

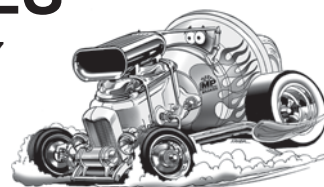


MASTER POWER BRAKES

110 Crosslake Park Drive, Mooresville, NC 28117

Website: www.mpbrakes.com

Technical Support: 888-533-1199



WARNING

Disc brake conversions require disc brake wheels. Drum brake wheels will not clear the disc brake calipers.

Minimum specifications for a disc brake wheel:

1. Correct bolt circle
2. Large center hole to clear the rotor hub center
3. 15"X 7"
4. 3 3/4" backspace
5. Wheel drop center (spokes) that clear caliper

CUSTOMER IS RESPONSIBLE FOR PROPER WHEEL FITMENT

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.

**WARRANTY: Void if
silicone fluid is used in
system**

Thank you for your business!



MASTER POWER BRAKES

110 Crosslake Park Road, Mooresville, NC 28117

Website: www.mpbrakes.com Technical Support: 888-533-1199

© 2006 MP Brakes. All rights reserved. Master Power® is a registered trademark of Master Power Brakes, LLC

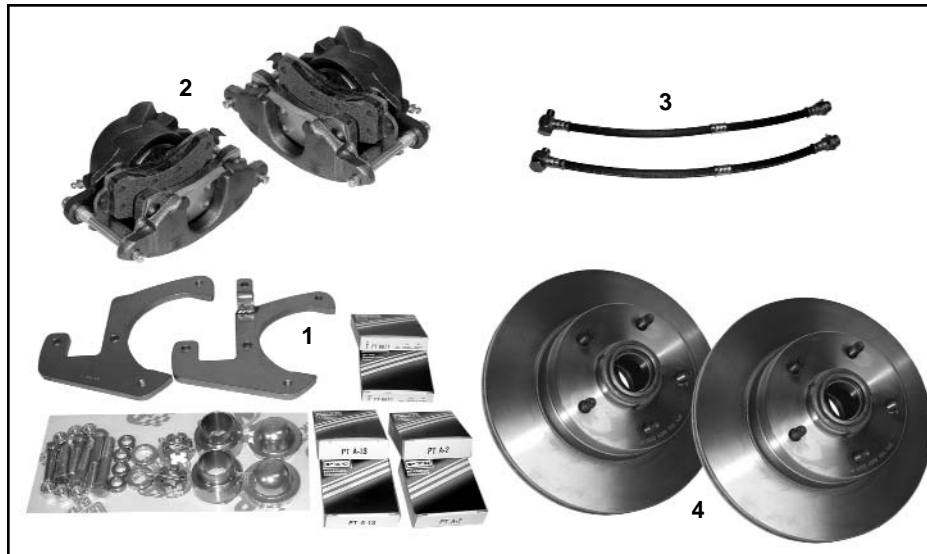


DB1704B INSTALLATION INSTRUCTIONS

INCLUDED COMPONENTS

Your conversion kit should contain the following components:

1. Caliper bracket kit with bearings, seals, dust caps, hardware and bearing adaptors.
2. Calipers with pads
3. Caliper hoses with hose bolts and crush washers
4. Rotors

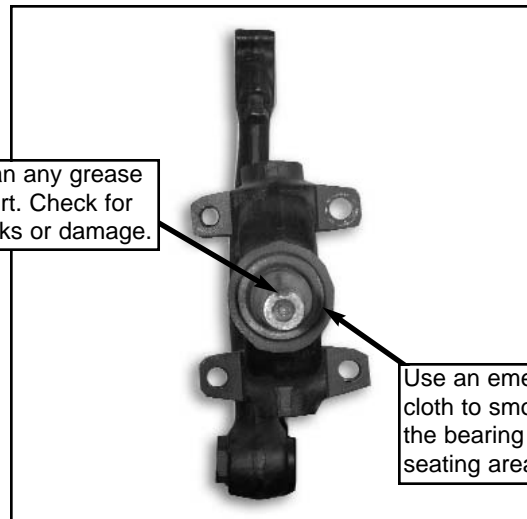


INSTALLATION

1. Remove the original drum brakes and backing plates from the spindles. Retain the bearing nut and keyed washer for later use.
2. Thoroughly clean any grease and dirt from the spindle. Check spindle thoroughly for cracks or damage.
3. Examine the inner wheel bearing seating area for wear or damage. Emery cloth the seating area on the spindle for a smooth surface.

Clean any grease or dirt. Check for cracks or damage.

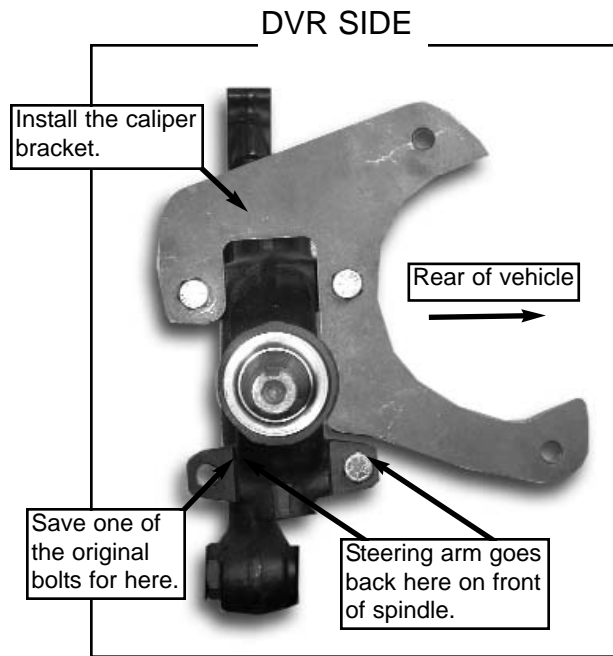
Use an emery cloth to smooth the bearing seating area.



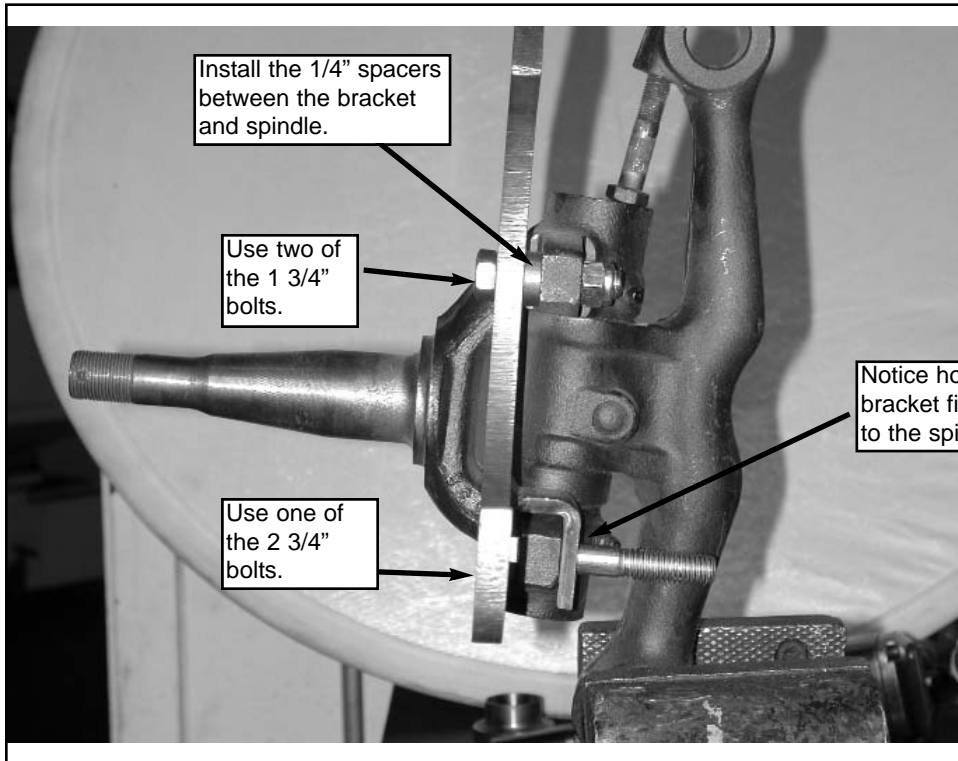
**FOR TECHNICAL HELP
CALL OUR TECH-LINE #
888-533-1199**

Revised 8/5/08

4. Using one of the original bolts in the forward hole re-install the steering arm in its stock location on the spindle.



5. Using the supplied hardware in the kit, install the caliper bracket to the spindle as shown. Install the 1/4" spacers between the bracket and the spindle. You can trim the bracket as necessary. Use two of the 1 3/4" bolts at the top of the spindle and one of the 2 3/4" at the bottom.

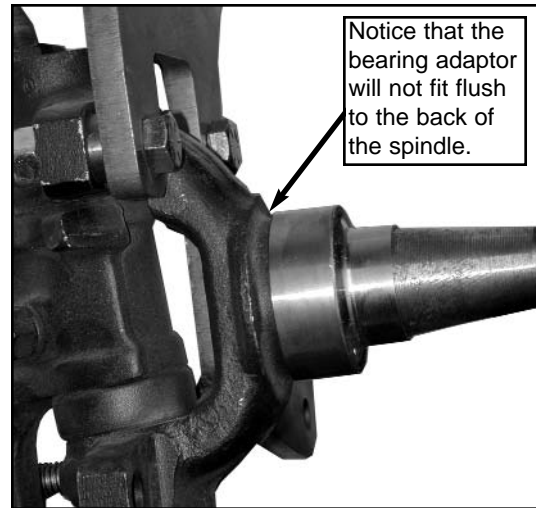
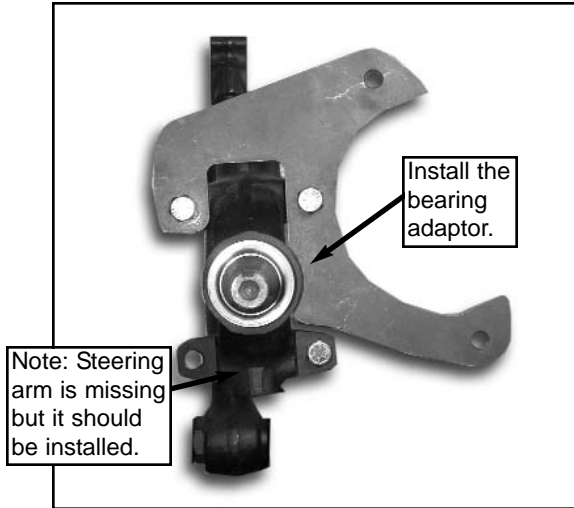


6. The supplied wheel bearing adaptor is a press-fit. It can be installed one of three ways.

Method A: Using an oven, heat adaptor to at least 300 degrees Fahrenheit for at least 30 minutes. Slide adaptor on spindle until seated and allow to cool.

Method B: Slide adaptor on spindle. Drive adaptor on spindle using a 1 1/2in dia pipe and hammer. If spindle is on car, insert block of wood between spindle and frame.

Method C: Remove spindle from car. Press adaptor onto spindle using hydraulic press.



7. Take the new rotor and inspect for any damage / problems. Then remove the inner bearing race from the supplied rotor. Replace it with the supplied A-13 race and bearing. Install the supplied 8871 bearing seal. Be sure to tap the bearing seal flush into the rotor before installing onto the rotor.



BE SURE TO GREASE THE BEARINGS WITH A HIGH QUALITY BEARING GREASE BEFORE INSTALLING!

8. Install the rotor onto the spindle making sure the inner bearing seats all the way onto the bearing adaptor. Then install the outer bearing A-2 followed by the brass 3/4 x 1/4" thick spacer.

Install the outer bearing followed by the brass spacer.

NOTE: The bearings and adaptors are machined to a .0005" tolerance. If the bearing does not slide onto the spindle adaptor easily, it may be due to tolerance "stack up." This can be rectified by a small amount of emery cloth sanding on the bearing surface.

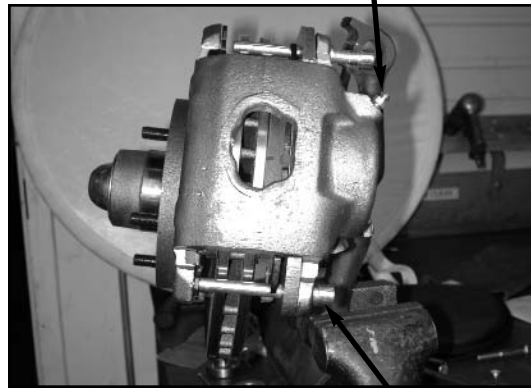
- Install the stock keyed retaining washer and spindle nut. Tighten the nut until there is a resistance to the rotor spinning freely and then loosen the nut slightly until the rotor spins freely. Turn the rotor on the spindle and check for any interference or minimal clearance between the inside surface of the rotor and the outer mounting bracket. Then install the cotter pin followed by the rotor dust cap.



The caliper bleeder screw must face up!

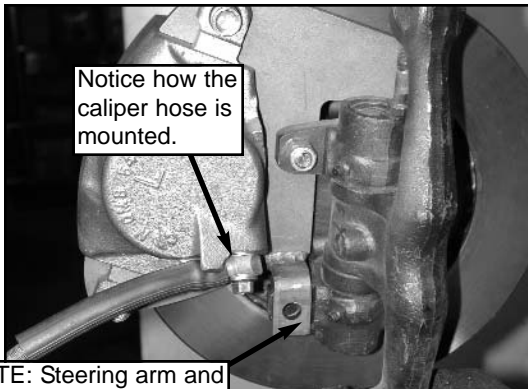
- Now inspect the caliper for damage / problems before installation. After that install the caliper onto the caliper bracket and rotor. Be sure to tighten the caliper mounting bolts. Now repeat this whole process on the other side.

NOTE: THE CALIPER BLEEDER SCREW MUST FACE UP!



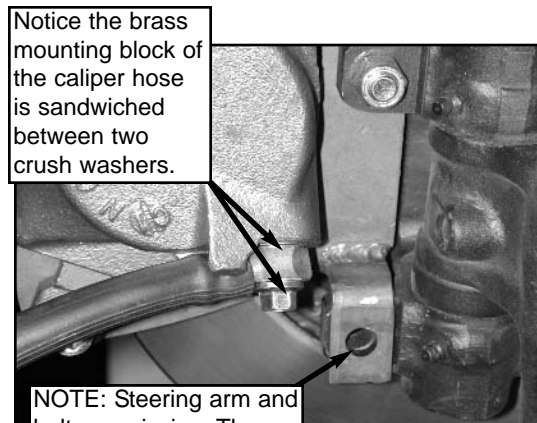
Be sure to tighten the caliper mounting bolts.

- Connect the caliper hoses to the calipers and then to the hard line. Make sure that the brass mounting block of the caliper hose is sandwiched between two copper crush washers.



Notice how the caliper hose is mounted.

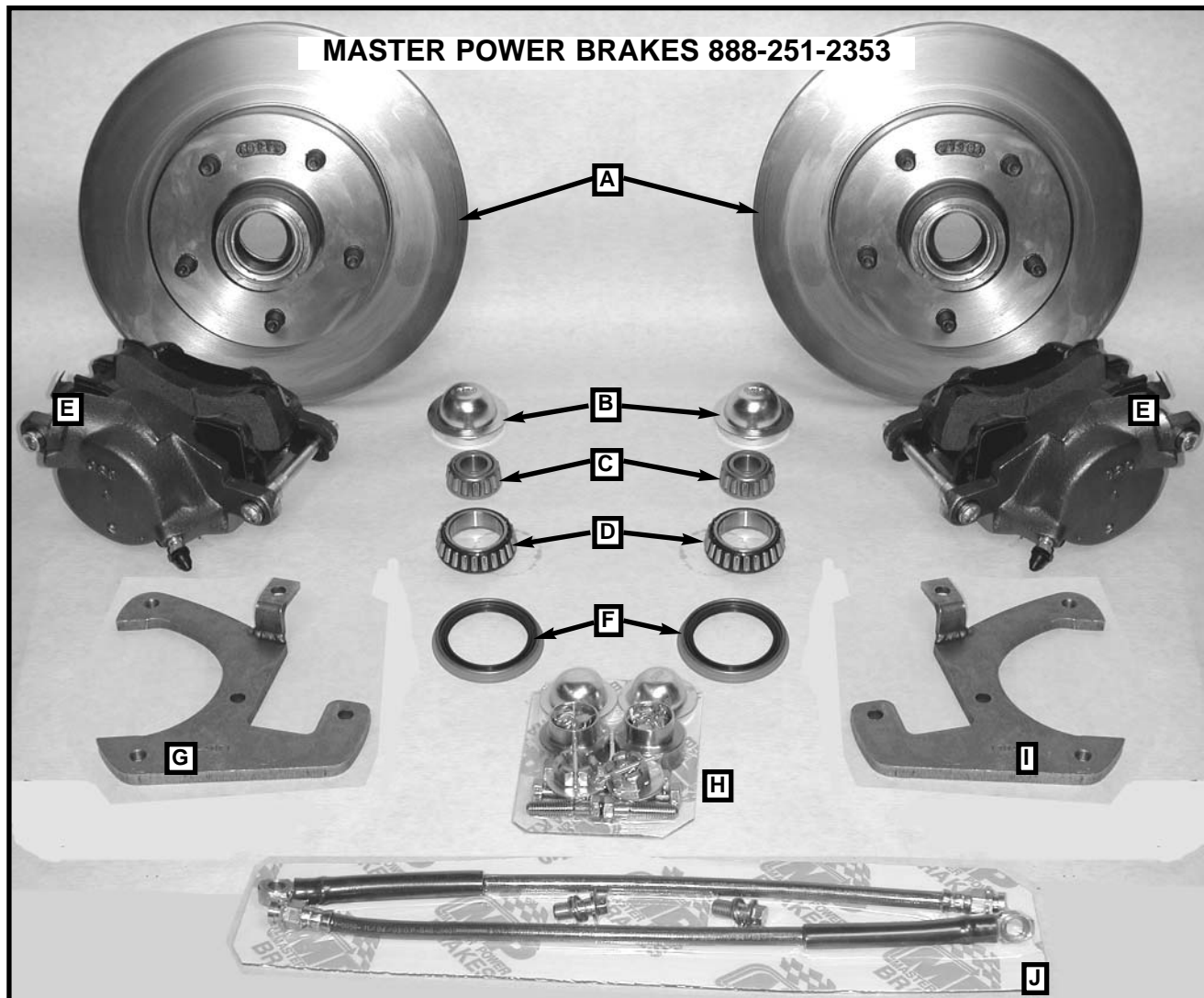
NOTE: Steering arm and bolt are missing. These must be installed earlier in the installation.



Notice the brass mounting block of the caliper hose is sandwiched between two crush washers.

NOTE: Steering arm and bolt are missing. These must be installed earlier in the installation.

DB1704B DISC BRAKE KIT, LWR 49-54 CHEVY PARTS LIST



- A) (2) RT141040 ROTOR, SINGLE PISTON CALIPER 70-77 CAMARO/ FIREBIRD, 73 CYTLASS, CHEVELLE, GTO
- B) (2) HW4002 CAP, DUST, 53.2MM/2 3/32
- C) (2) HWA2 BEARING, OUTER
- D) (2) HWA13 BEARING, INNER
- E) (2) CA403940 CALIPERS, GM, LARGE, SINGLE PISTON
- F) (2) HW8871 SEAL, ROTOR
- G) (1) BR1704L CALIPER BRACKET, 49-54 CHEVY, 53-62 CORVETTE
- H) (1) HW1704HK HARDWARE KIT
 - (2) 12R100PCOZ COTTER PIN, 1/8 X 1"
 - (2) 43C275HCS8Y BOLT, 7/16-20 X 2 3/4 HCS GR-8 ZINC YELLOW
 - (4) 43F175HCS8Y BOLT, 7/16-20 X 1 3/4 HCS GR-8 ZINC YELLOW
 - (6) 43FNNEZ NUT, 7/16-20 NYLOCK, ZINC
 - (2) AD1704 BEARING ADAPTOR 1.275 ID X 1.375 OD
 - (2) BU1702-1 BUSHING BRASS OD 1.123 X .750 TH. .195
 - (4) BU1702-2 BUSHING STEEL OD .750 X .436 TH. .245 2
 - (2) HW4002 CAP, DUST, 53.2MM/2 3/32
 - (2) HW615065 NUT, SPINDLE GM
- I) (1) BR1704R CALIPER BRACKET, 49-54 CHEVY 53-62 CORVETTE
- J) (1) HS1786K HOSES, 53-62 CORVETTE
 - (2) HS1786 HOSE, 18" LENGTH USED ON SPECIAL APPL. 7/16 HOSE BOLTS
 - (2) HW21082 BOLT, HOSE 7/16 X 20 SHORT
 - (4) HW4390 COPPER SEALING WASHER USED W/ 4039 & 4040 CALIPER

Revised 8/5/08