10. At this point, change the upper control arms with the new control arms supplied in this kit. Also change the steering arms with the new ones supplied. **(Please refer to the appropriate manual for instructions on changing these control arms.)**

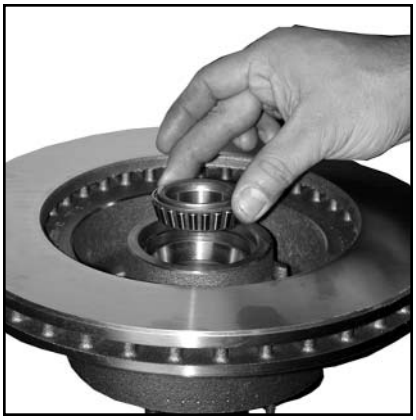
STEP 3:

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.**

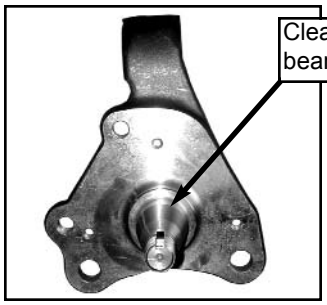
3. Clean the rotors using brake cleaner first, then with soap and water. Dry with a clean towel.



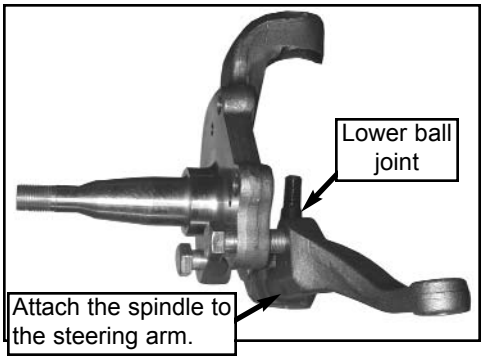
STEP 4:

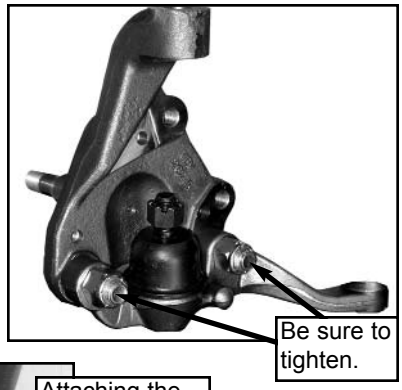
Installation of disc brake components:

1. Start with a clean spindle.

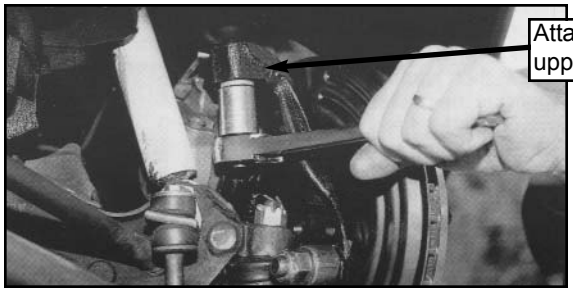


2. Mount the new spindle to the steering arm. The steering arm should still be attached to the lower control arm. **(These instructions are applicable for both front and rear steer cars. You may choose front or rear steer depending on what your vehicle requires. The pictures in these instructions may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

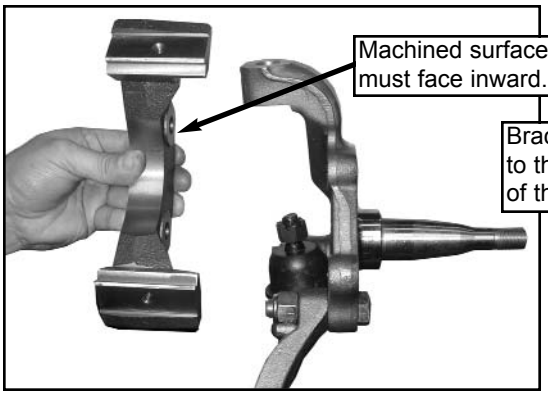


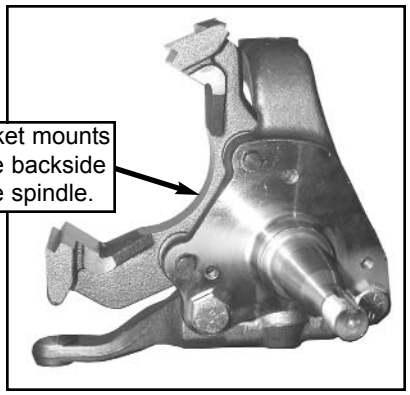


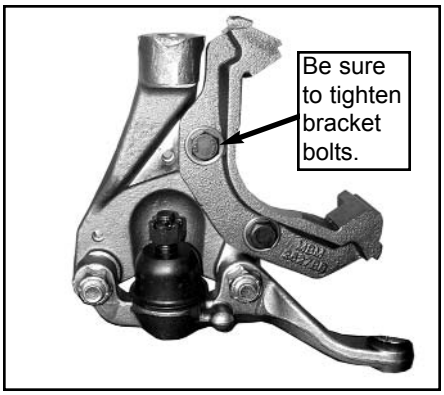
3. Raise the control arm support and attach the upper ball joint. Torque the nut to the correct specifications for your vehicle. **(Be sure to insert the cotter pin.)**



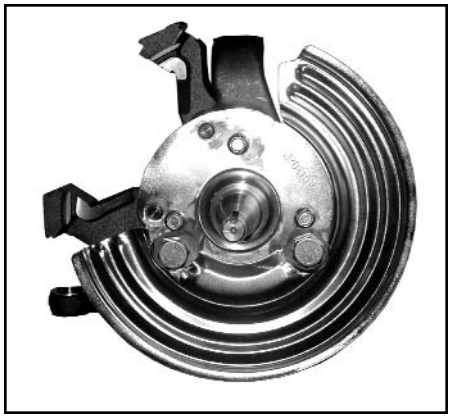
4. Attach the caliper bracket to the spindle with the 1 3/4” supplied bolts. **(The spindles and caliper brackets in this kit are match sets and can be mounted on either side of the car as long as you keep the correct spindle with the correct bracket. Spindles and brackets are marked (R) for right and (L) for left.)**



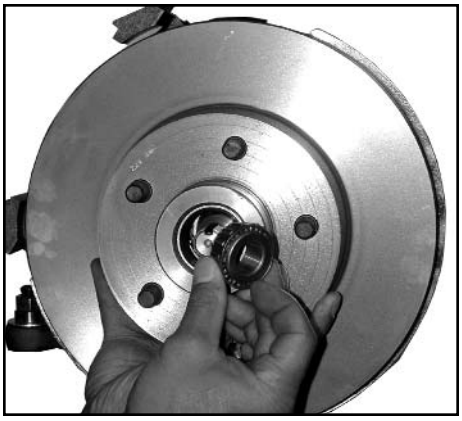


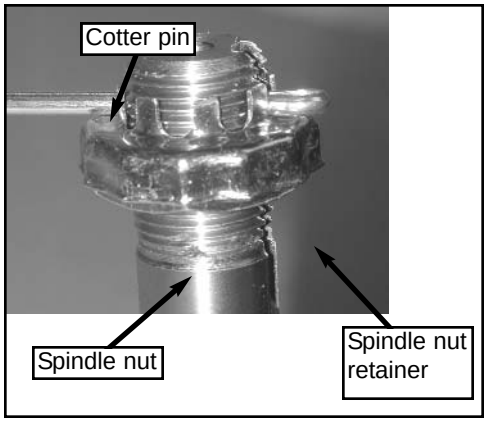


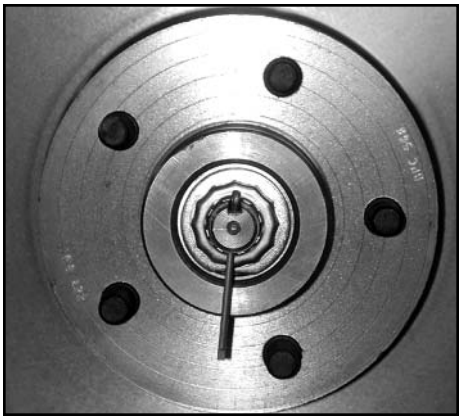
5. Now install the dust shield to the spindle.



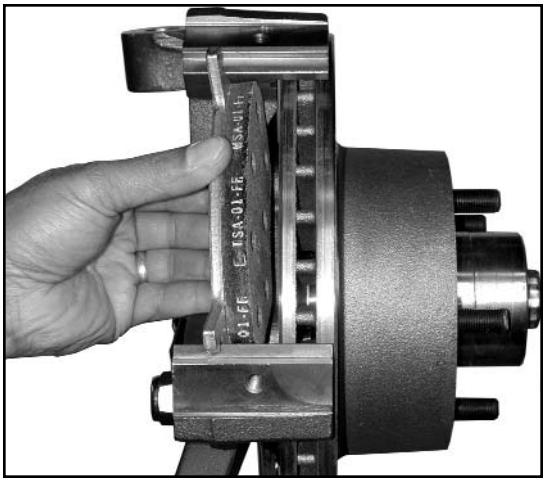
6. Now mount the rotor on to the spindle. **(Greased inner bearing and seal have already been installed.)** Then install the greased outer bearing followed by the spindle washer, spindle nut, spindle nut retainer, the cotter pin and last the dust cap. **(Torque the spindle nut to the proper specifications.)**



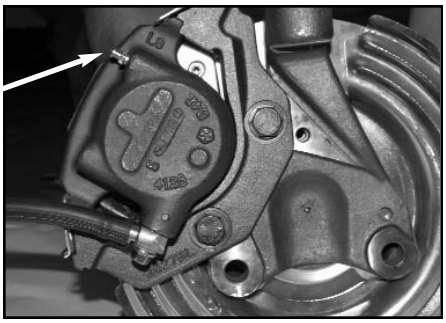




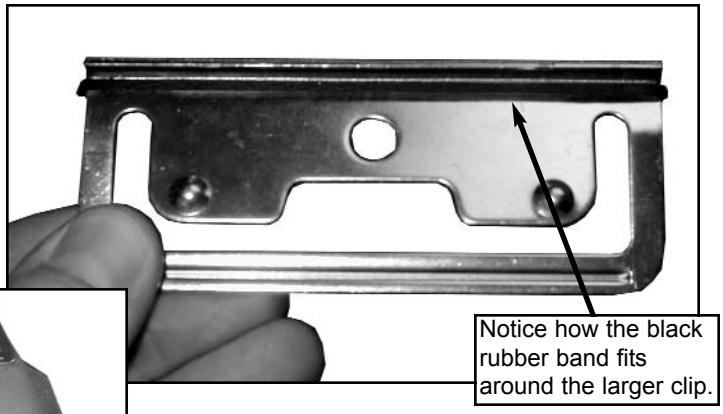
7. Remove the inner pad from the caliper and install correctly in the caliper bracket up against the rotor.

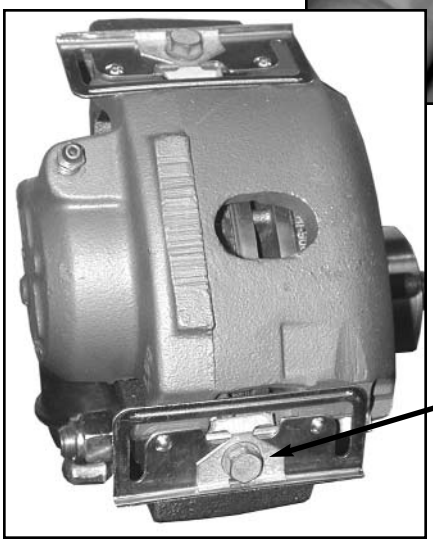


8. Now set the caliper onto the caliper bracket with the piston housing facing toward the inside of the car. **Also make sure that the bleeder screw is facing up!**



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.)**



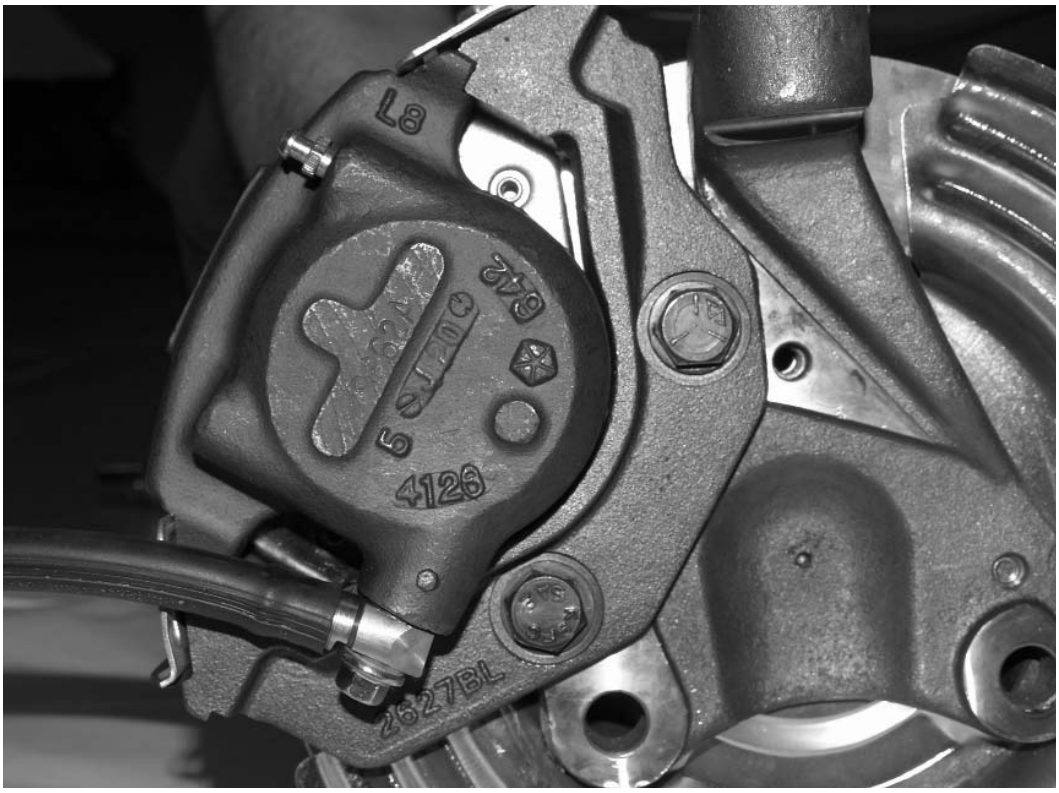


10. **Install the caliper hose as shown on page 8.**

Note: Bleeder screw up

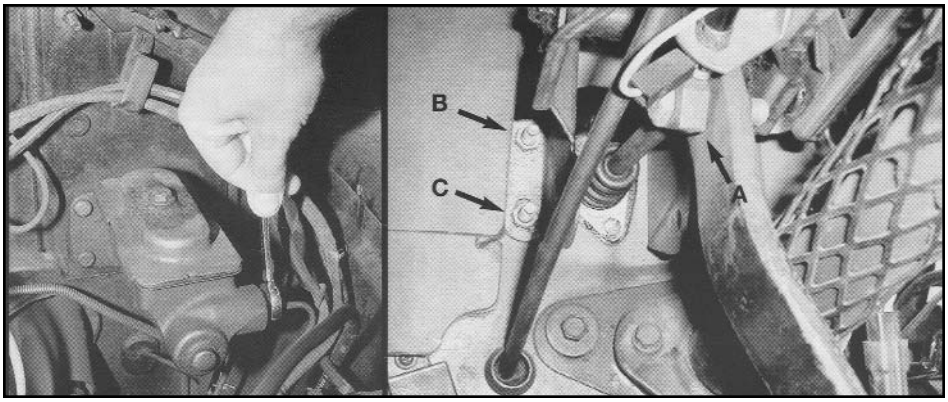
Hose at bottom of caliper

NOTE: Notch down (See below for detailed pic)

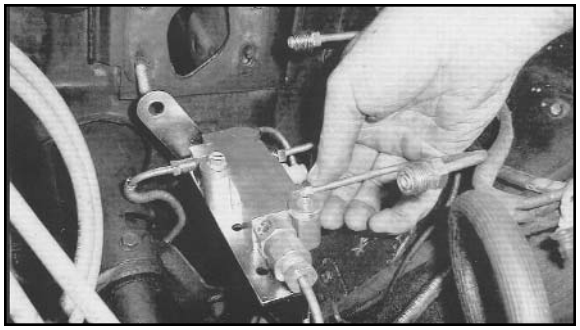


MANUAL MASTER CYLINDER INSTALLATION

1. To remove the master cylinder you will first need to disconnect all the brake lines. (Disconnect the battery to ensure that you don't drain all the power by leaving the brake and interior lights on.) Remove the pushrod from the brake pedal by removing the bolt located at the top of the pedal (arrow A). There are four bolts that you need to remove in order to pull the master cylinder off. Two of them (arrows B and C) are easy to see and get to; the other two located on the opposite side of the firewall are a complete pain to get to. Get to them, undo them, and then curse at them.



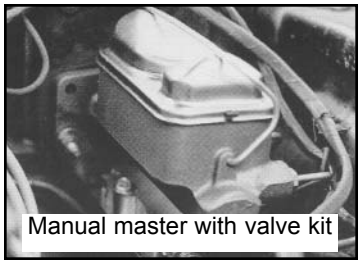
2. Remove the old push rod from the master for re use with the new master cylinder.
3. Bench bleed the new master cylinder to remove all the air.
4. Mount the new master in the same location as the old one.
5. Re attach the push rod to the pedal. See below for helpful information.
6. Install the combination valve kit and plumb the valve to the master as per the diagram with the valve kit.
7. Re plumb the lines that run to the front and rear of the vehicle. Follow the supplied valve plumbing diagram.
8. Bleed the entire braking system and test the brakes before driving. If you have a spongy pedal, re bleed the system and try again.



Typical valve installation

On cars which have single line master cylinders you must make a new hard line from the proportioning valve to the rear line and connect them. Make sure you use a double flare tool to make these lines. You must tie the two lines from left and right front brakes with a T fitting and run a line to the rear side of the proportioning valve to the T fitting. Before making these hard lines invest a few dollars in a good tubing bender. Take your time and do a nice neat job with these lines staying away from exhaust, steering or other things that could harm them. The protective coil that covers the lines is available from a Chrysler dealer. The part # is 3879283.

When adjusting the new pushrod, make sure that you leave about 1/4 inch of play on the brake pedal. Once it is properly adjusted, slip the locking retainer on the end of the pushrod and insert it into the master cylinder. You only get to do this once, so make sure your adjustments are final. Bolt the pushrod back onto your brake pedal. Bleed the brakes.



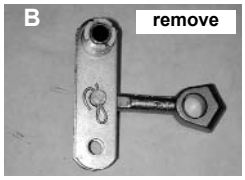
Manual master with valve kit

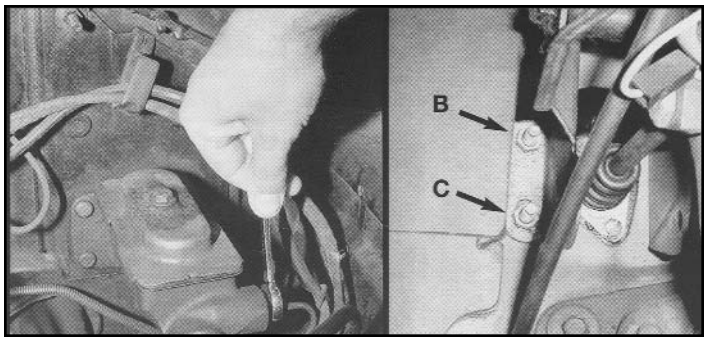
Special Notes: If your master cylinder is located close to the exhaust it is a very good idea to make a heat shield from a piece of aluminum. This will keep your master cylinder from heating up while you are profiling at the local drive in. If you are installing these disc brakes on a drum brake car that had no power brakes remember that it takes about 1200 lb. of pressure to stop with disc brakes where drums only take about 400. What this means is that you will have to apply more pressure to the pedal stop. After a few stops you will not even notice the difference. The big advantage is that the car will stop much better and straighter. Your car is now much safer to drive than before.

POWER BOOSTER INSTALLATION

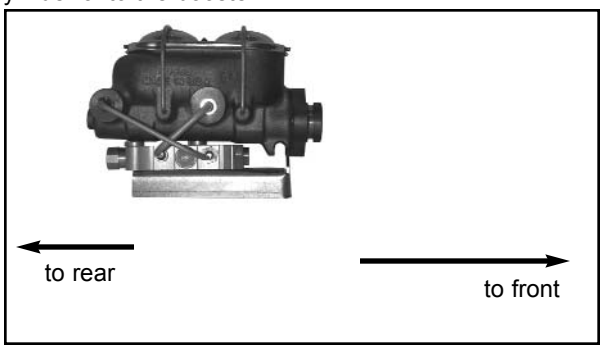
1. To remove the master cylinder you will first need to disconnect all the brake lines. (Disconnect the battery to ensure that you don't drain all the power by leaving the brake and interior lights on.) Remove the pushrod from the brake pedal by removing the bolt located at the top of the pedal (arrow A). There are four bolts that you need to remove in order to pull the master cylinder off. Two of them (arrows B and C) are easy to see and get to; the other two located on the opposite side of the firewall are a complete pain to get to. Get to them, undo them, and then curse at them.

If your car had **original power brakes** remove the old booster and the linkage(B) on the pedal support. Use the large boot plate(A) to cover the hole in the firewall and as a template to drill holes for the new booster attachment.





2. Bench bleed the new master cylinder to remove all the air. If all air is removed the master cylinder piston will be hard to push.
3. Mount the power booster onto the firewall using the four studs or holes from the removal of the master. For cars that were originally power brakes use the boot plate (A above) as a template to drill new holes.
4. Attach the pedal rod from the booster to the pedal locating it in the same position as the manual master.
5. Supply the vacuum from the back of the carburetor of the intake manifold. Use the supplied vacuum hose and intake manifold fitting. You will need at least 18” vacuum.
6. Mount the master cylinder onto the booster.



7. Install the combination valve as per the supplied valve kit instructions.
8. On cars which have single line master cylinders you must make a new hard line from the proportioning valve to the rear line and connect them. Make sure you use a double flare tool to make these lines. You must tie the two lines from left and right front brakes with a T fitting and run a line to the correct side of the proportioning valve to the T fitting. Before making these hard lines invest a few dollars in a good tubing bender. Take your time and do a nice neat job with these lines staying away from exhaust, steering or other things that could harm them. The pro tective coil that covers the lines is available from a Chrysler dealer. The part # is 3879283.
9. When the valve is plumbed up correctly bleed the entire system with vacuum not applied to the booster.
10. Start the engine and supply the booster with vacuum. Test the brakes. If the pedal goes to the floor or is very spongy re bleed the system.
11. Test drive the car in a safe location before driving.

Special Notes: If your master cylinder is located close to the exhaust it is a very good idea to make a heat shield from a piece of aluminum.

CALL MASTER POWER BRAKES
TECH LINE#
FOR HELP
888-533-1199