



Master Power Brakes
Disc brake Conversion Kit
GM 10/12 Rear Axle (w/C-Clips)
P/N: DB4730BR



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.**

Parts List	
Quantity	Description
2	Billet aluminum 4-piston calipers (Pads included)
1	LH 12" Rotor (Cross-drilled, Slotted, & Zinc-washed)
1	RH 12" Rotor (Cross-drilled, Slotted, & Zinc-washed)
1	LH Banksia Park Brake Assembly w/Caliper Mounting Bracket
1	RH Banksia Park Brake Assembly w/Caliper Mounting Bracket
2	Braided s/s brake hose (Includes 2-10mm Banjo bolts, 4-Crush washers, 2-3 AN x 3/8"-24 adapters)
8	3/8"-24 x 1 1/4" Grade 8 Socket Head Bolts
8	3/8"-24 Grade 8 Nyloc Nuts
2	Brake Hose Axle Bracket
2	Axle Bracket Clamps
2	Center Stabilizing Valves (Attached to Calipers)
1	Syringe bleeder
1	30" Bleed hose
2	Vinyl brake line caps

Installation:

1. With the vehicle properly supported, remove the rear wheels and tires.
2. Place a drain pan under the rear differential and drain the fluid from the rear axle.
3. Remove the differential pin lock bolt from the carrier that retains the carrier cross shaft. Most GM vehicles use a bolt with a 5/16" or a 1/2" head on the bolt. **NOTE:** A 6-point wrench is recommended as this bolt is usually very tight. Figure 1 shows the removal of the retaining bolt and Figure 2 shows the removal of the cross shaft.

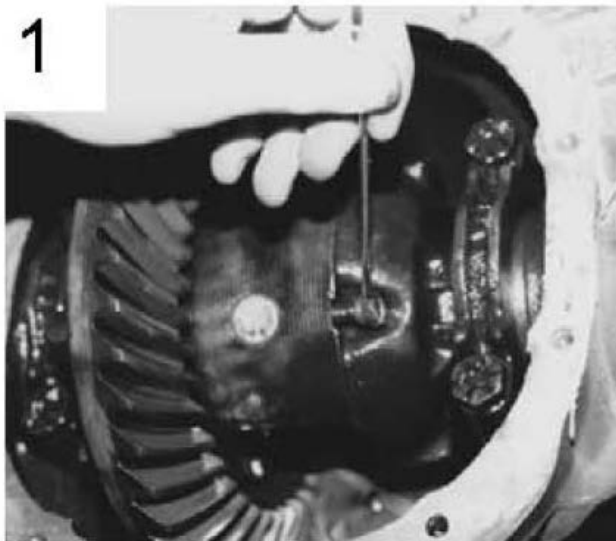


Figure 1 – Bolt Removal



Figure 2 – Cross Shaft Removal

4. Remove the brake drums. **NOTE:** In some instances, the brake drum will be difficult to remove due to rust from the axle. To remove, lightly tap on the outer edge of the brake drum with a hammer to loosen the rust and allow for the brake drum to be removed.

5. Remove the axles from housing taking care not to damage the bearings or the seals. Inspect the axles, seals, and the bearings and replace the components as necessary. With the axles removed, disconnect the parking brake cables and remove the brake shoes, hardware and backing plates. **NOTE:** Pay attention to how the factory cables are routed and attach to the vehicle. Some GM vehicles use an adjustment equalizer that can be very easily installed incorrectly. The new cables, if purchased, attach to the frame and the existing cables just as the OE cables.
6. Before beginning the installation of the new disc brake conversion, measure the diameter of the flange on the axle. This diameter can be no more than 5.900". If the flange is larger than 5.900", it will be necessary to turn the outer flange on a lathe to a diameter of 5.900" to allow the new rotor to seat on the axle properly.
7. Using the provided 3/8"-24 x 1 1/2" Grade 8 Socket Head Bolts and Nyloc Nuts, attach the park brake/mounting bracket to the rear axle housing. **NOTE:** The park brake assembly is specific to driver or passenger side. The driver side is marked as p/n: 6710163 and the passenger side is marked as p/n: 6720163. For additional reference, the park brake shoe actuator installs to the bottom and the retainer installs to the top. Torque the fasteners to 45 ft/lbs. Complete this step for both driver and passenger side.
8. Install the axles into the rear axle housing on both sides. Assemble the carrier cross shaft into the rear differential and insert the retaining bolt. Torque this bolt to factory specifications based on the type of axle.
9. Place the correct LH or RH rotor onto the axle flange. Use three lug nuts when installing to hold the rotor tight against the flange which will the rotor from moving to allow for caliper installation and to avoid scratching the rotor. 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 4 below shows the direction for reference.

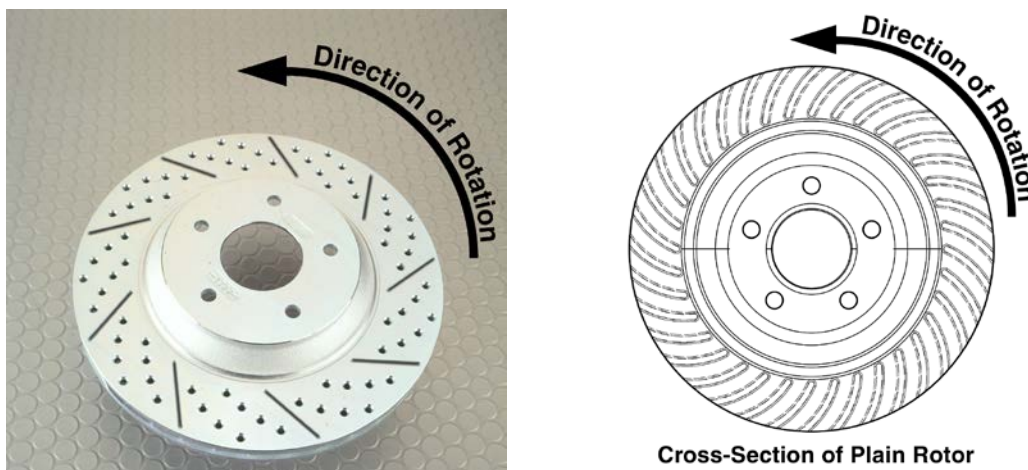


Figure 4 – Direction of Rotor Rotation

10. With the pads installed into the caliper, position the caliper over the brake rotor and secure using the supplied M12 x 30mm Hex Head Bolts. The 12mm bolts insert through the stainless steel slider pins and into the caliper. The slider pins seat into the relief machined into the caliper mounting tabs. Torque these bolts to 85 ft/lbs.

11. A Centering Stabilizer Valve (CSV) is attached to each rear caliper. The CSV can be seen in Figure 5. The CSV is used to keep the caliper properly centered over each rotor. Attach the banjo bolt using two copper crush washers on each side of the hose end. The CSV can be positioned in any direction and should be positioned to allow the best fitment of the brake hose. Install the hardline retainer bracket onto the rear axle housing retaining it to the axle tube using the provided stainless steel clamp. With the retainer installed, insert the -3 AN x 3/8"-24 Adapter into the retainer and install the provided hose lock. With the hose properly positioned away from interference, torque all banjo connections to 15-20 ft/lbs. Figure 6 shows a completed installation and possible hose routing and attachment.

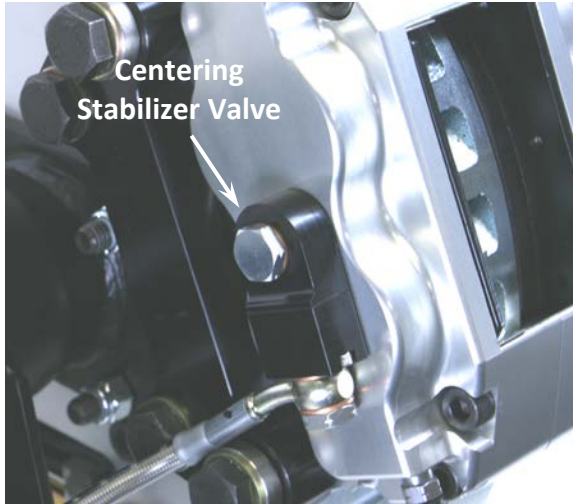


Figure 5 – Centering Stabilizer Valve (CSV)



Figure 6 – Completed Installation

12. Modifying the hard lines as necessary to attach to the stainless brake hoses or creating new hardlines will be required.
13. Reinstall the rear differential cover and fill with the appropriate gear lube.
14. If park brake cables were purchased with the system, attach them at the park brake first followed by attaching them to the factory primary cables.
15. Installation is now complete for the rear disc brake conversion. Following the instructions in a separate document, bleed the brakes accordingly.