



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



DB1780 SERIES

1964-1972 MIDSIZE GM

12 INCH ROTOR KIT WITH

DUAL PISTON CALIPERS

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

INSTALLATION INSTRUCTIONS



MASTER POWER BRAKES

110 CROSSLAKE PARK RD MOORESVILLE N.C. 28117

www.mpbrakes.com 704-664-8866



REVISED 012003

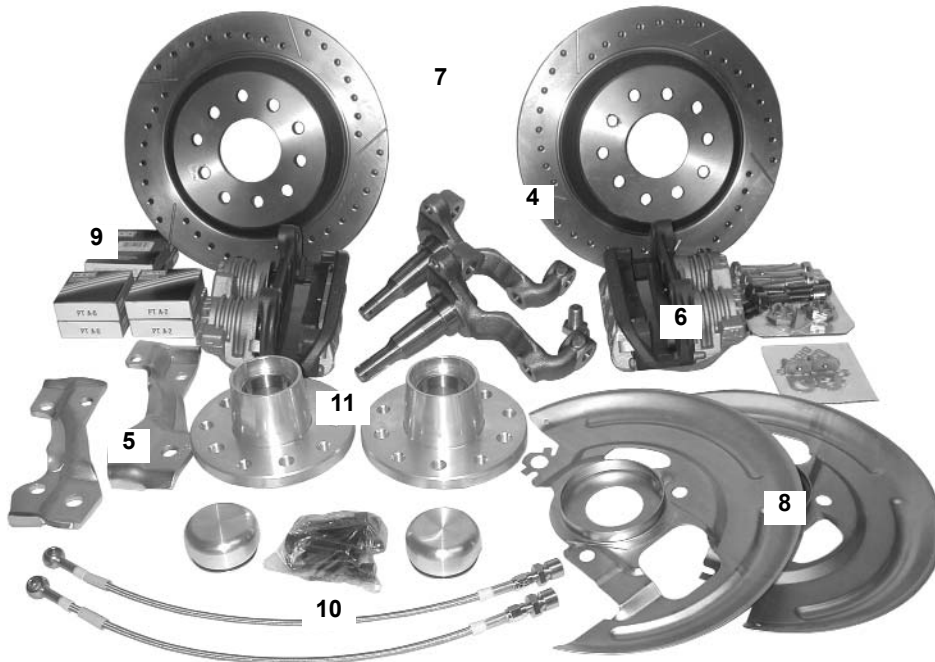
INSTALLATION INSTRUCTIONS

INCLUDED COMPONENTS

Your disc brake conversion kit will contain the following components:

1. Power booster with vacuum hose and intake manifold fitting. (optional)
2. Master cylinder (optional)
3. Combination valve kit (optional)
4. Disc brake spindles
5. Caliper brackets
6. Calipers with pads
7. Rotors
8. Splash shields
9. Bearings, seals and dust caps
10. Caliper hoses
11. Aluminum hubs

NOTE
THIS KIT REQUIRES THE USE
OF 16" WHEELS



INSTALLATION

Installation of the disc brake kit will require the use of the following tools:

3/8" ratchet drive set
Box end wrench set
Pliers
Line flaring tool

Mallet
Ball joint fork
Screwdriver
Line bending tool

Flare wrench set
Drum brake tool
Snips

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

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 wheels.
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 the spindle is removed which could result in serious injury and damage to the vehicle.
5. Utilizing a mallet and screwdriver, remove the brake hose clip at the frame bracket by tapping it loose. Disconnect the brake hose from the hard line using the appropriate flare wrenches.
6. Locate the ball joint at the tie rod end and the steering arm. Remove the cotter pin and loosen the ball joint nut approximately 1/2 off. This allows for a controlled , separation of the tie rod end and the steering arm. Place the ball joint fork between the steering arm and the ball joint. Strike the fork with a mallet until the steering are and ball joint separate. Remove the ball joint nut.
7. Repeat the process described in step 6 for the lower and upper ball joint at the spindle. Place the ball joint fork between the spindle and the ball joint.
8. Slowly lower the support and remove the drum brake assembly as a unit.
9. Inspect the ball joints for signs of excessive wear and check to see if the rubber boot is torn. If the ball joint wobbles excessively or is worn, now is the time for replacement. Clean the ball joints with a rag.
10. Take the drum brake assembly to a bench to disassemble it. Remove the dust cover by twisting a screwdriver between the dust cover and the hub. Remove the cotter pin and take off the spindle nut. Save the spindle nut and the keyed washer to use on the disc spindle. Remove the bolts that hold the steering arm to the spindle and retain the arm and the bolts to use on the disc spindle. (This requires removing the brake shoes which is easier with a drum brake tool.)
11. Place the disc brake spindle onto the lower ball joint. Torque the nut to the specification in the owners manual. Insert the cotter pin and bend it.
12. Raise the control arm support and repeat step 11 for the upper ball joint. Remember to use the torque specification in the owners manual.
13. The caliper bracket attaches to the spindle so that the caliper will be located toward the rear of the vehicle. This is accomplished by mounting the bracket with the ears toward the rear. Using the 5/8" bolt supplied, attach the bracket to the spindle. Attach the steering arm with the bolts from the drum assembly, using one of the bolts to attach the bracket to the spindle. Torque all three bolts to the specifications in the owners manual.

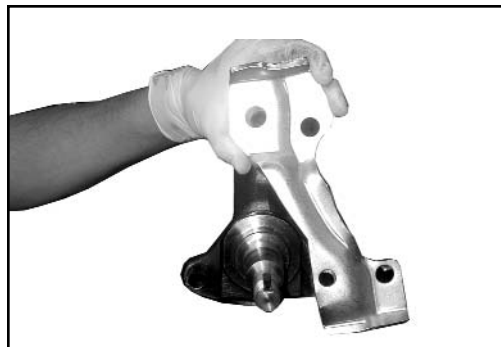
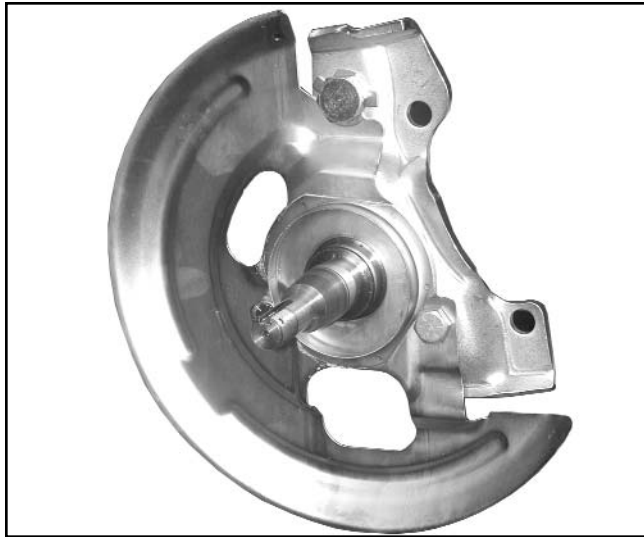


FIGURE 1

14. Attach the steering arm to the tie rod. Torque the nut to the recommended specification. Install the cotter pin and bend it.
15. Mount the supplied splash shield to the spindle.

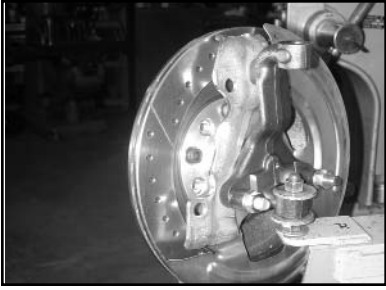


16. Check the fit of the inner and outer bearing on the spindle before installing into the hub. If the fit is too tight, lightly sand the spindle with emery cloth until the bearings slide on easily.
17. Grease the inner and outer bearing by "packing" grease between the rollers and coating the inside and outside diameters. Be sure to use a good high temperature bearing grease.
18. Grease the inner and outer race on the inside of the hub. Mount the aluminum hub to the rotor and temporarily secure the hub to the rotor with a lug nut. When the wheels are mounted they will keep the hub and rotor together.
19. Install the inner bearing into the aluminum hub followed by the grease seal. Be sure to seat the seal correctly.



20. Grease the spindle where the bearings ride. Install the hub and rotor onto the spindle followed by the outer bearing, the keyed washer and the spindle nut. Tighten the spindle nut to the specified torque and insert the cotter pin. Bend the cotter pin, snip off the excess, and install the dust cap. Spin the rotor and check to be sure that it rotates smoothly and there is no wobble. Clean the rotor.





21. Install the loaded caliper onto the mounting bracket with the bleeder screw facing up. Insert the caliper mounting bolts and torque to the recommended specifications. Spin the rotor to be sure that it rotates smoothly.



22. Install the hose onto the caliper. Be sure that the end of the hose is sandwiched between the two copper washers. The sequence must be: bolt - washer - hose fitting - washer - caliper. Tighten the bolt to the recommended specifications.
23. Using the flare wrenches, attach the other end of the hose to the hard line at the chassis. Tap the hose clip back into place with a mallet. Turn the steering assembly full right and left to be sure that the hose does not bind or twist.
24. Repeat this process for the other side and the disc portion of the conversion is complete.

MASTER CYLINDER / POWER BOOSTER INSTALLATION

1. Disconnect the old master cylinder lines (Remember, if operating around painted surfaces, avoid brake fluid to paint contact). Remove any valves that are installed in the system. If the vehicle has a pressure differential switch, it must also be removed. Remove the old master cylinder.
2. When changing from a manual brake system to a power system, the clevis assembly that attaches the push rod to the brake pedal must be removed and lowered one inch. Remove the clip and pin that attaches the clevis to the brake pedal and retain them. If the lower hole does not already exist, one must be drilled. Screw the clevis assembly onto the new push rod on the booster about 1/2".
3. Mount the booster to the firewall with the existing studs or bolts. Place the clevis assembly into the lower hole in the pedal and install the pin and clip.

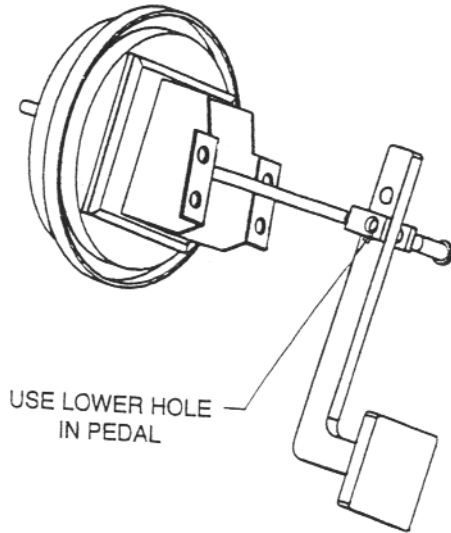


FIGURE 3

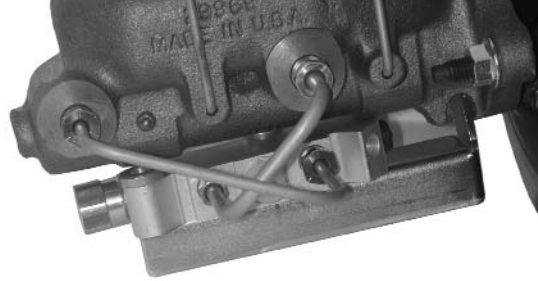
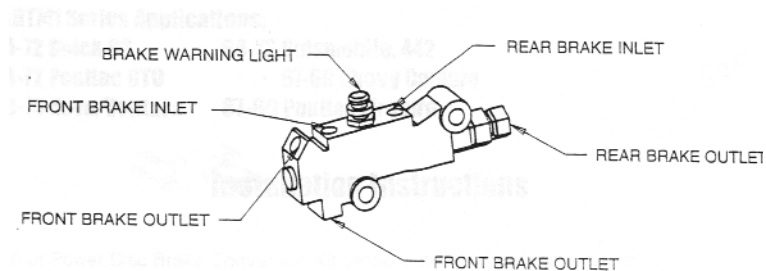


FIGURE 4

4. Install the proper fitting into the intake manifold for vacuum. Connect the vacuum hose from the engine to the power booster.
5. Bench bleed the master cylinder with the supplied bleeder kit.
6. Install the master cylinder onto the booster.
7. Mount the combination valve to supplied bracket and attach the bracket and lines as shown in fig. 4.
8. You will now need to run two lines from the supplied combination valve to the frame. Tie the lines into the existing front and rear lines with brake line couplers.



9. Flush out the old brake fluid and replace with DOT 4.
10. Bleed the entire system starting at the wheel farthest from the master cylinder. Check the pedal feel for firmness. Adjust the clevis so there is 1/4" free play at the pedal stop. If pedal is spongy, bleed again.