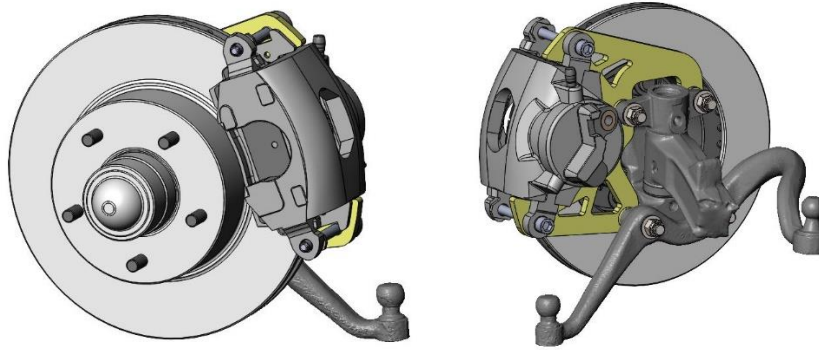




MASTER POWER BRAKES



Front Disc Brake Conversion Kit 55-59 GM Truck Straight Axles P/N: DB1753B



DB1753B , Driver Side Pictured Above

Thanks for your purchase of our Legend Series Disc Brake Conversion Kit for the 55-59 GM Truck Straight Axles. This system does not require removal of the spindles from the vehicle. This system is a complete bolt-on and should be able to be completed without modifications to the vehicle and installed using simple hand tools.

*****IMPORTANT*****

This kit does require the use of 15" wheels for clearance and converts the bolt pattern to 5x4.75"

Installation Notes:

- Please read all instructions before attempting the installation.
- Proper operation of your brakes is essential for your safety and the safety of others. Any brake service should be performed by a professional technician experienced in the installation of brake systems.
- Any installation requiring you to remove a wheel or gain access under the vehicle requires use of jack stands or a lift appropriate to the weight of the vehicle. In all cases, recommended ratings for jack stands should be at least 2-tons. If using a floor jack, be sure to use the appropriate wheel chocks.
- All installations require proper safety procedures and protective eyewear.
- A selection of hand tools sufficient to engage in the installation of these products is assumed and is the responsibility of the installer to have in his/her possession prior to beginning this installation. All installations, which require removal of hydraulic hoses and/or bleeding of the brakes, require appropriate fitting/line wrenches, as well as a safety catch can and protective eyewear. Other than these items, if unique or special tools are required they are listed in the section for that step.
- **ALWAYS CONFIRM WHEEL FITMENT PRIOR TO BEGINNING THE INSTALLATION OF ANY BRAKE SYSTEM!!** Returns will not be accepted for ANY installed part or assembly. Use great care to prevent cosmetic damage when performing wheel fit check!
- Before starting the installation, verify that all parts are included with the brake kit. If items are missing, notify Master Power Brakes immediately.
- Master Power Brakes requires the use of a high quality DOT 3 or DOT 4 brake fluid. Synthetic DOT 4 fluids are acceptable. **ALL WARRANTY IS VOID IF SILICONE DOT 5 FLUID IS USED.**

Parts List	
Quantity	Description
2	Caliper Mounting Bracket
2	Brake Rotors
1	Driver Side Caliper (w/brake pads)
1	Passenger Side Caliper (w/brake pads)
2	Bearing Adapter
2	A2 Bearing (Outer)
2	A13 Bearing (Inner)
2	8871 Inner Grease Seal
1	Hose Kit (16" Hoses w/10mm Banjo Bolt & Hardware)
2	1/8" x 1 1/2" Cotter Pin
2	Grease Caps
4	Spacer Bushing (0.875" OD x 0.450" ID x 0.177" Length)
2	Spacer Bushing (0.875" OD x 0.510" ID x 0.177" Length)
2	Spindle Nut Spacer Bushing (1.125" OD x .750" ID x .195" Length)
4	7/16"-20 x 2.000" Grade 8 Hex Head Bolt
8	7/16" SAE Flat Washer
4	7/16"-20 Nyloc Lock Nut
2	1/2"-20 x 2.750" Grade 8 Hex Head Bolt
2	1/2"-20 x 3.250" Grade 8 Hex Head Bolt
8	1/2" SAE Flat Washer
4	1/2"-20 Nyloc Lock Nut

Replacement Parts	
Front Brake Pads	FMSI No: D52

Installation:

1. With the vehicle properly supported, remove the front wheels and tires.
2. Removal of the factory drum brake assembly is required next. Remove all components from the spindle leaving a bare spindle. **NOTE: It is not necessary to remove the spindle from the vehicle unless other work is required. The steer arms can be left attached to the outer tier rod ends.**
3. Before installing the disc brake kit, inspect the spindles for any excessive wear or damage. If any damage is present, replace the spindle(s) as necessary. If spindles are good, clean all attachment points along with the spindle pin to insure proper installation of the new components.
4. Install the provided forward most steer arm bolt at this time. This bolt is not used in the next step to secure the Primary caliper bracket. Insert the 1/2"-20 x 2.750" Grade 8 Hex Head Bolt through the spindle and the steer arm and secure it with the provided 1/2" SAE Flat Washers and 1/2"-20 Nyloc Lock Nuts. See Figures 1a and 1b on the next page for reference on which location to install the bolt. **NOTE: Do not fully tighten at this time, it will be torqued in a later step.**

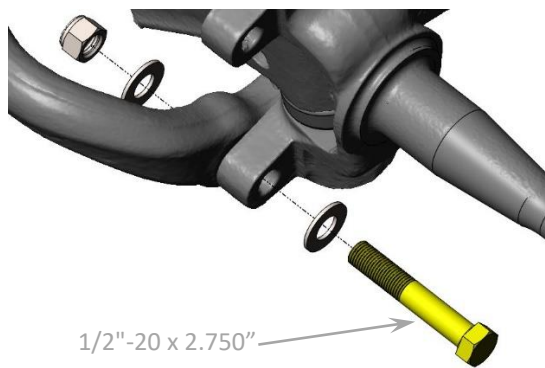


Figure 1a – Steer Arm Bolt Installation

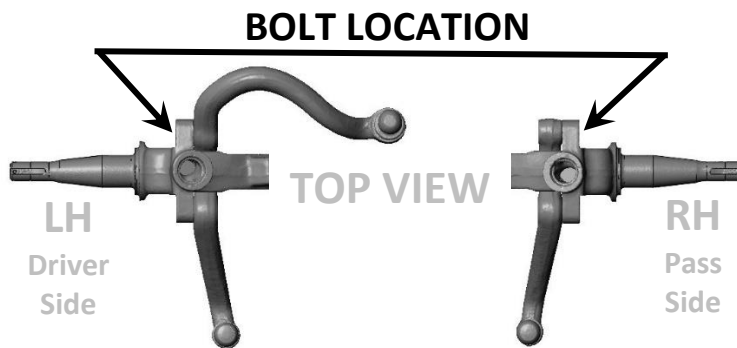


Figure 1b – Bolt Hole Location

5. These Caliper Mounting Brackets fit a wide range of years (28-59), the 55-59 applications use larger 1/2" steer arm attachment bolts. Because of this use a 1/2" drill bit to open up the lower most Caliper Mounting Bracket bolt hole. Refer to Figure 2 below for drilling location.

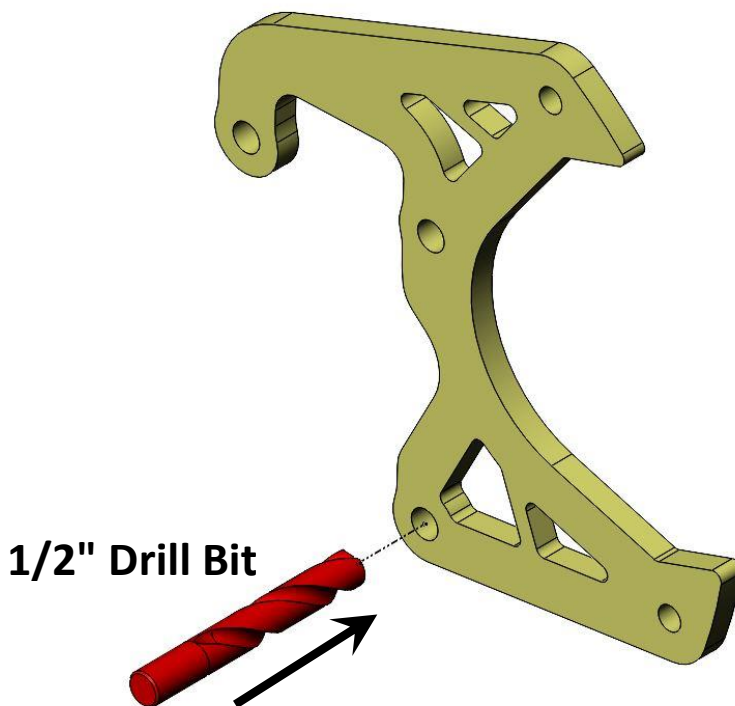


Figure 2 – Drilling Location

6. Position the Caliper Mounting Bracket against the spindle. All 3 mounting holes require the use of provided Spacer Bushings. The upper two holes use the bushings that measure 0.875" OD x 0.450" ID x 0.177" Length. The lower bolt hole uses the .875"OD x .510" ID x .177" Length bushing. Insert these bushings between the bracket and the spindle and assemble using the 7/16"-20 x 2.000" Grade 8 Hex Head Bolts in the upper two holes. In the lower hole use the bigger 1/2"-20 x 3.250" Grade 8 Hex Head Bolt. A washer SAE Flat Washer is provided for both head and nut side of the bolt. Once all three of the bolts have been installed through the bracket, spacer bushings, and spindle torque the upper 7/16" bolts to 60 ft/lbs and the lower 1/2" bolt to 80 ft/lb (**Including the 1/2"-20 x 2.750" Grade 8 Hex Bolt from step 4 on the previous page**). Figures 3a and 3b on the next page show the proper assembly.

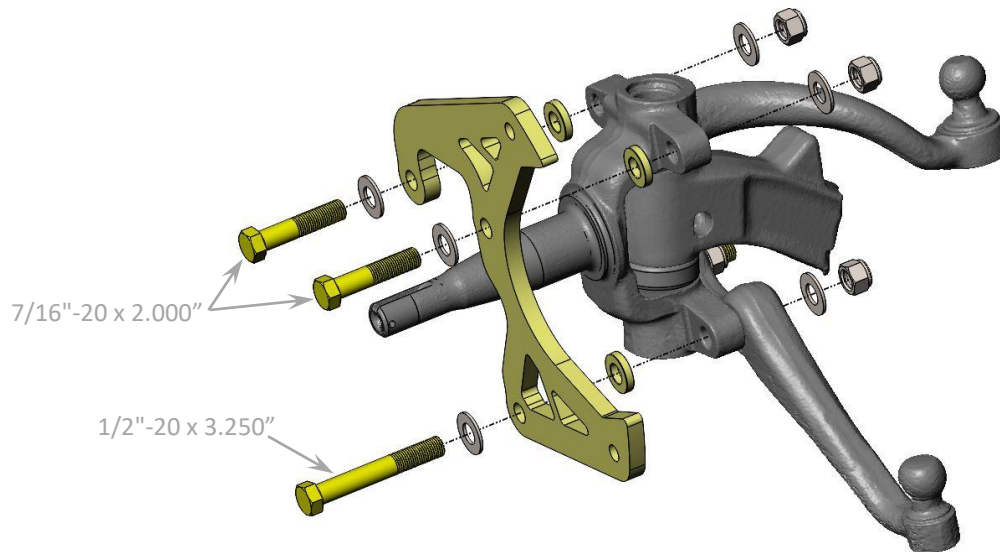


Figure 3a – Caliper Bracket Installation (Driver Side Shown)



Figure 3b – Caliper Bracket Properly Installed (Driver Side Shown)

7. A bearing adapter must be installed on the spindle pin. This is required due to the diameter of the inner wheel bearing surface. To install the bearing, place the adapter on the spindle as shown in Figure 4a and 4b on the next page. The bearing adapter can be installed using one of the two following methods:
 - a. **Heat** – Using an oven, heat the bearing adapter for approximately 15-20 minutes. Once heated, the bearing adapter should slide over the spindle pin without any force. Once installed, let the adapter cool to allow for proper fitment.
 - b. **Hammer** – Using a capped pipe, position the pipe over the spindle pin and flat against the bearing adapter. With protection between the pipe and the adapter, drive the adapter on by hitting the capped end of the pipe until the bearing adapter is flush against the spindle surface.

NOTE: The bearing adapter should be tight on the spindle. However, wear can cause the adapter to be loose. If it is loose, we recommend staking the spindle pin using a center punch. This will cause an interference fit.

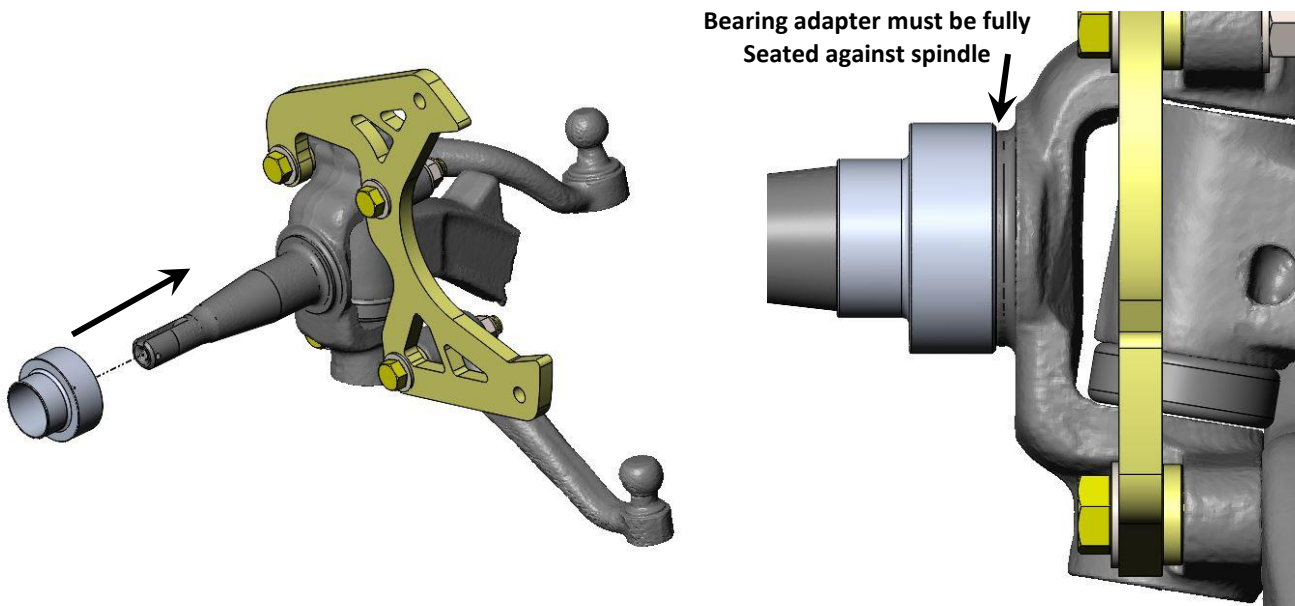


Figure 4a – Installing the Bearing Adapter (Driver Side Shown)

Figure 4b – Bearing Adapter Fully Seated

8. The wheel bearings can now be packed and installed. We recommend the use of Lucas Oil “Red-N-Tacky” Grease (**Available At Master Power Brakes P/N: ACNLG12**) or other high quality NLGI rated wheel bearing grease. Once the inner bearing is installed, tap the inner seal in at this point. Figures 5 below shows the bearing and seal being installed.

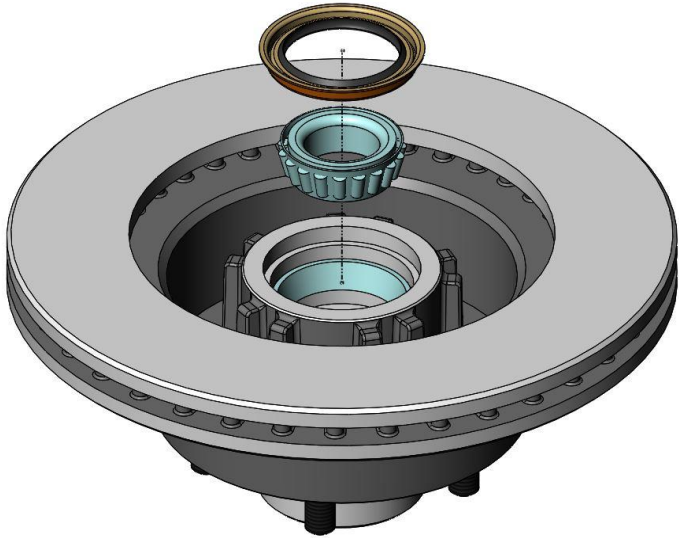


Figure 5 – Inner Wheel Bearing Installed

9. Slide the rotor onto the spindle. The inner wheel bearing and grease seal should be installed at this point. With the rotor fully pushed onto the spindle, install the outer wheel bearing followed by the OEM washer and spindle nut. Due to dimension differences, we provide a Spindle Nut Spacer Bushing to help with aligning the cotter pin hole to the slots in the OEM spindle nut. When tightening the spindle nut, tighten to 5-10 ft/lbs. Loosen the nut and tighten again using the same 5-10 ft/lbs. Do this a couple of times spinning the rotor to fully seat the wheel bearings onto the spindle. Loosen the nut a final time and re-tighten to remove all play. Tighten approximately an additional 1/16th of a turn to give the appropriate pre-load and line up the cotter pin hole. Install the cotter pin to secure the nut followed by the grease cap. Figure 6a on the next page shows the proper location of each component. **IMPORTANT:** If using slotted and drilled rotors, pay close attention to Figure 6b for proper rotor placement on the driver or passenger side.

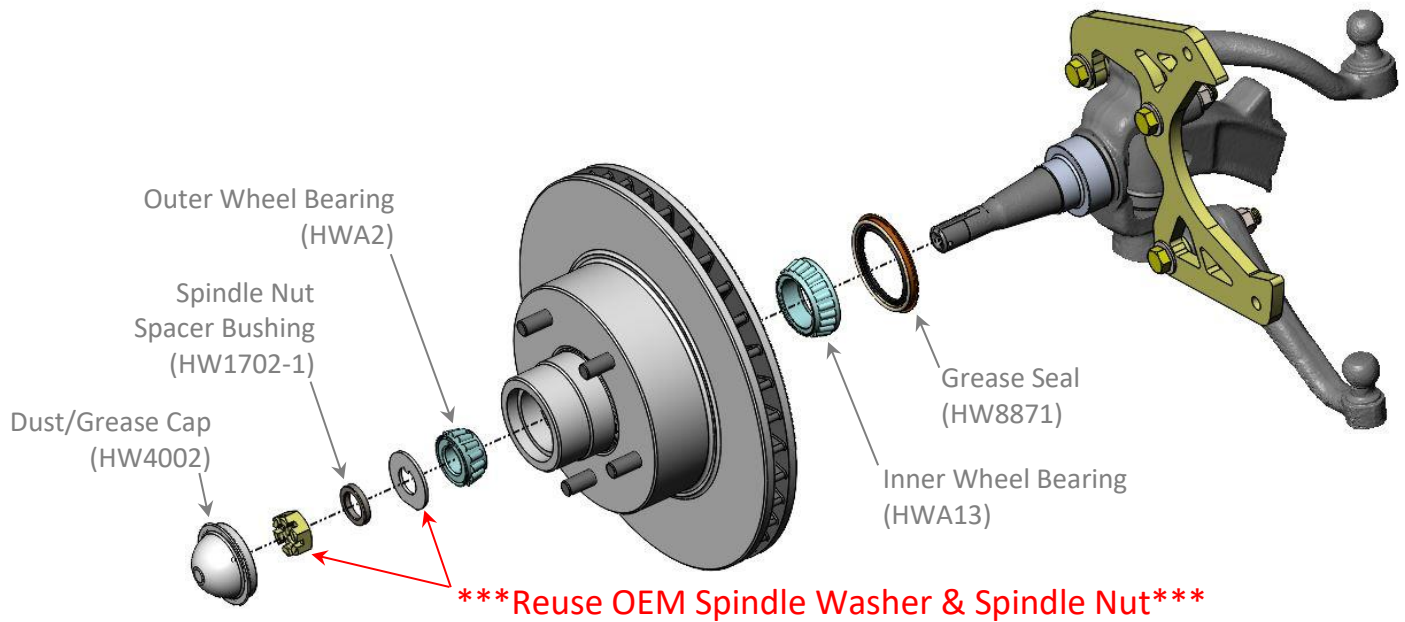


Figure 6a – Component Location (Driver Side Shown)

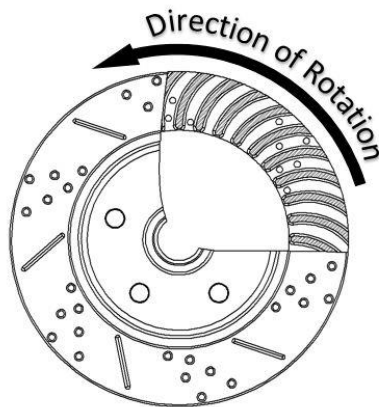


Figure 6b – Rotor Orientation

10. Mount the caliper to the caliper mounting bracket. With the pads installed in the caliper, slide the caliper over the rotor and line up the mounting ears of the caliper with the holes in the caliper mounting bracket. Tighten and torque the bolts to 45 ft/lbs. **NOTE:** When installing the calipers, make sure the brake bleeders are pointing upward. See Figure 7 below for reference.

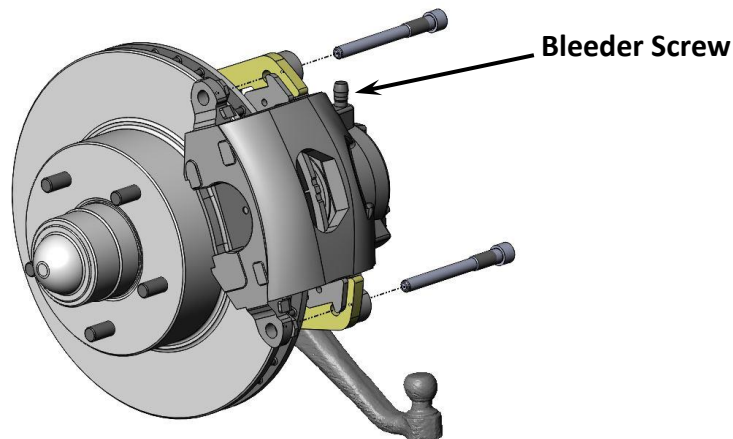


Figure 7 – Caliper Installed

11. Install the brake hoses onto the caliper and attach to the original plumbing on the vehicle. **NOTE:** Be sure the copper crush washer has been installed on the brake hose to prevent leaks before installing.
12. If the master cylinder has been removed or replaced, make sure it is properly bench bled and then installed on the vehicle. Then the remaining brake system can be bled to remove all of the air from the system. **REMEMBER:** Master Power Brakes requires the use of either DOT 3 or DOT 4 brake fluid. We Recommend the use of Pentosin Super Dot 4 fluid as seen below in Figure 8 (**Available at Master Power Brakes P/N: ACJ1703**).

***** ANY WARRANTY IS VOID IF DOT 5 FLUID IS USED*****



Figure 8 – Pentosin Super DOT 4

13. The installation is now complete.

If you have any questions regarding installation, feel free to contact us!

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