



Master Power Brakes

Disc Brake Conversion Kit

64-72 GM A-Body, 67-69 GM F-Body,

64-67 Chevy II & 68-74 GM X-Body

P/N: DB1731B, DB1731HP & DB1741B, DB1741BHP



Thanks for your purchase of our Legend Series Disc Brake Conversion Kit for the GM A/F/X spindle equipped vehicles. This system does not require removal of the spindles from the vehicle and will work with either a factory GM Drum spindle or a GM Disc spindle. **NOTE:** This kit requires the use of 15" wheels for clearance.

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.**

If you have any questions regarding installation, feel free to contact Master Power Brakes at (888) 351-8781 or through our website at www.mpbrakes.com.

Parts List	
Quantity	Description
1	Driver Side Caliper (Includes brake pads)
1	Passenger Side Caliper (Includes brake pads)
2	11" Brake Rotors
1	LH Primary Caliper Mounting Bracket (Labeled 6610176)
1	RH Primary Caliper Mounting Bracket (Labeled 6620176)
2	Secondary Caliper Mounting Bracket
4	Caliper Mounting Bracket Spacer
2	A2 (Outer Wheel Bearing)
2	A6 (Inner Wheel Bearing)
2	8705 (Inner Grease Seal)
1	Hose Kit (18" Hoses w/10mm Banjo Bolt & Hardware)
2	Spindle Nut Washer
2	Spindle Nut
2	1/8" x 1 1/2" Cotter Pin
2	Grease Caps
2	1/2"-20 x 3-1/4" Grade 8 Hex Head Bolts
2	1/2"-20 x 3-1/2" Grade 8 Hex Head Bolts
4	1/2"-20 Nyloc Nuts
8	1/2" SAE Flatwasher
4	7/16"-14 x 1-1/2" Grade 8 Hex Head Bolts
4	7-16"-14 AN Flatwasher

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 or disc brake assembly is required next. Whether disc or drum, remove all components from the spindle leaving a bare spindle. See Figure 1a and 1b below to show example of starting point. It is not necessary to remove the spindle from the vehicle unless other work is required. **NOTE:** The steer arms can be left attached to the Outer Tie Rod End but will require removal from the spindle.



Figures 1a & 1b – Spindle w/All Components Removed & Ready for Disc Brake Assembly

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. Attach the primary caliper mounting bracket to the spindle. On some earlier year applications, it may be necessary to enlarge the bolt holes in both the spindles and the steer arms. If necessary, drill them to a 1/2" hole from the stock 7/16" hole. **IMPORTANT:** The aluminum caliper bracket is LH (labeled as p/n: 6610176) and RH (labeled as p/n: 6620176) specific. Regardless of A, F, or X-body, the calipers will mount behind the centerline of the front suspension putting the calipers to the rear of the vehicle.
 - a. **A-Body Vehicles:** Insert the provided 1/2"-20 x 3-1/4" and 1/2"-20 x 3-1/2" Grade 8 Hex Head Bolts through the bracket, spindle and steer arm. The short bolt will go to the rear.
 - b. **F-Body & X-Body Vehicles:** Insert the provided 1/2"-20 x 3-1/4" and 1/2"-20 x 3-1/2" Grade 8 Hex Head Bolts through the bracket, spindle and steer arm. The short bolt will go to the front of the vehicle.
 With everything installed and using the provided 1/2"-20 Nyloc Nuts and 1/2" SAE Flatwashers, torque the hardware to 95 ft/lbs. Figure 2 below shows the bracket attached to the spindle.

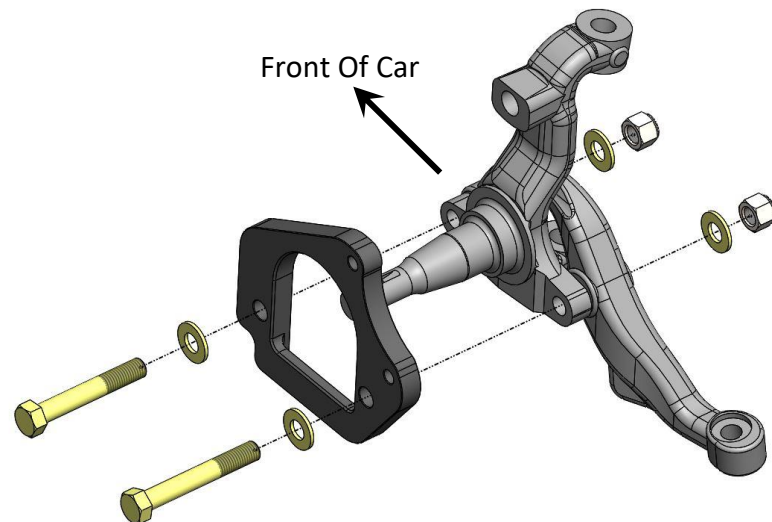


Figure 2 – Primary Caliper Mounting Bracket Installed (Driver Side F-Body Spindle Steer Arm Shown Above)

5. Install the Secondary Caliper Mounting bracket on the Primary Caliper Mounting bracket. Using the provided 7/16"-14 x 1-1/2" Grade 8 Hex Head Bolts and 7/16" SAE Flatwashers along with two spacers, install the bracket and torque to 55 ft/lbs. **IMPORTANT:** It may be necessary to remove material from the steer arm due to inconsistency in the steer arm castings. If necessary, remove only enough material to leave a small gap between the steer arm and the bracket. It may be possible to remove material from one side of the vehicle and not the other. See Figure 3 below for assembled spindle with brackets along with area for removal.

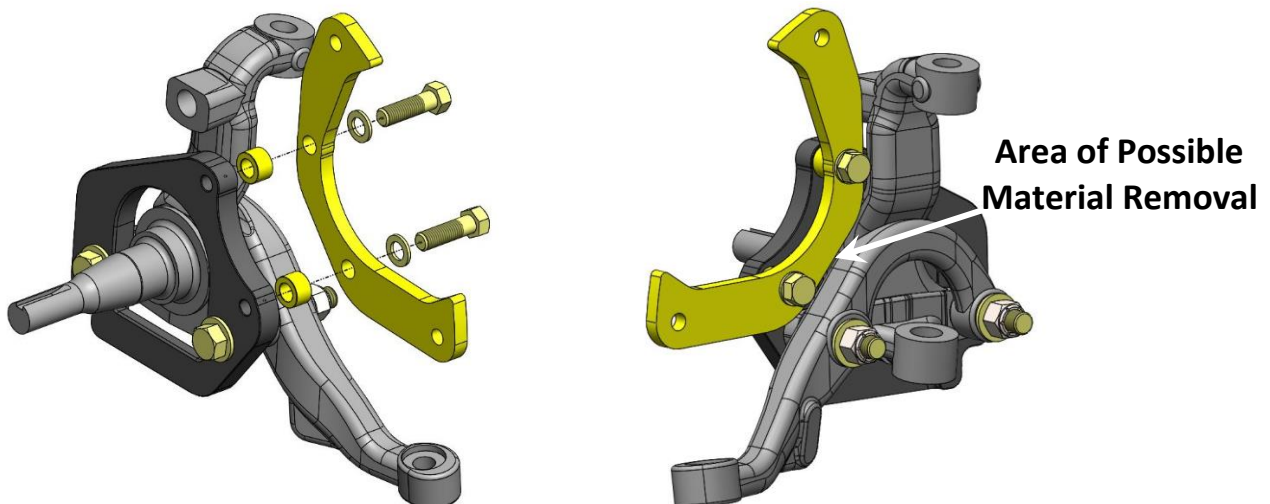


Figure 3 – Secondary Mounting Bracket Installed

- The wheel bearings can now be packed with a high quality wheel bearing grease available at your local parts store and the bearings can be installed in the rotors at this time. Once the inner bearing is installed, tap the inner seal in at this point. Figure 4 show the bearing and seal being installed.

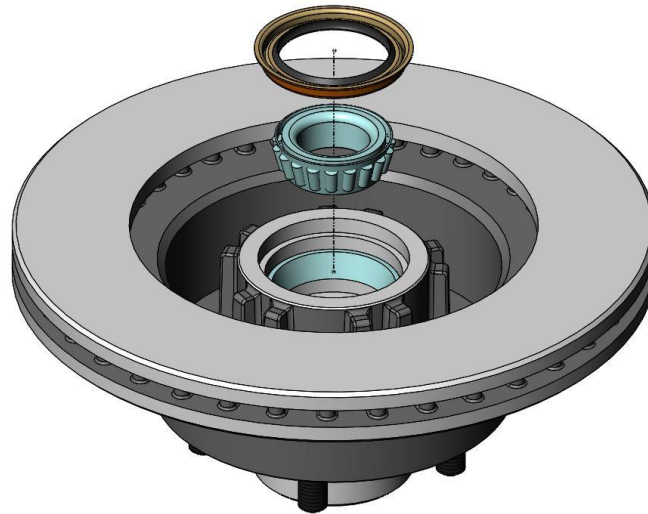


Figure 4 – Inner Wheel Bearing & Seal Installation

- 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 keyed washer and the 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 6 on the next page shows the rotor installation. **IMPORTANT:** If using slotted and drilled rotors, pay close attention to Figure 5 below for proper rotor placement on the driver and passenger side.

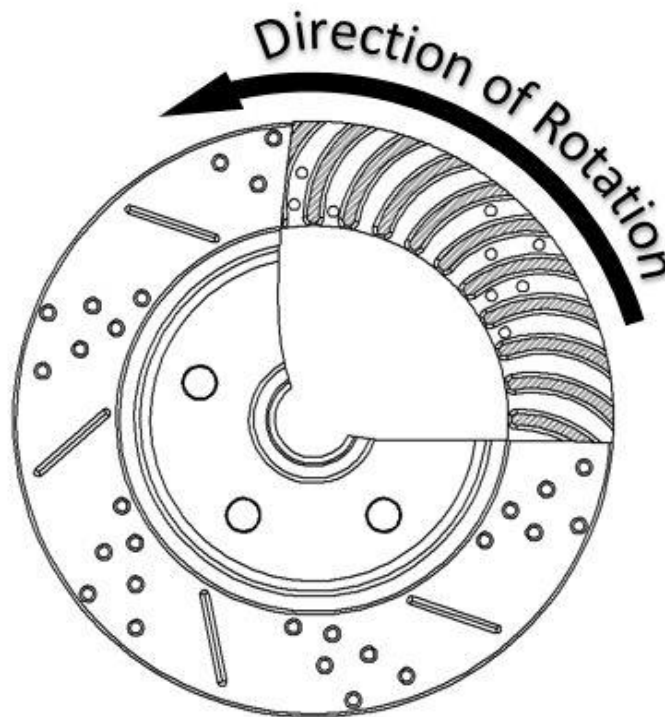


Figure 5 – Rotor Orientation

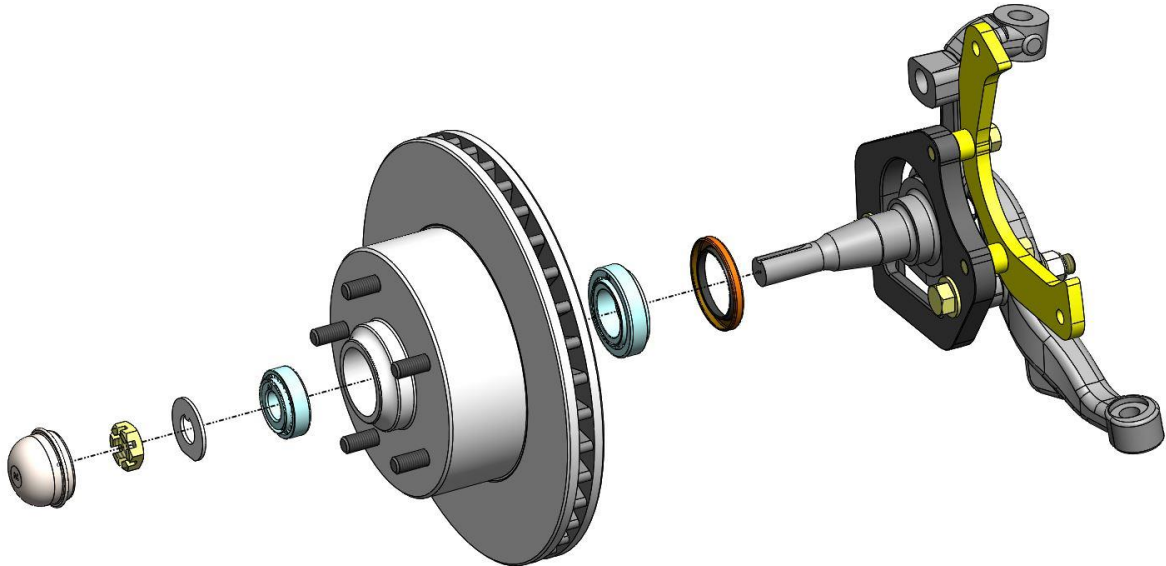


Figure 6 - Rotor Installation (Driver Side F-Body Spindle Steer Arm Shown Above)

8. 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.

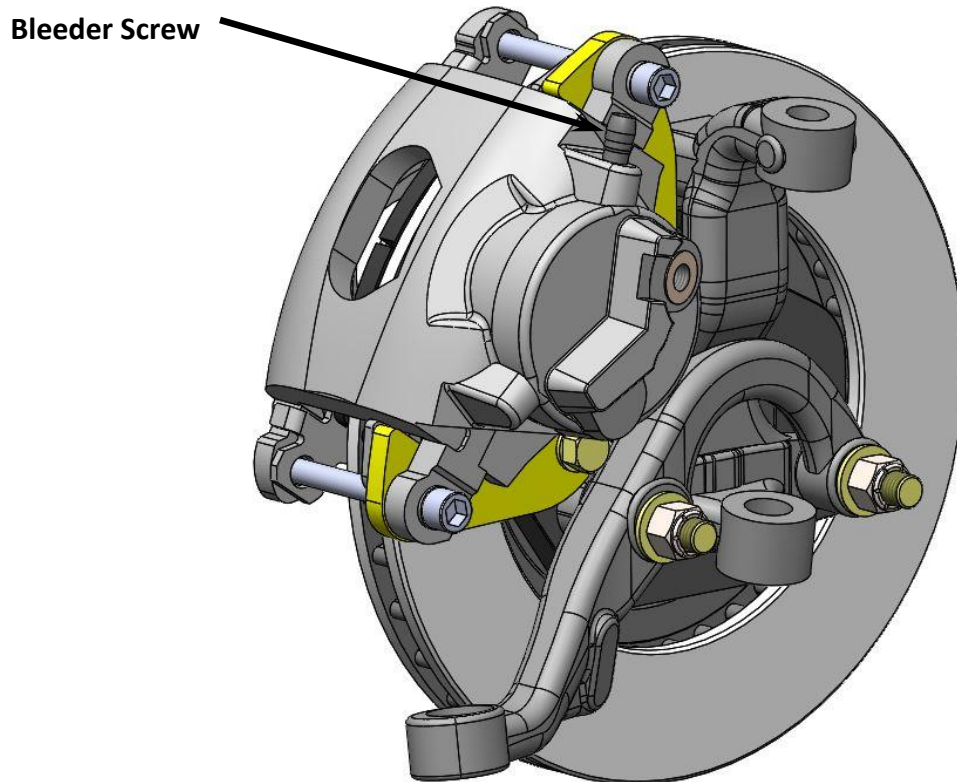


Figure 7 – Caliper Installed (Driver Side F-Body Spindle Steer Arm Shown Above)

9. 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 and banjo bolt to prevent leaks before threading into the caliper.

10. Once the master cylinder has been properly bench bled and then installed on the vehicle, 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 and recommends the use of Pentosin Super Dot 4 fluid as seen below in Figure 8. Any warranty is void if DOT 5 fluid is used.



Figure 8 – Pentosin Super DOT 4

11. The installation is now complete.

If you have any questions or comments, please call Master Power Brakes at (888) 351-8781.