

# PLEASE READ THIS FIRST!

Take time to read all of the literature that came with your brake kit and to check the provided list of parts against what you received to be sure that you are fully prepared to complete your brake changeover!

Your kit was designed to make the process of changing your brake parts as simple and painless as possible. However, in some cases, you will find it necessary to make minor changes to your car, so be prepared to do that. Also, please allow enough time to complete the job properly. It is not unusual for you to encounter something unforeseen and have to make a modification or ask a question.

We are constantly updating our literature to reduce and help you answer your own questions. You can find technical help in the packet we provide with your kit or on the website at: ([www.911brakes.com](http://www.911brakes.com)). You may also call our technical department Monday - Friday between the hours of 8:00 am & 5:00 pm, Eastern standard time at: (888-533-1199). Be advised that you may be asked to leave your name, phone number, account information, and the description of the problem you are experiencing. If this happens then please leave this information, so when your call is returned, our tech department will be fully prepared to deal with your problem. This will keep time on the phone to a minimum, which gets you back to your task at hand as soon as possible and allows us to help others.

*Once again,  
Thanks for choosing Master Power Brakes!*

## NOTE

Proper operation of your brakes is essential for your safety and the safety of others, so any brake service should be performed by persons experienced in the installation and proper operation of disc 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 that particular application.



# DB1791B

## 80-85 SEVILLE REAR DISC BRAKES TO GM 10 AND 12 BOLT REAR END

IT S MORE THAN BRAKES...IT S CONFIDENCE!

### INSTALLATION INSTRUCTIONS

THIS KIT WILL ONLY WORK WITH 'C' CLIP TYPE REAR AXLES. IT WILL NOT WORK WITH 'C' CLIP  
ELIMINATOR KITS. CALL FOR SPECIAL KIT.



# MASTER POWER BRAKES

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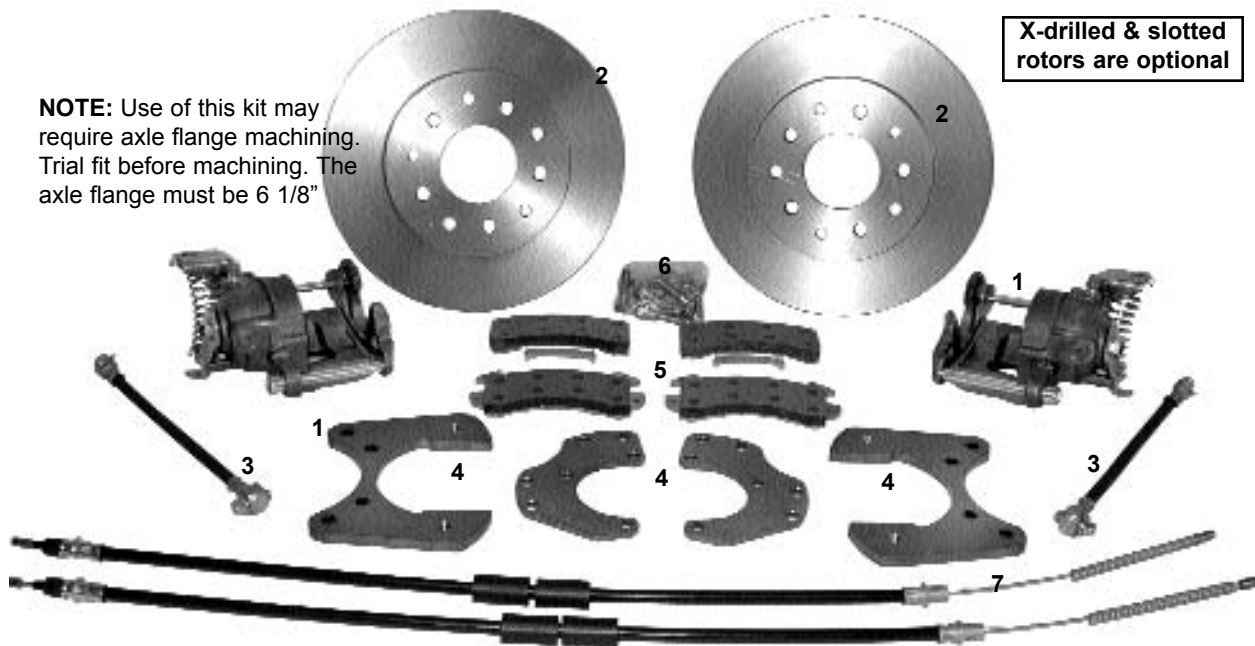


## INSTALLATION INSTRUCTIONS

### INCLUDED COMPONENTS

Your power brake conversion kit will contain the following components:

1. Rear caliper, left and right
2. Rotors (2)
3. Rear hoses and hose bolts (2)
4. Caliper bracket kit
5. Pads
6. Mounting hardware
7. Parking brake cables



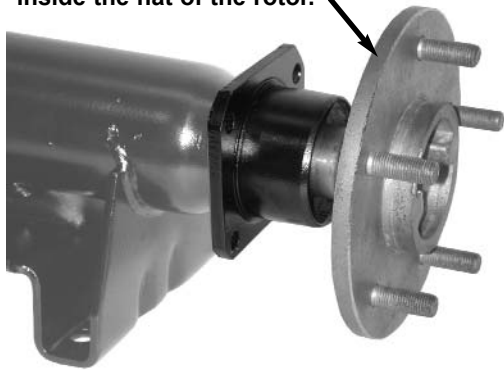
### INSTALLATION

Please read these instructions completely and trial fit the brackets, rotors and calipers to the axle housing before painting or plating any components. Modified components may not be returned for credit or exchange.

1. Remove the stock drums, brakes and backing plates from the axle housing. Clean the housing end flanges thoroughly. **(NOTE: It may be necessary to cut down the hub to fit properly inside the hat of the rotor.)** Check first before proceeding.
2. Mount the primary support bracket to the inside of the axle housing flange with the secondary support bracket holes positioned for rear caliper mounting. **(Calipers will mount to the rear.)** Use 1" bolts to secure axle and primary bracket.
3. Attach the secondary bracket to the inside of the primary bracket using the 1 1/4" bolts.
4. Mount the caliper assembly to the secondary bracket with the **bleeder screw and parking brake cable bracket pointing up.**
5. Check for adequate frame or suspension clearance. Check at full suspension travel up and down.
6. Attach hose (not hard line, the calipers float). The hose bolt is GM 10mm. Fill the system and bleed. We recommend DOT4 or 5.1. Warranty is void if silicone fluid is used.
7. **IMPORTANT:** You must hook up the parking brake mechanism and use it on a regular basis. Failure to do so will result in the eventual loss of the rear brakes. Make sure the parking brake will hold against light throttle pressure.

**NOTE: E brake cable connection is the responsibility of the customer.**

Check to see if the hub needs to be cut down to fit inside the hat of the rotor.



Remove all drum components leaving the rear flange ready for disc kit installation



Mount the primary bracket to the flange. The calipers will mount to the rear.



Install the bolts that will hold the secondary caliper bracket. Place lockwashers between the primary and secondary bracket.



Mount the secondary bracket that will hold the caliper to the primary bracket.



Mount the rotor onto the studs.

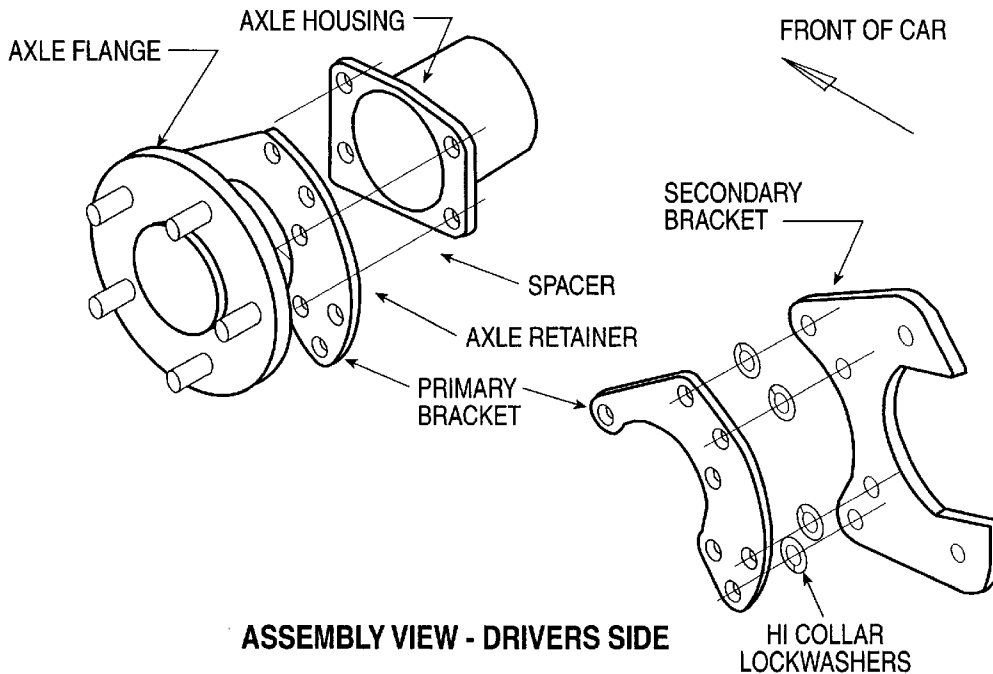


Mount the caliper to the secondary bracket.

**There are some very important things you need to know about this setup.  
It utilizes Trans Am rear rotors and Eldorado Cadillac rear calipers.**

One of the biggest advantages of a disc type brake is that it has a fool proof self adjuster. Not so with the rear disc GM! The rear calipers adjust off of the parking brake. The parking brake is incorporated into the caliper. You **MUST** set the parking brake every time you park your car! Not many people do that nowadays because it is much easier to just put the transmission in park and walk away! The rear caliper pistons utilize a "one way clutch" or "sprag" inside the caliper piston. When the parking brake is applied the sprag senses when there is .030 or more clearance between the friction material on the inboard side. When the distance is at least .030, the sprag turns inside the piston adjusting it out and keeping the rear brakes adjusted. If you are not setting your parking brake with this setup **EVERY** time you park your car then two things will happen. #1 - You will start to lose service brake pedal. #2 - The sprag will seize on the inside of the piston and will never work again. **NEVER** buy these calipers from a rebuilder, because rebuilders use the old piston in most cases and the piston is the reason the calipers were changed to begin with! Master Power Brakes uses only **NEW** calipers for this application! Also, when replacing rear pads on these calipers, GM says to "get into the vehicle after you have installed the pads and apply the parking brake 60 times". The short cut around this is to adjust the brakes out by unhooking the parking brake cable at the lever and adjusting the pistons out using the parking brake lever and a .030 feeler gauge between the inboard pad and the rotor. Then get in the vehicle and pump the parking brake 2-3 times.

**This is a high quality kit at a bargain basement price! (If you go to Cadillac and buy these calipers new, they will cost you more than this whole kit.) But it is important that the new owner/builder is aware of the operation of these calipers.**



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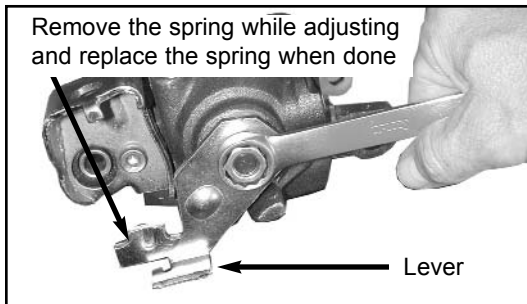
# WARNING

## FOR YOUR REAR BRAKES TO OPERATE YOU MUST ADJUST THE REAR CALIPERS

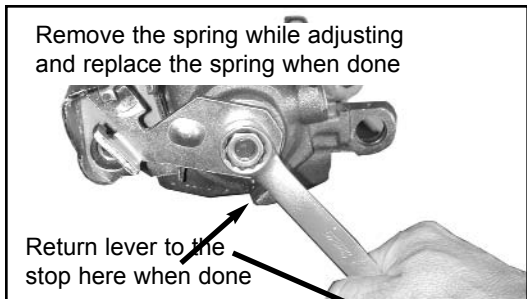
When installing rear disc brakes with calipers that have an internal parking brake you must adjust or set the calipers when installing. Failure to do so will prevent you from getting a firm pedal and you will have no rear brake function. You must also set the parking brake every time you park to keep the calipers adjusted.

The caliper piston is adjusted outward by turning the nut on the lever or by cranking the lever. This ratchets the caliper piston outward moving the pads closer to the rotor. If you do not do this the rear calipers will take up brake fluid but the pads will never squeeze the rotor sending the pedal to the floor.

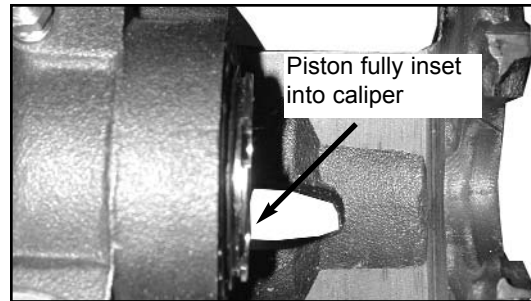
Only perform this adjustment with the caliper and rotor installed on the car. Start by spinning the rotor. Crank the lever and spin the rotor again to see if there is any drag. Continue cranking the lever until there is a slight drag on the rotor. Attach the parking brake cable. The caliper should now be adjusted. Repeat on the other side.



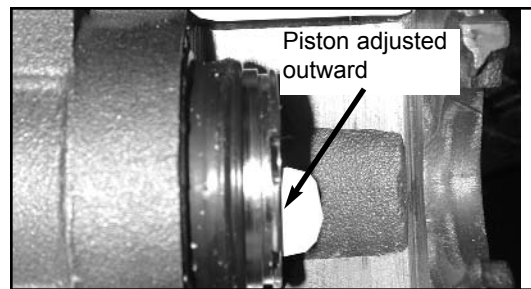
Remove the spring and crank the lever or turn the nut to adjust the piston outward.



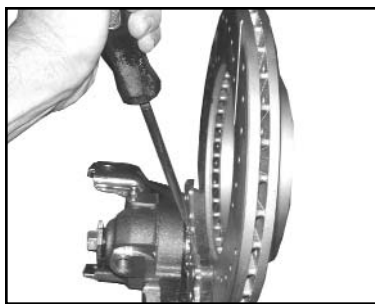
After cranking as far as lever will go rotate it back the other way until you hit the stop and reinstall the spring. The piston will remain out where it was.



The picture above shows the caliper without any adjustment and the piston fully into the caliper.

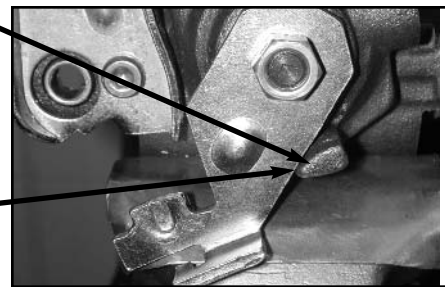


The caliper piston is able to be ratcheted out quite a distance. This will be required as the pads wear. Setting the parking brake when parking will continue to adjust the piston outward and keep the rear calipers functioning.



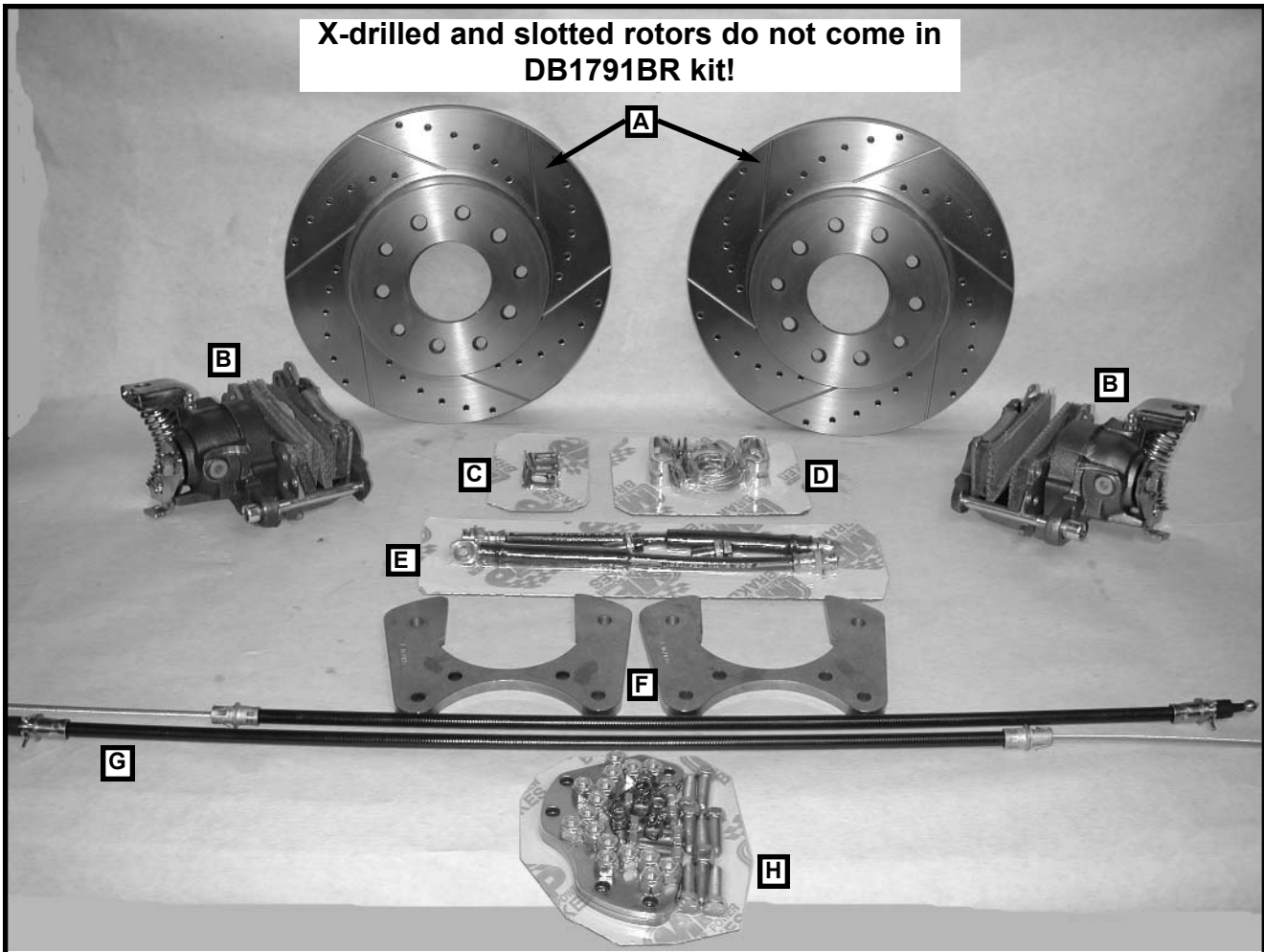
### Helpful hint

To return the lever to the proper rest position use a large screwdriver against the outer lip on the caliper piston to force the piston against the pads firmly. When pressed firmly move the lever against the stop on the caliper casting. Replace the spring and attach cable.



# DB1791BHPR DISC, REAR SLOTTED ROTORS 10/12 BOLT PARTS LIST

X-drilled and slotted rotors do not come in  
DB1791BR kit!



## PARTS LIST

Revised 5/3/04

- A) (2) RT85774M ROTOR, REAR, MULTI PATTERN MOD. RT85774
- B) (2) CA601819 REAR CALIPER KIT, CADILLAC USED IN ALL REAR KITS
- C) (1) BR3737K BRACKETS, HOSE CLIPS 1 PAIR
  - (2) BR3737 BRACKET, HOSE
  - (2) HW8708 BRAKE HOSE CLIP
- D) (1) AC2005 E-BRAKE REPAIR KIT
  - (1) HW21119 CABLE KIT, E-BRAKE
  - (2) HW21126 CLAMP KIT, E-BRAKE
- E) (1) HS36846K HOSE KIT, REAR METRIC USED IN ALL REAR KITS CA601819
  - (2) HS36846 HOSE, 12" LENGTH REAR METRIC BOLTS USED
  - (2) HW5155 10MM METRIC BOLT COURSE
  - (4) HW9453 WASHER, COPPER, USED FOR HOSE BOLT
- F) (2) BR1791-1 BRACKET, REAR, CALIPER M FOR GM & FORD
- G) (2) HWC833 CABLE, EMERGENCY REAR CONVERSION
- H) (1) (1) BR1791K BRACKET KIT GM 10-12 BOLT REAR DISC KIT
  - (8) 37F100HCS8Y BOLT, 3/8-24 X 1 HCS GR-8 YELLOW ZINC
  - (8) 37F125HCS8Y BOLT, 3/8-24 X 1 1/4 HCS GR-8 ZINC YELLOW
  - (16) 37FNNEZ NUT, 3/8-24 NYOCK
  - (8) 37NLHC 3/8 HI-COLLAR L / W
  - (2) BR1791-2 BRACKET, REAR GM DISC FLANGE MOUNT

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