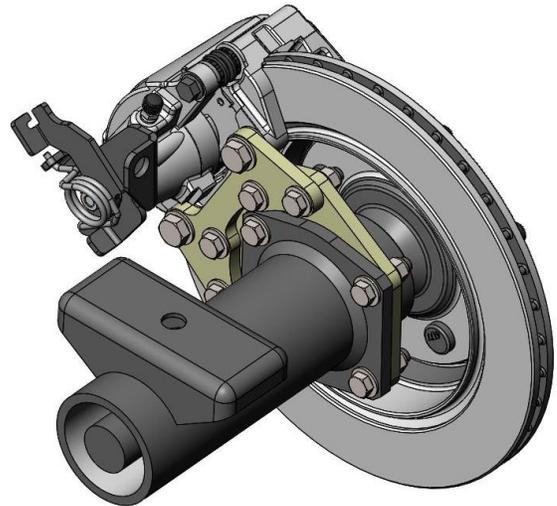
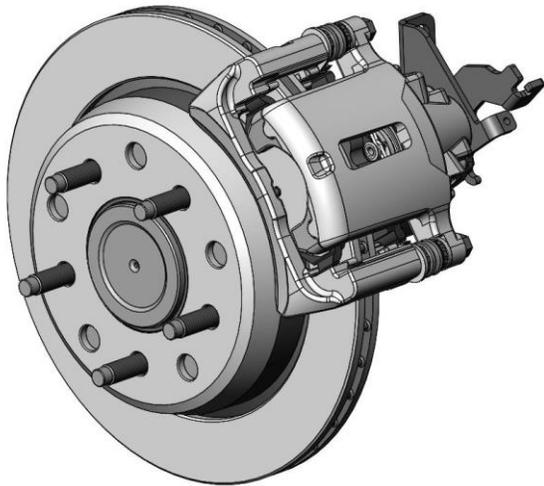




**Master Power Brakes**  
**Disc Brake Conversion Kit**  
**88-98 Chevrolet and GMC C1500 Trucks &**  
**92-00 Tahoe and Suburban**  
**Rear Disc Brake Conversion**  
**P/N: DB1796BR , DB1796BRHP**



Thanks for your purchase of our Legend Series Rear Disc Brake Conversion Kit for 88-98 Chevrolet and GMC C1500 Trucks and 92-00 Tahoe's and Suburban's. This system does not require modifications to the rear axle flanges and uses basic hand tools to install. The system is designed to take place of your current drum brake system and replace it with a simple disc brake system.

**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.**

Parts List	
Quantity	Description
1	Driver Side Caliper (Includes brake pads and Caliper Anchor Bracket)
1	Passenger Side Caliper (Includes brake pads and Caliper Anchor Bracket)
2	Brake Rotors
2	Primary Caliper Mounting Bracket
2	Secondary Caliper Mounting Bracket
2	Caliper Mount Spacer Brackets
4	M12-1.75 x 35mm Hex Head Screws
4	M12 Flat Washers
16	3/8"-24 x 1.500" Grade 8 Hex Head Bolt
16	3/8"-24 Nyloc Nut
32	3/8" SAE Flat Washers
2	Axle Centric Ring
1	Hose Kit (8" Hoses w/10mm Banjo Bolt & Hardware)

Replacement Parts	
Brake Pads	FMSI No: 1082

## Installation:

1. With the vehicle properly supported, remove the rear wheels and tires.
2. Removing of the factory drum brake assembly is required next. With the brake drum removed, remove the axle shafts from the axle housing. With the axle shafts removed, remove the remaining drum brake components such as the shoes and backing plates.
3. At this time, clean the axle shaft thoroughly and inspect the axle bearings and axle housing for any excessive wear
4. The outer diameter of the axle flange can be no larger than 6.625" in outside diameter. This is critical for proper fitment of the rotor over the axle flange. For axles with a flange larger than 6.625", using a lathe, machine the outer flange down to the necessary diameter of 6.625". See Figure 1 on the next page for measuring reference.

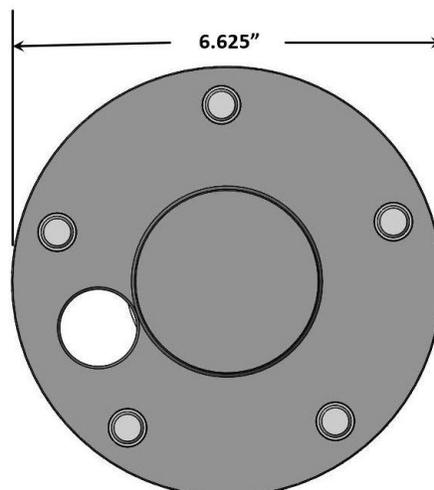


Figure 1 – Measuring the Axle Flange

5. Reinstall the axle shafts back into the axle housing.
6. Install the Primary Caliper Mounting Bracket using the supplied 3/8"-24 x 1.500" Grade 8 Hex Head Bolts, 3/8" SAE Flat Washers, and 3/8"-24 Nyloc Nuts. Once everything is in place, tighten to 40 lb/ft. **NOTE:** Install the caliper bracket so that it will position the caliper to the rearward side of the axle housing. Refer to Figure 2 below for installation reference.

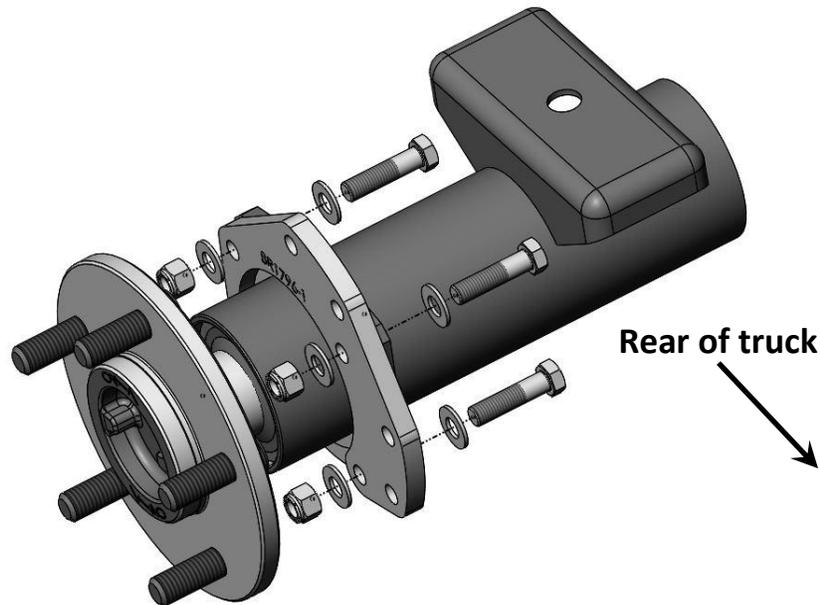


Figure 2 – Axle Re-installed w/Primary Caliper Mounting Bracket Installation

7. Using the provided 3/8"-24 x 1.500" Grade 8 Hex Head Bolts, 3/8" SAE Flat Washers, 3/8"-24 Nyloc Nuts, install the Secondary Caliper Mounting bracket to the inboard side of the Primary Caliper Mounting Bracket. Once in position, install a 3/8" SAE Flat Washers and 3/8"-24 Nyloc Nuts and torque to 40 lb/ft. Figure 3 below shows the bracket installation.

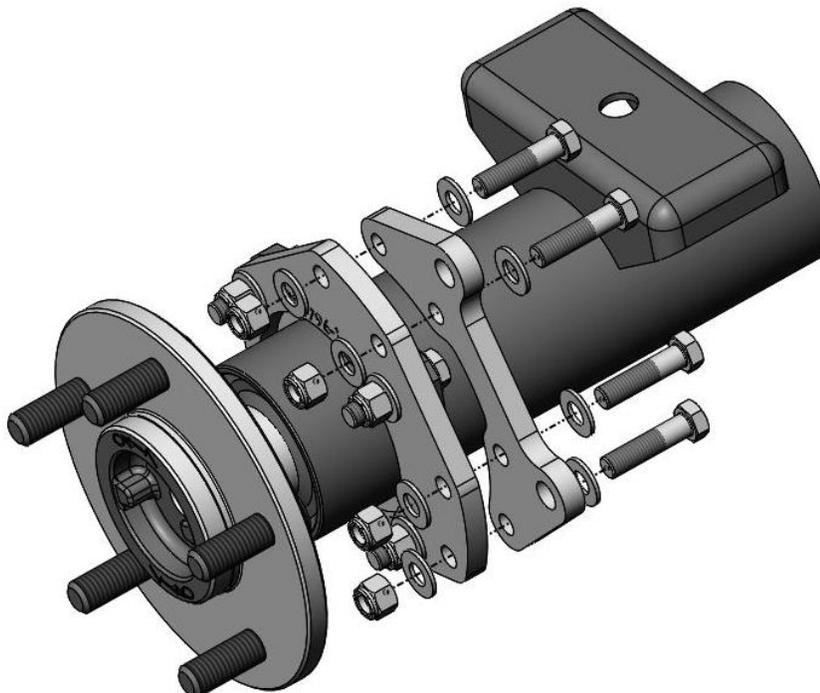


Figure 3 – Caliper Mounting Brackets Installation

8. Install the rotor onto the axle flange. A Centric Ring is provided to center the rotor onto the axle shaft. Place the Centric Ring over the axle hub register. To allow the Centric Ring to go all of the way against the axle shaft flange, it may be necessary to clean the hub register with a wire brush or emery cloth. Once the Centric Ring is in place, slide the rotor over the studs against the axle flange. Verify that the rotor goes all the way against the axle flange. Figure 4a shows the proper sequence. **TIP:** To make caliper installation easier, thread a couple of flatwashers and nuts against the rotor to act as a lug nut and hold everything in place. **IMPORTANT:** If using slotted and drilled rotors, pay close attention to Figure 4b below for proper rotor placement on the driver and passenger side.

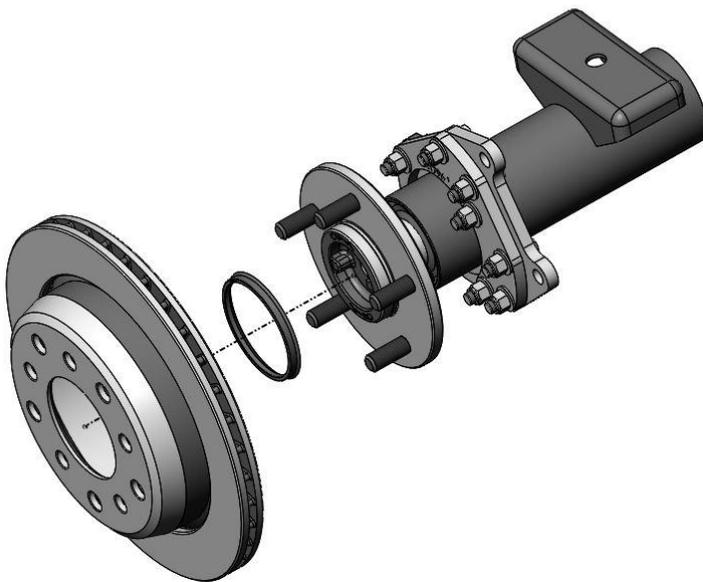


Figure 4a – Rotor and Centering Ring Installation

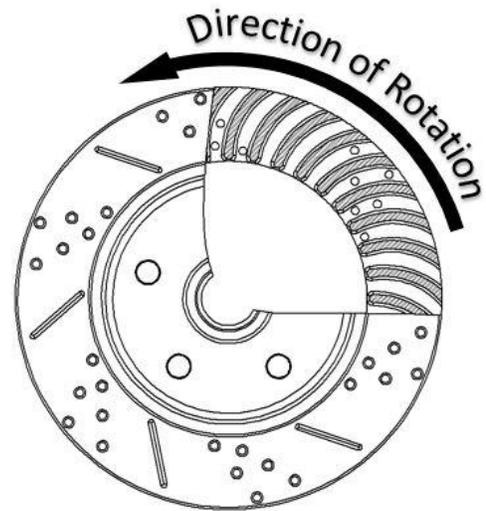


Figure 4b – Rotor Orientation

9. Remove the Caliper Anchor bracket from the caliper by removing the M8-1.25 x 21mm Caliper Mounting Bolts from the Anchor followed by removing the brake pads. Install the caliper anchor over the rotor and insert the Caliper Mount Spacer Bracket in between the Anchor and the Secondary caliper bracket. Using the provided M12 Flat Washers and M12-1.75 x 35mm Socket Head Cap Screws, and torque the bolts to 80 lb/ft. Refer to Figure 5a and 5b below for reference on installing the caliper anchor.

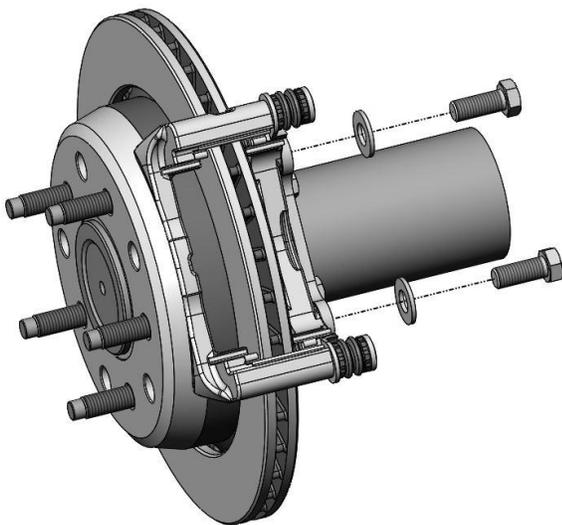


Figure 5a – Caliper Anchor Installation

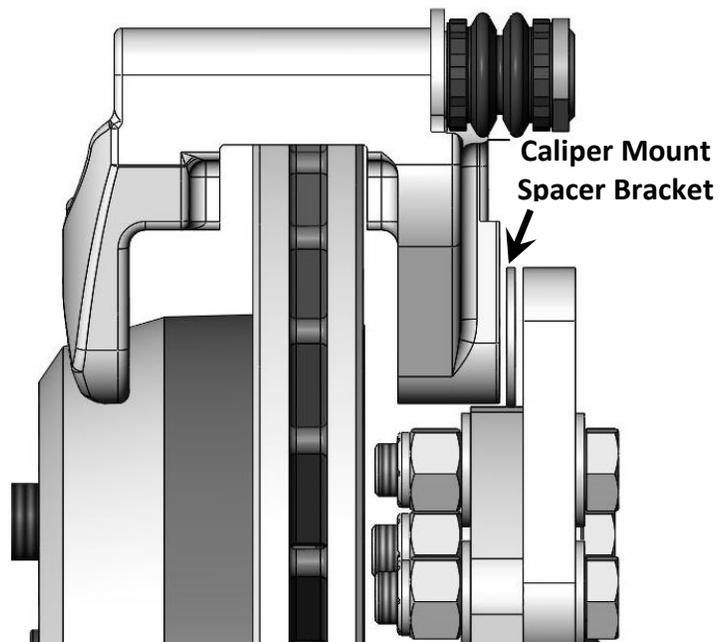


Figure 5b – Caliper Mount Spacer Bracket Location

10. Place the Stainless Steel Abutment Clips into the Caliper Anchor Bracket at this time. Refer to Figure 6a and Figure 6b Below for installation reference.

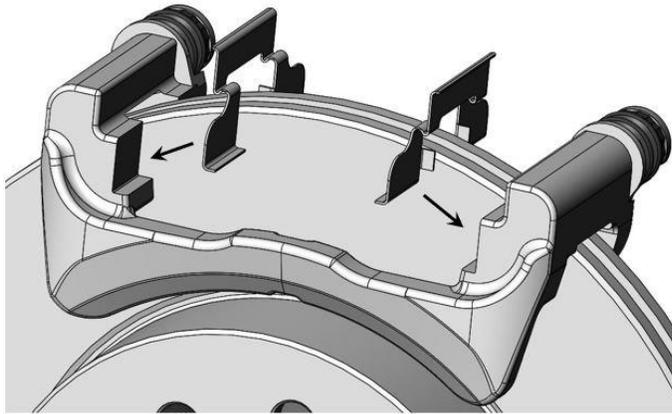


Figure 6a – Abutment Clips Installation

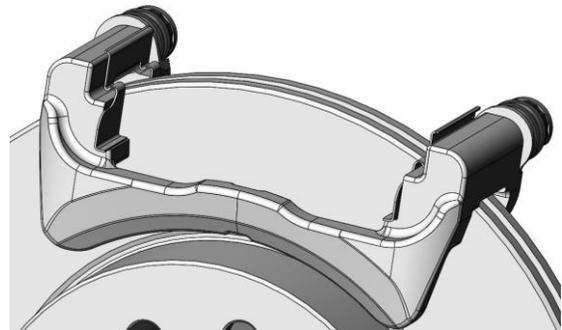


Figure 6b – Abutment Clips Installed

11. With the Abutment Clips installed, Install the pads into the Caliper Anchor Bracket. Refer to Figure 7a on the next page for reference. Once the pads are installed slide the caliper body over the brake pads and Caliper Anchor Bracket. With the caliper in place, re-install the caliper mounting bolts between the caliper and the bracket. Torque the bolts to 30 lb/ft. **IMPORTANT:** Make sure that the bleeder screw is pointing upward. See Figure 7b on the next page for reference on installing the caliper.

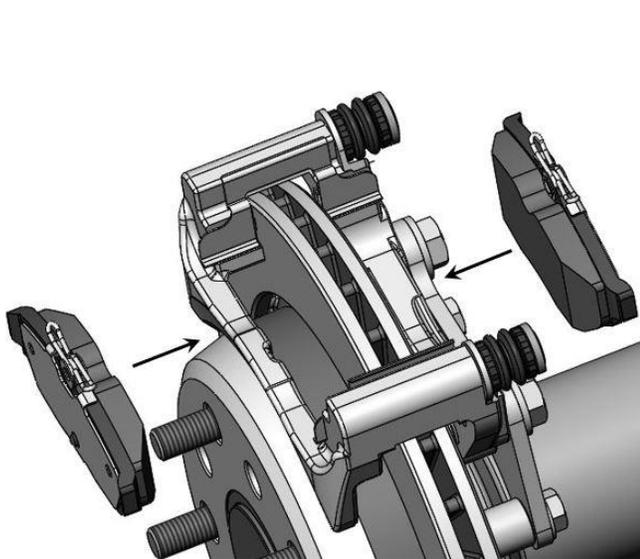


Figure 7a – Brake Pad Installation

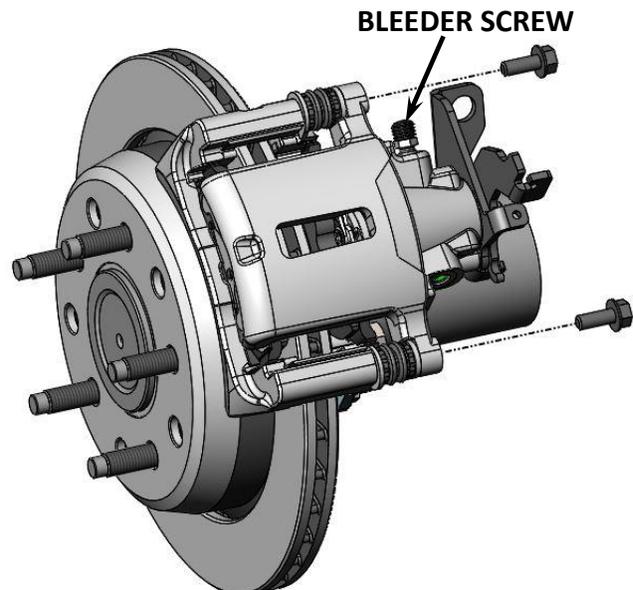
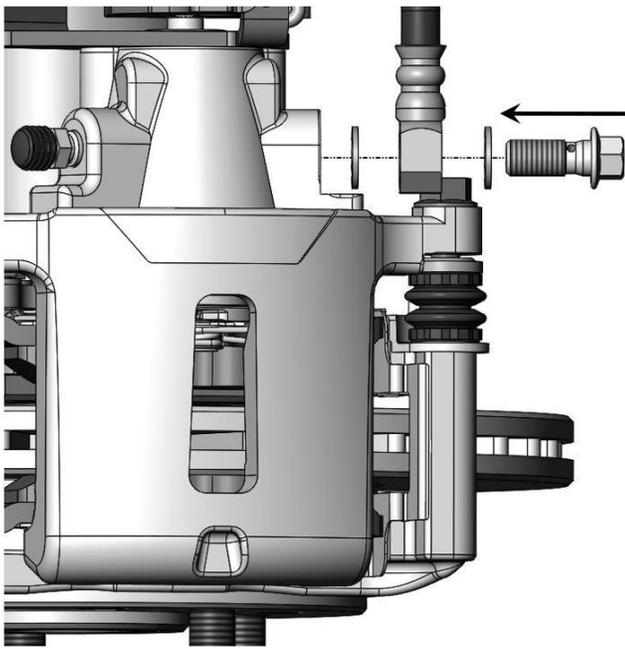
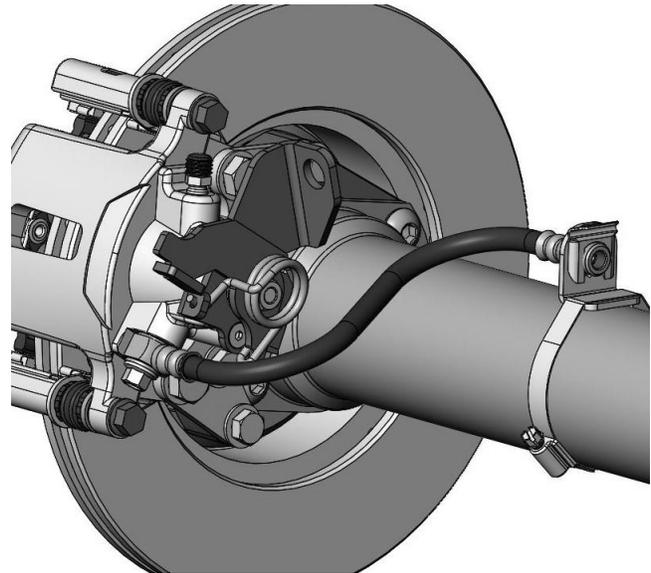


Figure 7b - Caliper Installation and Bleeder Screw Orientation

12. Install the flexible brake hose. Attach the brake hose to the caliper using the provided banjo bolt and copper crush washers as shown in Figure 8a below. Fasten the “L” shaped brackets onto the axle housing. This can be done with large worm style clamps like shown below in Figure 8b or by welding or bolting. Once the brackets are installed, use the provided clip and attach the brake hose to the bracket. Attach the hardline to the brake hose. It may be necessary to shorten and re-flare the hardline.



**Figure 8a – Brake Hose Attachment to Caliper**



**Figure 8b – Brake Hose Attached at the Rear Axle Housing  
(Picture is for reference only and may not reflect actual installation)**

13. Once the caliper has been installed and everything is torqued to spec, it is recommended that the caliper be adjusted before installing any emergency brake cables. To do so, simply rotate the park brake lever on the caliper a couple of times. This will move the brake pads closer to the rotor and allow for adequate movement along with a proper feeling pedal.
14. With the caliper adjusted, attach the emergency brake to the caliper. If using the Master Power Brakes Universal GM C/K 1500 Emergency Brake Cable Kit (p/n: HWC2502) shown below in Figure 9, please follow the instructions included with the cables. If obtaining cables from a different source, please follow the instructions for those cables. Once the cables are installed, please verify that there isn't excessive drag caused by the cables and caliper adjustment. Also, please verify that there isn't excessive movement or travel within the cables.



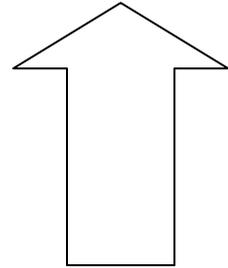
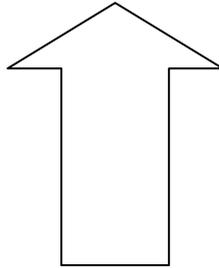
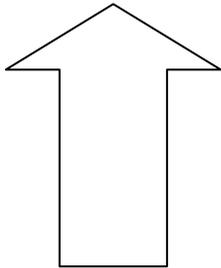
**Figure 9 – Universal Emergency Brake Cable Kit (p/n: HWC2502)**

15. Once everything is installed and pre-adjustments have been made, bleed the brakes and re-install the wheels and tires.
16. Installation is now complete.



## Template Instructions

***ATTENTION: Read this before going any farther!  
Returns will not be accepted for ANY installed PART or  
ASSEMBLY. Use great care to prevent cosmetic damage  
when performing wheel fit check.***



**IMPORTANT!** After printing a template, check that the inch scale at the bottom right corner of the page matches up to a ruler or tape measure.

After you have printed a template, **PLEASE** re-check that the scale at the bottom right corner matches up to a ruler or a tape measure. Once you have verified that the template has been printed to the proper size, glue the entire page to a piece of heavy card stock and cut around the **BOLD** dotted line. Leave the hub section of the template whole until you have accurately measured the inside of the wheel hub. See photo 1:

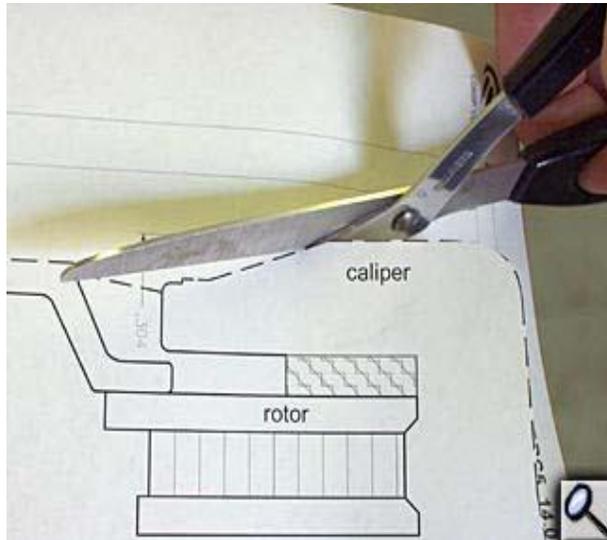


Photo 1

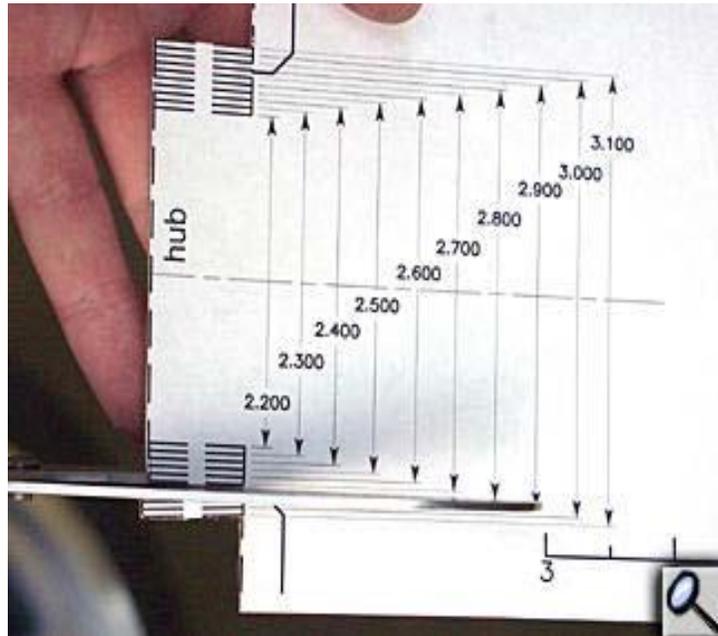
After you have cut the template along the bold dotted line, measure the inside diameter of the wheel where the hub goes inside the wheel. The wheel in this photo has a chamfer at the top of the hub hole. **DO NOT MEASURE THE OUTSIDE DIAMETER OF THE CHAMFER!** Measure the inside diameter of the hub hole only! This wheel measured  $2\frac{3}{4}$ " (from the 4" mark to the  $6\frac{3}{4}$ " mark)  $2\frac{3}{4}$ " = 2.750" After you have determined the ID of the hub hole, trim the final size of the hub area on the template using the measurement lines printed on the template. See photo 2:



Photo 2

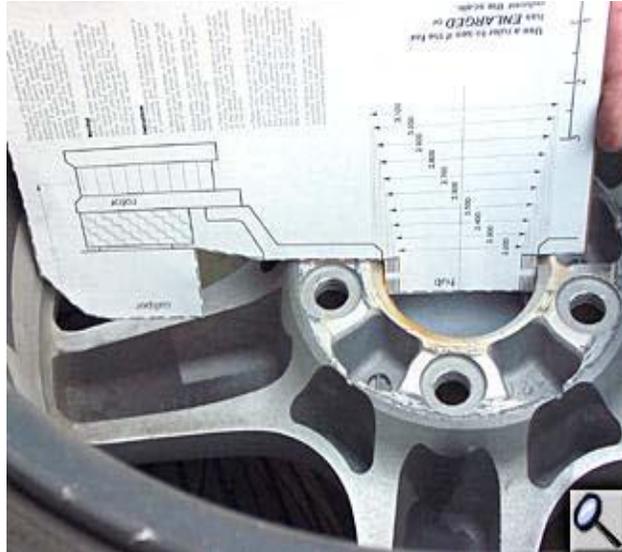


It is **IMPORTANT** that to follow the measurement lines accurately on each side of the hub area on the template! See photo 3 below:



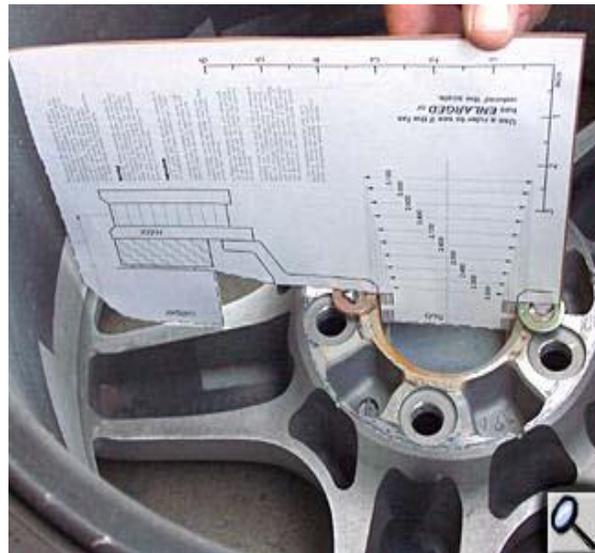
**Photo 3**

Once you have trimmed the hub area of the template, place the template into the back of the wheel. The hub area of the template should fit down into the hub hole in the wheel. This "Extreme" system template fits into this wheel with one exception; the template is resting on the spoke of the wheel and not allowing the template to rest flat on the hub section of the wheel. Also note that the template is very close to hitting at the top of the wheel to the top of the caliper. See photo 4:



**Photo 4**

In this case the template is being "Spaced" out by using washers between the template and the wheel hub. The washers simulate a wheel spacer that can be used gain extra clearance from the outer side of the caliper to the wheel spokes. As the wheel is "Spaced" away from the car's hub, the rim of the wheel falls away from the top of the caliper allowing a little extra clearance. Recommended clearance is at least 0.100" to any point in the wheel. This "Extreme" system template would work with this wheel if a ¼" wheel spacer is used between the hub and the wheel. See photo 5 below:



**Photo 5**

**\*\*IF SPACERS WILL BE USED, BE SURE TO CHECK FOR PROPER WHEEL STUD LENGTH!**