



Master Power Brakes Disc Brake Conversion Kit 1960-1970 Chevrolet & GMC ½ Ton Pickup P/N: DB1754xx & DB1755xx



Thanks for your purchase of our Legend Series Disc Brake Conversion Kit for the 1960 to 1970 Chevrolet & GMC ½ ton truck applications. This system is a bolt-on application requiring basic hand tools to install. This system also utilizes disc brake spindles, which will require removal of the factory drum brake spindles.

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 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
1	Driver Side Caliper (Includes brake pads)
1	Passenger Side Caliper (Includes brake pads)
2	Brake Rotor
2	A5 Inner Wheel Bearing
2	A3 Outer Wheel Bearing
2	8871 Inner Grease Seal
2	Brake Hose Kit (Includes: hoses, bolts, washers)
2	Spindle Nut
2	Spindle Washer
2	Rotor Grease Cap
2	Cotter Pin

Replacement Parts	
Front Brake Pads	FMSI No: D52

Installation:

1. With the vehicle properly supported, remove the front wheels and tires.
2. Disconnect the OE brake rubber brake line from the hardline. To do so, using a screw driver and hammer tap the clip out where the frame mounted hardline bracket is. Remove the hose with the appropriate flare wrenches.
3. Disconnect the tie rod end from the spindle. Remove cotter pin and castle nut from the tie rod along with removing the tie rod end from the spindle with the use of a ball joint fork.
4. At this time, place proper support under the lower control arm. When using a floor jack to do so, place the lift pad of the jack under the lower ball joint area and jack up slightly so that there is enough pressure to support the control arm when removing the ball joint castle nuts to be able to remove the spindle. **NOTE: Failure to do so will allow the coil spring to come out violently when the castle nuts are removed from the ball joint. This could result in serious injury and/or damage! Also, do not put so much jack pressure that the vehicle is being raised higher off of its supports.**
5. Remove the cotter pins from upper and lower ball joint castle nuts. Loosen both castle nuts part way, leaving several threads still engaged for safety at this point.
6. Using a ball joint fork separate the ball joints from the spindle. It does not matter which ball joint is broken free from the spindle first.
7. To remove the spindle from the vehicle, slightly increase pressure on the floor jack and then remove the castle nuts from the ball joints. **SLOWLY** lower the floor jack. Once all the spring pressure from the coil spring has been released you can safely remove the spindle assembly. It is not necessary to remove the spring from the vehicle or the jack from under the control arm.
8. Inspect ball joints for wear. If the tapered shaft of the ball joints is excessively loose or has signs of wear it is in good practice to go ahead and install new ball joints at this time.

9. With the old spindle removed and ball joints inspected, start the installation of the disc brake conversion by installing the supplied disc brake spindles. Set the correct side spindle on the lower ball joint and run the castle nut finger tight for now. **NOTE:** Each spindle has LH and RH cast into them for easy identification.
10. Using the floor jack begin to raise the lower control arm back up while guiding the spindle onto the upper ball joint shaft. Once the spindle is completely installed on the upper ball joint shaft, install and torque the upper castle nut to approximately 50lbs/ft followed by torquing the lower castle nut to 80 lbs/ft. Install the supplied cotter pins through the holes in the ball joint shaft. It may be necessary to loosed or tighten the castle nut slightly in order to locate the castle nut to where it is in line with the hole in the ball joints shaft. Once installed, don't forget to fold over the ends of the cotter pins so they can't fall out.
11. Insert the tie rod end into the spindle. Install the supplied cotter pins through the holes in the ball joint shaft. It may be necessary to loosed or tighten the castle nut slightly in order to locate the castle nut to where it is in line with the hole in the ball joints shaft. Once installed, don't forget to fold over the ends of the cotter pins so they can't fall out.
12. Before installing rotors onto the spindles, it is recommended that the rotors be thoroughly cleaned to remove any surface contamination from the rotor. Be sure to dry the rotors completely after cleaning.
13. The installation of the inner wheel bearings and grease seals is next. The wheel bearings must be packed with a high-quality wheel bearing grease available at your local parts store. Once the bearings are packed, the inner wheel bearings can be installed in the rotors. Once the inner bearings are installed, tap the inner grease seals in at this point. Figure 1 below shows them being installed.

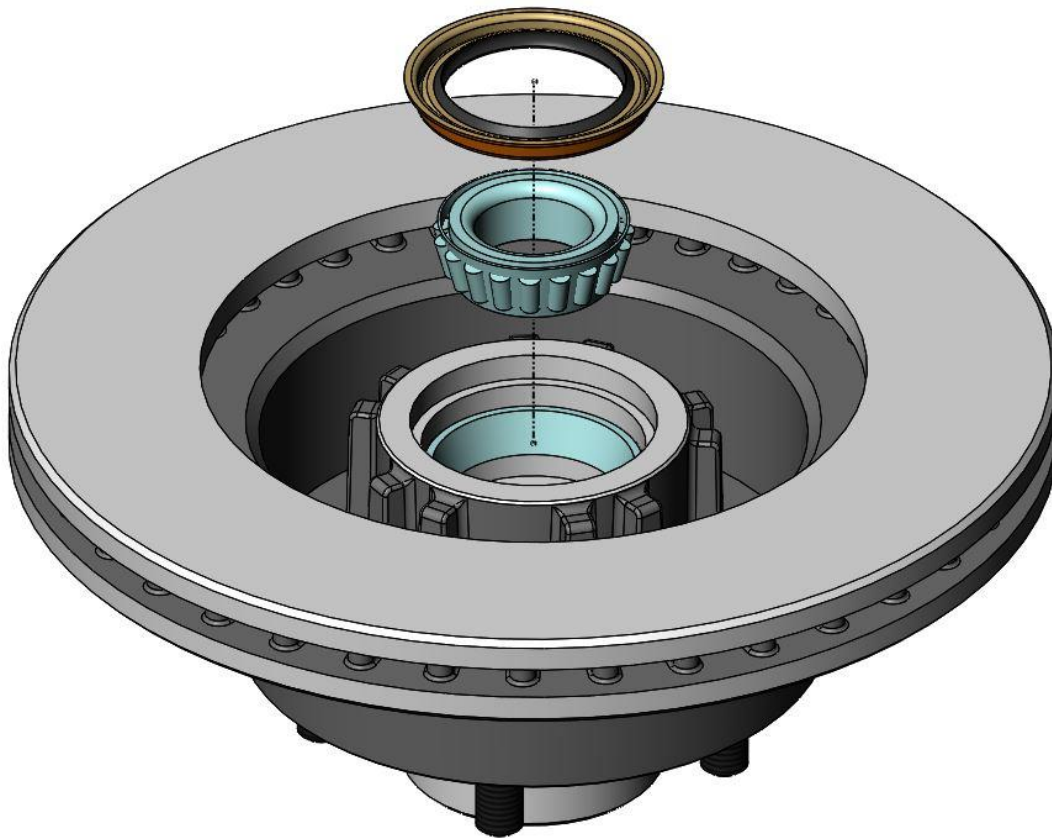


Figure 1 – Inner Wheel Bearing and Grease Seal Installation

14. 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 move 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 spindle nut retainer and the cotter pin to secure followed by the grease cap. Refer to Figures 2 and 3 on the next page for reference.

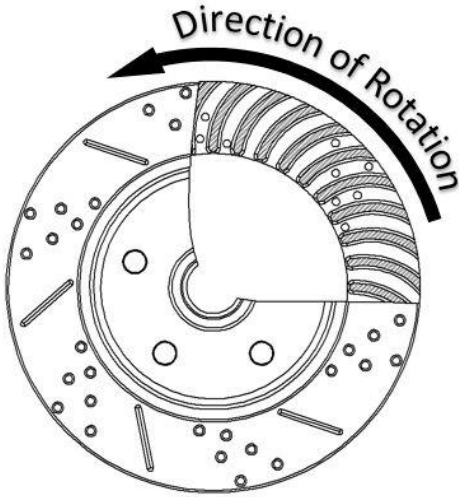


Figure 2 – Direction of Rotor Rotation

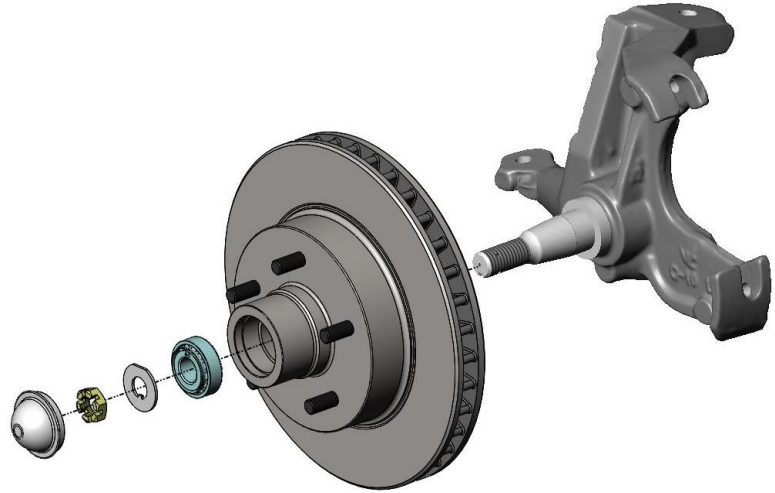


Figure 3 – Rotor Installation (Driver Side Shown)

15. Mount the caliper to the spindle. 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 spindle. Insert the two caliper bolts through the mounting ears and tighten. Torque the bolts to 35 lbs/ft. **NOTE:** Make sure the bleeder screws are pointing up as shown in Figure 4 below.

**Bleeder Screw Must
Point Upward**

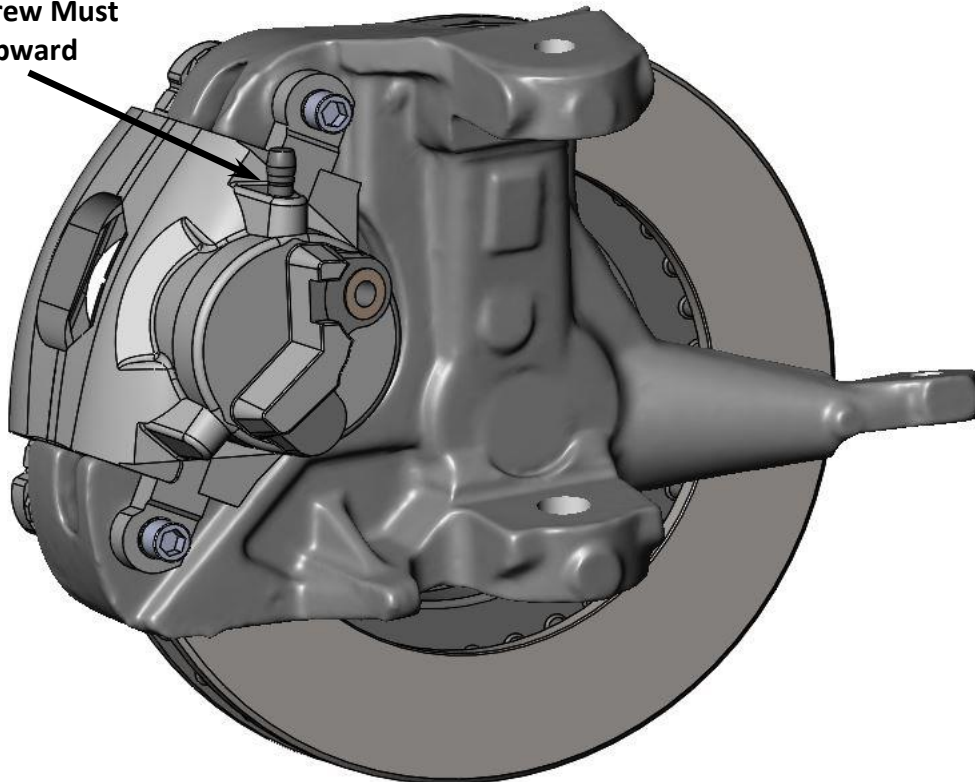


Figure 7 - Caliper Installed (Driver Side Shown)

16. Install the brake hose to 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 (one on both sides of the banjo) to prevent leaks before installing.
17. 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

18. The installation is complete.

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