



Master Power Brakes Front Disc Brake Conversion Kit 1960-1987 GM C-10 Full Size Pick-ups P/N: DB4750B



Thanks for your purchase of our Pro Driver Series Disc Brake Conversion Kit for the 1960-1987 GM C-10 Full-Size pick-up applications. This system is a bolt-on application that should be able to be performed with simple hand tools. It is designed to work only with the CPP Modular 2" Dropped Spindles. **NOTE:** This system requires the use of a minimum of a 17" wheel for proper 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 appropriate to the weight of the vehicle. In all cases recommended ratings for jack stands should be at least 2-tons.
- 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 "UPSIZED" 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 recommends the use of a high quality DOT 3 or DOT 4 brake fluid. **ALL WARRANTY IS VOID IF 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 |
| 2 | Billet aluminum 4-piston calipers (Pads included) |
| 1 | LH 13" Rotor (Cross-drilled, Slotted, & Zinc-washed) |
| 1 | RH 13" Rotor (Cross-drilled, Slotted, & Zinc-washed) |
| 1 | LH Radial Mount Caliper Mounting Bracket (w/hardware) |
| 1 | RH Radial Mount Caliper Mounting Bracket (w/hardware) |
| 2 | Outer Wheel Bearing (Pre-greased and installed in the hub) |
| 2 | Inner Wheel Bearing (Pre-greased and installed the hub) |
| 2 | Grease Seals (Installed in the hub) |
| 2 | Dust Caps |
| 2 | Braided s/s brake hose (Includes 2-10mm Banjo bolts, 4-Crush washers, 2-3 AN x 3/8"-24 adapters) |
| 4 | 5/8"-18 x 1 1/2" Grade 8 Hex Head Bolt |
| 4 | 5/8" Grade 8 Flat Washer |
| 1 | Shim Package |
| 1 | Syringe bleeder |
| 1 | 30" Bleed hose |
| 2 | Vinyl brake line caps |
| 2 | Spindle Castle Nuts & Washers |
| 2 | Cotter Pins |

Installation:

1. With the vehicle properly supported, remove the front wheels and tires.
2. Disconnect the brake hose from the hardline at the frame using a line wrench. Cap the hardline with the supplied rubber caps to avoid fluid dripping. Remove the clip retaining the brake hose and disengage the hose from the bracket. Refer to Figure 1 below for reference.

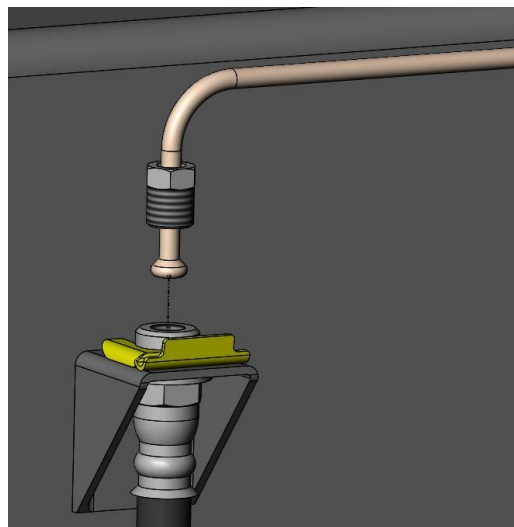


Figure 1 – Brake hose removal

3. Provided that the CPP Modular Spindles have already been installed, install the intermediate bracket on the inboard side of the spindle using the supplied 5/8"-18 x 1 1/2" Grade 8 Hex Head Bolts and 5/8" Grade 8 Flat Washers. See the photo below in Figure 2 for reference. The part number engraved in the bracket will face outboard, away from the vehicle. Just tighten these until snug since the caliper centering process will take place in a later step.

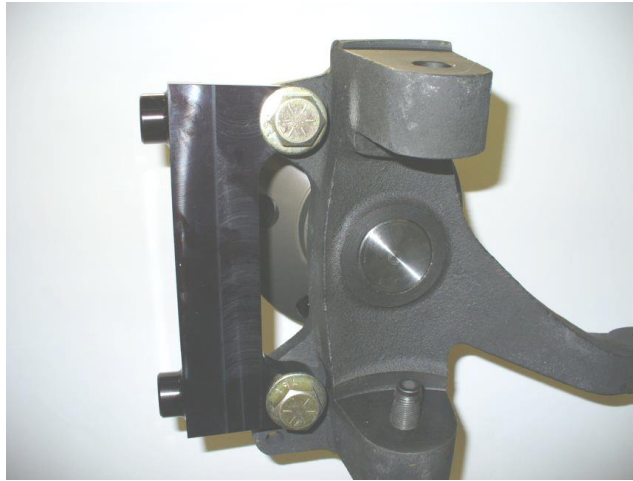


Figure 2 – Caliper Mounting Bracket Installed

4. Install the billet aluminum hub. The new hub assembly comes with the Timken bearings pre-installed and packed with Red Line Synthetic wheel bearing grease. **NOTE:** It is not necessary to add more grease. Apply a small amount of grease to the hub sealing surface and install the hub assembly. Using the new castle nut along with the nut retainer, tighten the nut to 5-10 ft/lbs. Loosen the nut and tighten the nut again using the same 5-10 ft/lbs. Do this a couple of times spinning the hub 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 and dust cap.
5. Place the correct LH or RH rotor onto the hub assembly. Use three lug nuts when installing to hold the rotor tight against the hub which will allow for accurate shimming of the calipers which will be done in a later step. When installing rotors, be sure to follow the direction of rotation indicated on the rotor hat area with either an arrow or with an “L” for driver side or an “R” for passenger side. Figure 3 below shows the direction for reference.

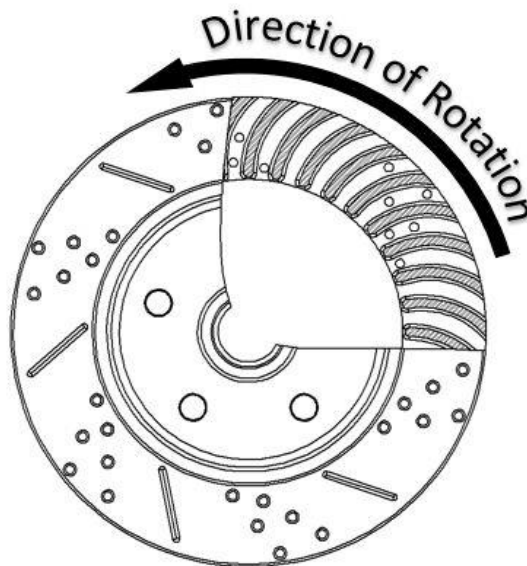


Figure 3 – Direction of Rotor Rotation

6. With the pads installed in the caliper, position the caliper over the brake rotor and secure using the supplied M12-1.75 x 45mm Socket Head Bolts. Snug the bolts only at this time as they may need to be removed at a later step for shimming.

7. After installing the caliper, it is necessary to center the caliper over the rotor. A shim kit is supplied with the disc brake kit to accomplish this. Measure the gap from the rotor to caliper body at 4 points (top inside and outside and the bottom inside and outside). With all measurements taken, subtract the top inside measurement from the top outside measurement. Take that difference and divide by two to determine the shim required. For example, the inside measurement is .865" and the outside measurement is .905" leaving a difference of .040". Divide the difference by two leaving the necessary shim at .020". Do this procedure at both the top and bottom to determine appropriate shimming. It is possible for the top and bottom to require different thickness shims. Set the gaps to within .005" of each other. This will keep the possibility of noise to a minimum. Follow the steps below for proper shimming of the calipers once the measurements have been taken:
 - a. Select the required shims from the shim kit provided.
 - b. Remove the caliper.
 - c. Loosen the bolts from between the primary and intermediate brackets.
 - d. Install the appropriate shims removing one bolt at a time. Snug bolts at this time.
 - e. Reinstall the caliper and recheck the gap as described above. If necessary, add or remove shims.

NOTE: Shimming of the caliper is required due to variations in spindle manufacturing and wear at the bearing seat area of the inner bearing. Refer to Figure 4 proper location of the shims.

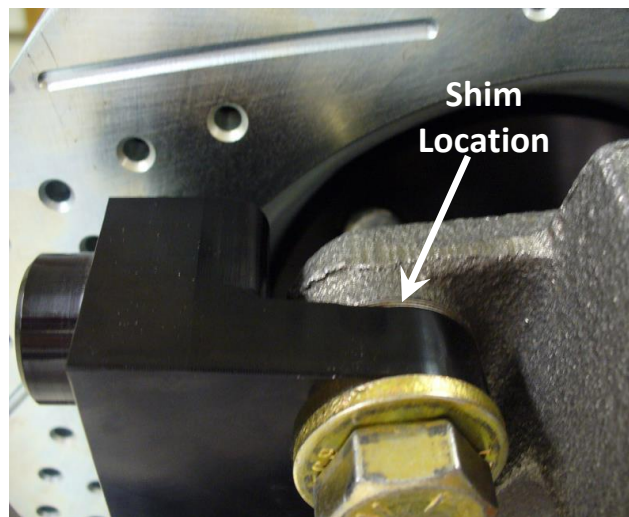


Figure 4 - Shim Location

8. With the calipers properly located on the rotor and the shims in place, it is necessary to torque the caliper mounting bolts to 85 ft/lbs and the intermediate caliper mounting bracket bolts to 100 ft/lbs.
9. Install the stainless steel braided hose using one copper washer on each side of the banjo fitting. Connect the hose to the hardline and install the hose lock. **IMPORTANT:** Position the hose to avoid interference with the wheel and suspension components through the entire range of motion. Torque the banjo bolt to 15-20 ft/lbs.
10. Repeat these steps for the other side and recheck all attachment points and fittings.
11. Installation is now complete. Install the master cylinder or a booster/master cylinder combination and bleed the brakes accordingly following the instructions included in a separate document.

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