



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

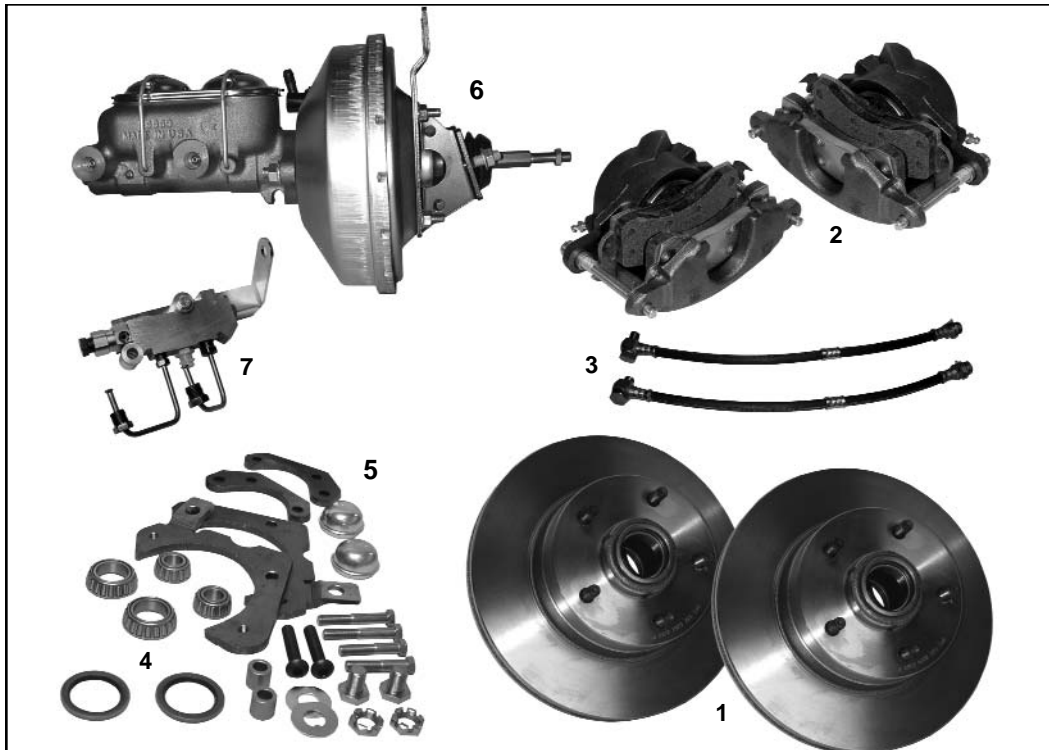
www.mpbrakes.com



DB1787 SERIES 1963-1964 CORVETTE

INSTALLATION INSTRUCTIONS

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



INCLUDED COMPONENTS

Your power brake conversion kit will contain the following components:

1. Rotors
2. Calipers with pads
3. Caliper hoses
4. Bearings and rotor seals
5. Bracket kit with hardware
6. Power booster and master cylinder
7. Combination valve and line kit

Note: Always refer to the vehicle owners manual for the correct torque specifications when installing this kit.

Step #1

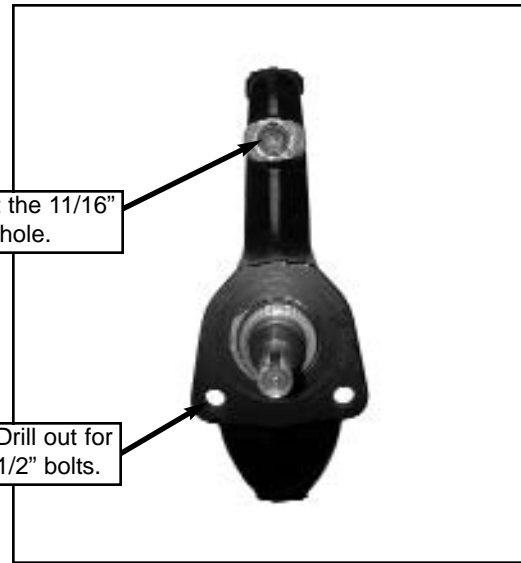
Remove the stock Chevy front drums, brakes and backing plates. Clean and inspect the spindles for cracks or damage. Be sure to thoroughly clean out the 11/16" threaded hole at the top of the spindle. This step is extremely important. Use a non oil based cleaner such as brake cleaner. Clean the threads out with a bottoming tap if necessary.

*** Note:**

1963-1964 Corvette - Spindle and steering arm must be drilled for use of 1/2" bolts in support brackets.

Clean out the 11/16" threaded hole.

Drill out for 1/2" bolts.



Step #2

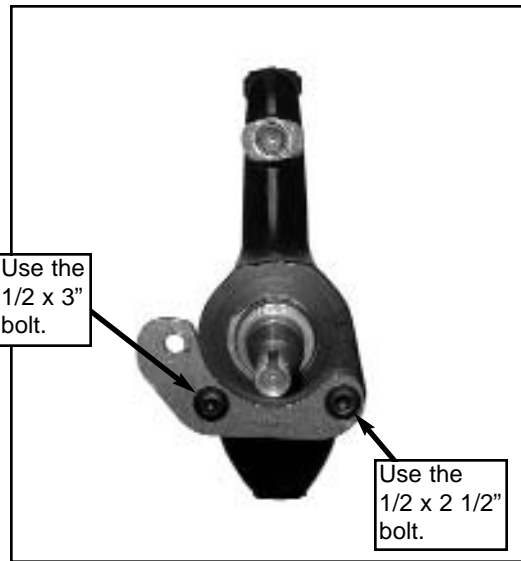
Take the small support bracket and install it on the outer surface of the spindle in the two lower holes. Install one of the long (1/2 x 3) bolts through the support bracket, through the rear hole on the spindle and through the steering arm. Install the shorter (1/2 x 2 1/2) bolt in a similar manner through the front hole. Install the supplied lock nuts and tighten.

Tighten the lock nuts.



Use the 1/2 x 3" bolt.

Use the 1/2 x 2 1/2" bolt.

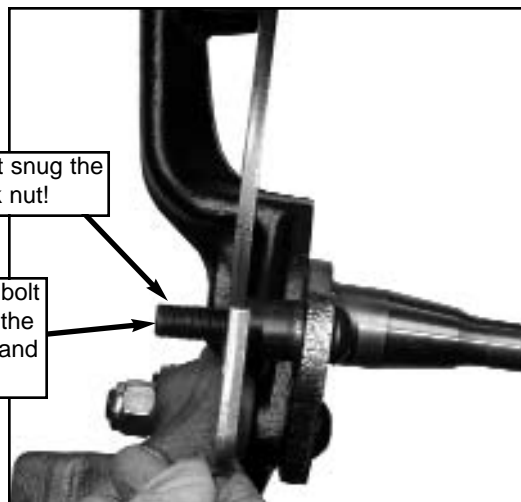


Step #3

Take the larger caliper bracket and install it as follows: Install the (1/2 x 2 1/2) bolt through the small support bracket, spacer and caliper bracket. Install a lock nut and just snug it.

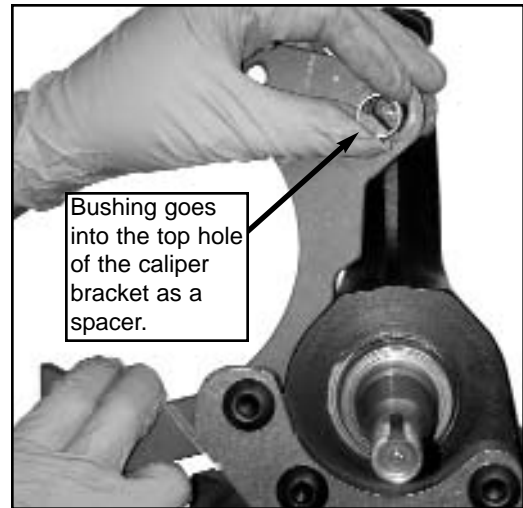
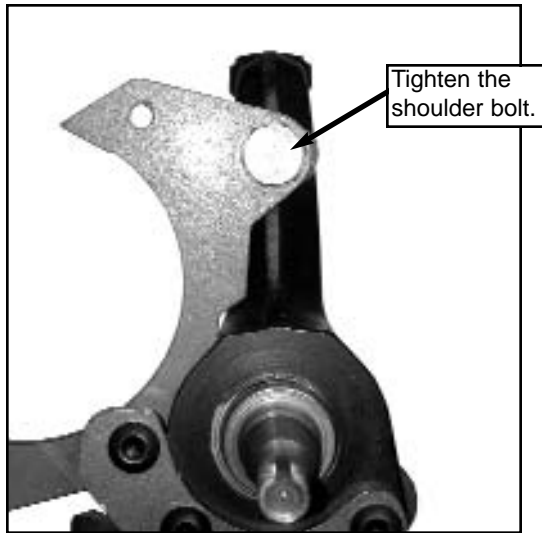
Just snug the lock nut!

Install the 1/2 x 2 1/2" bolt with bushing between the small support bracket and the caliper bracket.



Step #4

Install the caliper bracket bushing followed by the 11/16" shoulder bolt through the caliper bracket into the spindle. Now tighten all the bolts and nuts.



Step #5

Take the new rotor and inspect for any problems / damage. Install the supplied inner A6 bearing. **BE SURE TO GREASE THE BEARINGS WITH A HIGH QUALITY BEARING GREASE BEFORE INSTALLATION!** Next, install the bearing seal into the rotor. (HW7934) Be sure to tap the bearing seal flush into the rotor before installing onto the spindle.



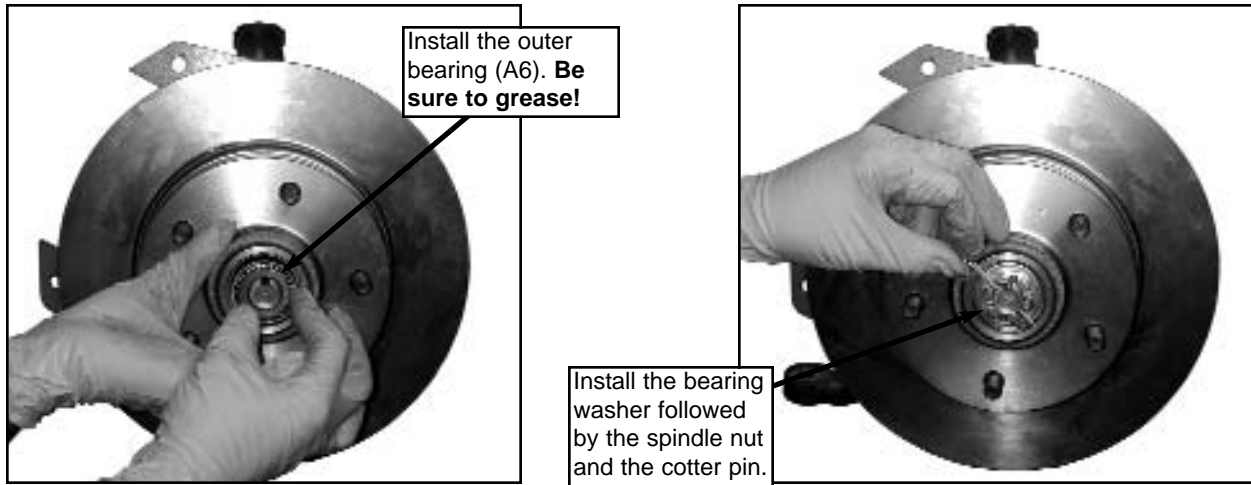
Install the inner A6 bearing.



Install the bearing seal (HW7934).

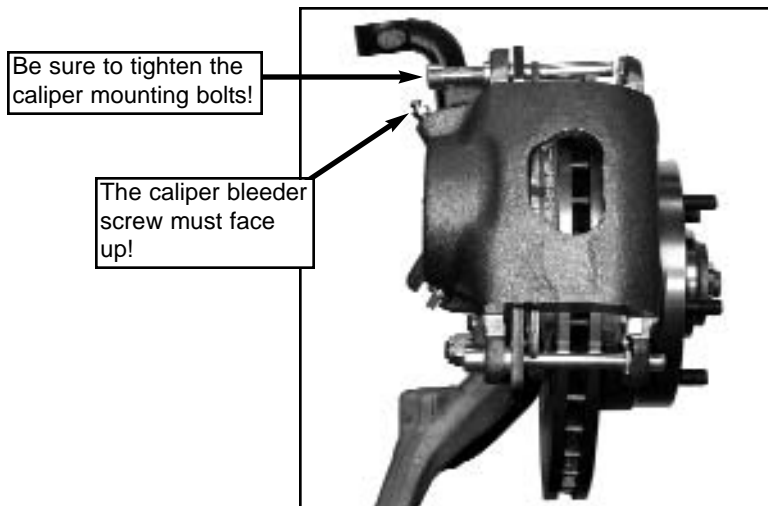
Step #6

Install the rotor onto the spindle followed by the outer A2 bearing. Put the keyed bearing retaining washer followed by the spindle nut onto the spindle. 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. Trim the bracket if necessary. Check for adequate clearance on the 1/2" bolts also. Be sure to install the cotter pin onto the spindle nut to secure.



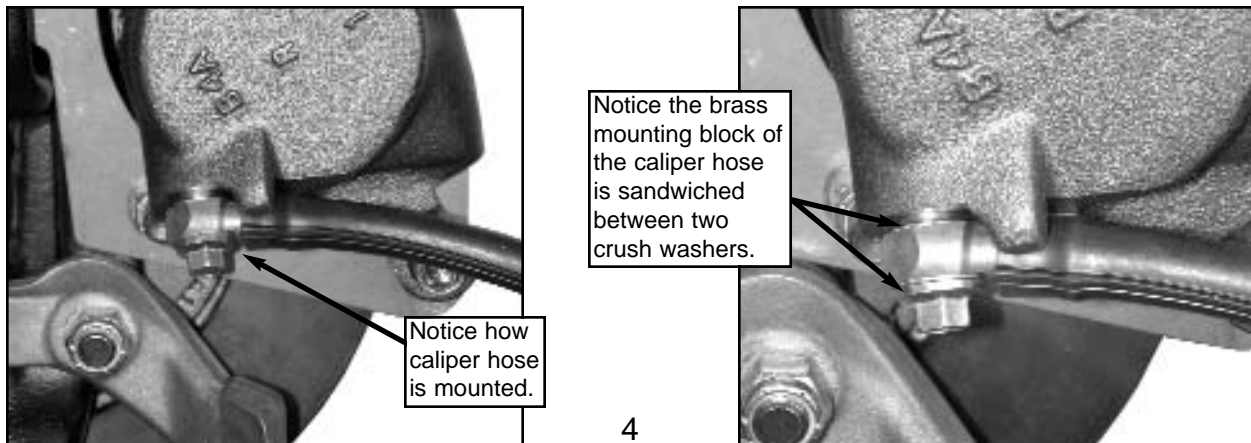
Step #7

Install the loaded caliper onto the spindle using the supplied caliper mounting bolts. **THE CALIPER BLEEDER SCREW MUST FACE UP!** Now repeat the procedure for the opposite side.



Step #8

Then connect the supplied 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.

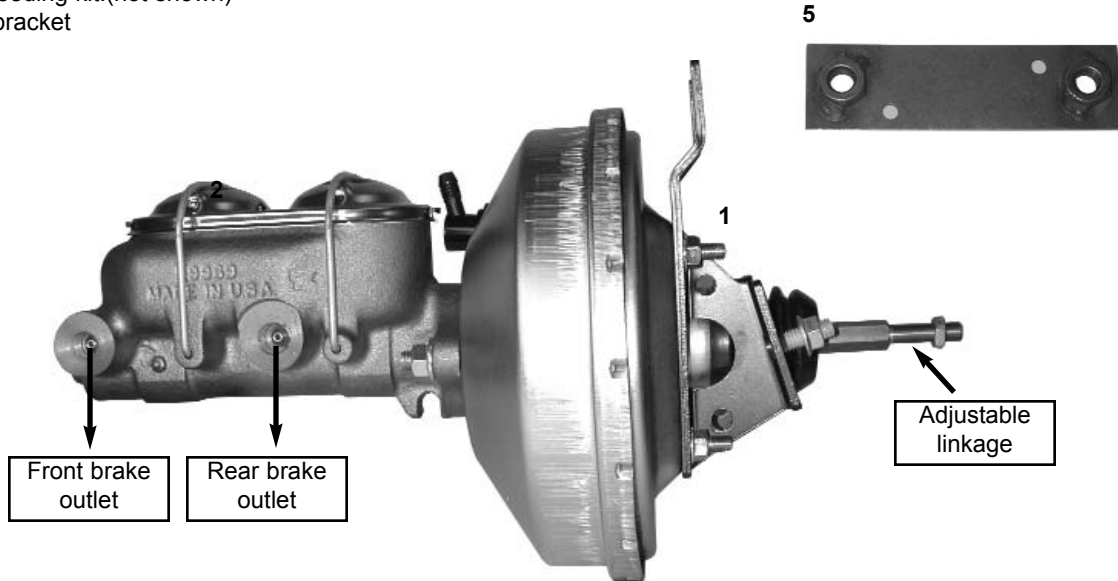


BOOSTER INSTALLATION INSTRUCTIONS

INCLUDED COMPONENTS

Your power brake conversion kit will contain the following components:

1. Power booster with firewall bracket and pedal linkage.
2. Master cylinder
3. Vacuum hose with intake manifold fitting (not shown)
4. Bench bleeding kit.(not shown)
5. Firewall bracket



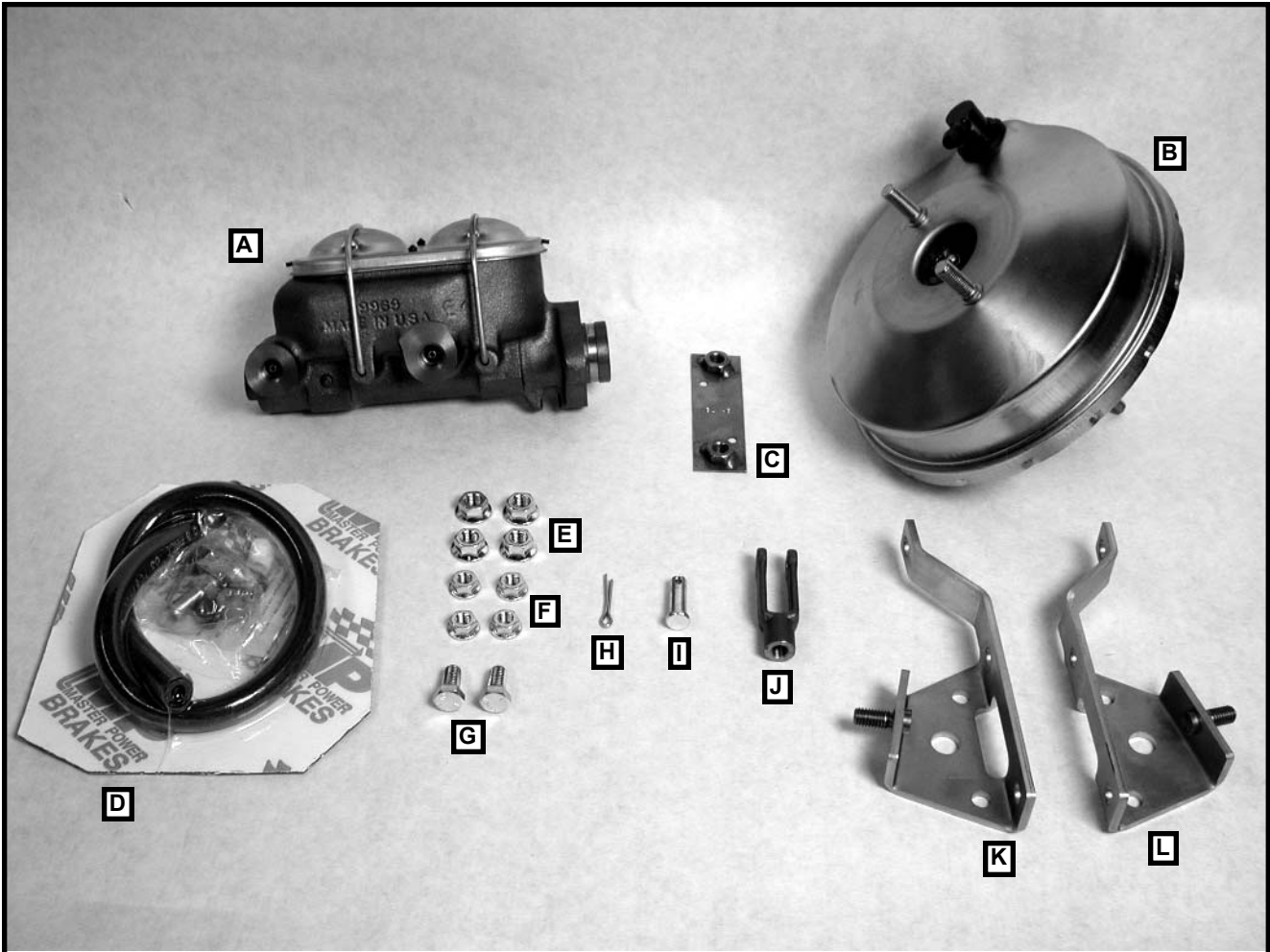
INSTALLATION

1. Disconnect the master cylinder push rod from the pedal inside the vehicle.
2. Remove the brake lines from the old master cylinder.
3. Remove the old master cylinder.
4. Mount the new booster to the firewall using the two holes where the original master cylinder was located. When you mount the booster locate the place for two new holes to be drilled at the top of the booster bracket. Mark and drill the holes and attach with the supplied plate from inside the firewall.
5. Connect the booster push rod to the pedal. Adjust the pedal height so there is 1/4 " free play at the top of the pedal. Do this by adjusting the booster push rod that goes from the booster to the pedal.
6. Check the stop light switch adjustment.
7. Bench bleed the master cylinder with the supplied bleeder kit.
8. Mount the master to the booster and secure.
9. Connect the master cylinder lines to the system as per the photo above. The line from the master cylinder closest to the booster feeds the rear brakes.
10. If you are using our combination valve v13350 or v13359 mount the combination valve to supplied bracket and attach the bracket and lines as shown in figure below.



11. Supply the booster with vacuum from the intake manifold or the carburetor. You must have at least 18" vacuum.
12. Bleed the entire system and test function before driving.

BM1781
BOOSTER, M/C 64-67 CORVETTE
PARTS LIST



PARTS LIST

- A) (1) MC390545P MASTER, 1-1/8 BORE 4WD CORVETTE STYLE MASTER
- B) (1) BS2004 BOOSTER, 9", SLIMLINE
- C) (1) BR1781 SUPPORT BRACKET
- D) (1) HS4001K HOSE KIT, VACUUM
 - (1) AC2002 BLEEDER KIT, USED IN DUAL MASTER CYL. APPL.
 - (1) HS4001-2 VACUUM HOSE, 2FT PER KIT
 - (1) HW40066 FITTING, MALE ELBOW, 3/8 O.D. TUBE, 3/8 PIPE VAC. HOSE
 - (1) HW413-66 FITTING, MALE INVERTED, 3/8 HOSE I.D., 3/8 MANIFOLD VAC. HOSE
- E) (4) 100CNWFZ NUT, M10, SERRATED FLANGE
- F) (4) 80CNFWZ NUT, M8-1.25 HEX FLANGE
- G) (2) 37C125HCS8Y 3/8-16 X 1 1/4 HCS, GR-8, ZINC
- H) (1) 12R100PCOZ COTTER PIN, 1/8 X 1"
- I) (1) 37N112PCLZ PIN, 3/8 X 1 1/8 CLEVIS
- J) (1) HW3719 CLEVIS PIN / CAST IRON 3/8 X 24 THREAD / FEMALE
- K) (1) BR1781R BRACKET, RIGHT 64-67 VETTE
- L) (1) BR1781L BRACKET, LEFT 64-67 VETTE

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