



## **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](http://www.mpbrakes.com)**



**DB1786B**

**1953-1962 CORVETTE  
DISC BRAKE CONVERSION KIT**

**INSTALLATION  
INSTRUCTIONS**



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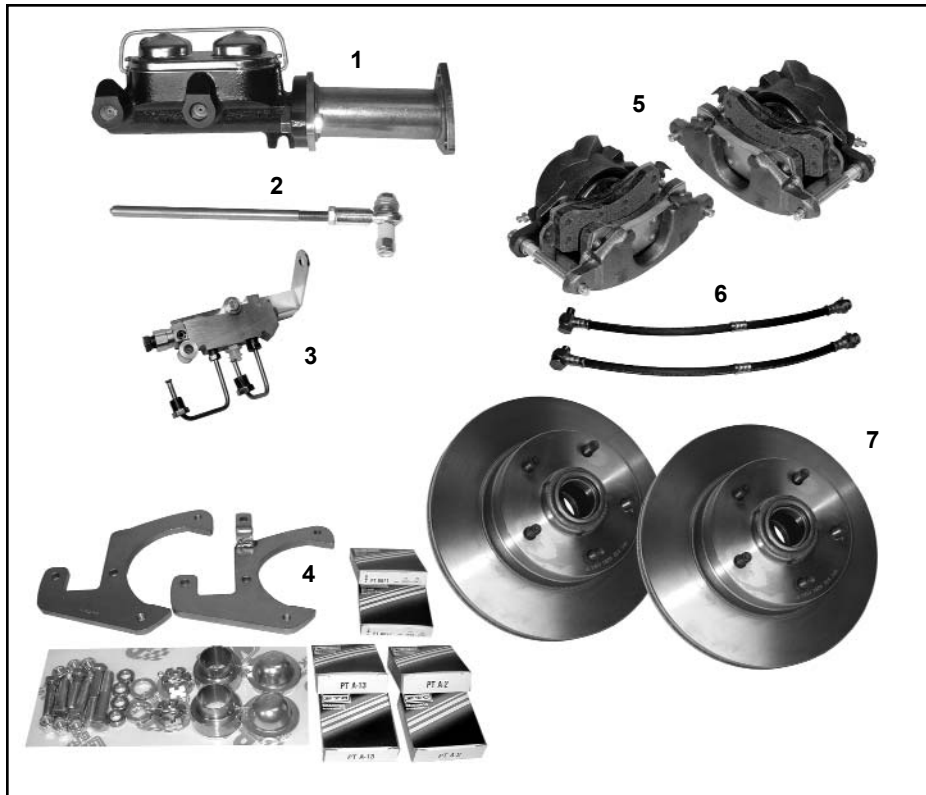
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## INSTALLATION INSTRUCTIONS

### INCLUDED COMPONENTS

Your conversion kit should contain the following components:

1. Dual manual master with adaptor flange (optional)
2. Manual push rod (optional)
3. Combination valve kit (optional)
4. Caliper bracket kit with bearings, seals, dust caps, hardware and bearing adaptors.
5. Calipers with pads
6. Caliper hoses with hose bolts and crush washers
7. 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. Using one of the original bolts in the forward hole re install the steering arm in it's stock location on the spindle. Using the hardware supplied in the kit install the caliper bracket to the spindle as shown. Insert the 1/4" spacers between the bracket and the spindle as shown. Trim the bracket as necessary.

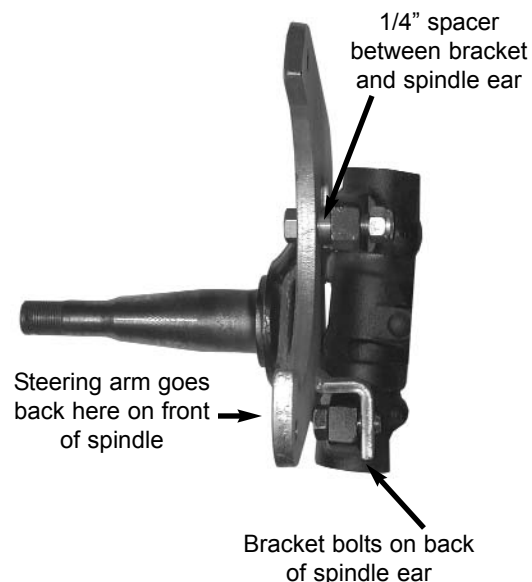
Drivers side



Drivers side



Drivers side



4. Examine the inner wheel bearing seating area for wear or damage. Emery cloth the seating area on the spindle for a smooth surface.
5. Slide the supplied bearing adaptor onto the spindle and drive it into place with a suitable piece of pipe. 1/2" pipe works well. **DO NOT DAMAGE THE ADAPTOR WHILE INSTALLING.** Use a rag for padding between the pipe and adaptor until it seats firmly against the spindle inner bearing shoulder. The supplied bearing adaptor should be 1.280" I.D. and 1.375 O.D.

**BE SURE TO GREASE THE BEARINGS WITH A GOOD QUALITY BEARING GREASE BEFORE INSTALLING**

6. Remove the inner bearing race from the supplied rotor. Replace it with the supplied A-13 race and bearing. Install the supplied 8871 seal. Be sure to firmly seat the seal.



7. Install the rotor onto the spindle making sure the inner bearing seats all the way onto the bearing adapter.  
NOTE: The bearings and adapters are machined to .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 adapter surface.
8. Install the supplied A-2 outer bearing followed by the brass 3/4 x 1/4" thick spacer. Install the stock keyed retaining washer and retaining nut. Adjust bearings as required and install cotter key and bearing dust cover.
9. Inspect the caliper prior to installation. Install the caliper onto the bracket with the **bleeder facing up** using the supplied caliper mounting bolts.
10. Connect the caliper hoses to the caliper. Be sure the brass hose end is sandwiched between the supplied copper crush washers.