



Master Power Brakes
Disc Brake Conversion Kit
1959-1964 & 1965-1968 Full-Size Pontiac
P/N: DB1705B & DB1706B



Thanks for your purchase of our Legend Series Disc Brake Conversion Kit for the 1959-1968 Full size Pontiac applications when equipped with factory disc brake spindles. This system does not require removal of the spindles from the vehicle. **NOTE:** This kit does require the use of 15" wheels for clearance.

Installation Notes:

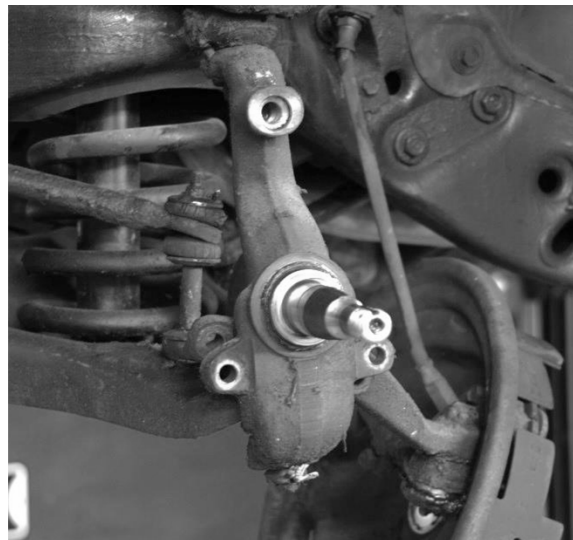
- Please read all instructions before attempting the installation.
- Proper operation of your brakes is essential for your safety and the safety of others. Any brake service should be performed by a professional technician experienced in the installation of brake systems.
- Any installation requiring 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.**

Parts List	
Quantity	Description
1	Driver Side Caliper (Includes brake pads)
1	Passenger Side Caliper (Includes brake pads)
2	12" Brake Rotors
1	LH Primary Caliper Mounting Bracket
1	RH Primary Caliper Mounting Bracket
2	Secondary Caliper Mounting Bracket
4	Caliper Mounting Bracket Spacer (Used in DB1706 only)
2	Bearing Adapter
2	A2 (Outer Wheel Bearing)
2	A13 (Inner Wheel Bearing)
2	8871 (Inner Grease Seal)
1	Hose Kit (16" 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	7/16"-20 x 2-1/2" Grade 8 Hex Head Bolt (DB1705B Only)
2	7/16"-20 x 2-3/4" Grade 8 Hex Head Bolt
4	7/16"-20 Grade 8 Nyloc Nuts
2	1/2"-20 x 2-1/4" Grade 8 Hex Head Bolt (DB1705B Only)
2	1/2"-20 x 2-1/2" Grade 8 Button Head Bolt (DB1706B Only)
2	1/2"-20 Nyloc Nuts
4	9/16"-18 x 1-1/4" Grade 8 Hex Head Bolts

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 assembly is required next. See Figure 1 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 1 – 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.
 - a. **1959-1964 Applications (DB1705B):** Place the Primary Caliper Mounting bracket against the spindle and insert the 7/16"-20 x 2-1/2" and 7/16"-20 x 2-3/4" Grade 8 Hex Head Bolts through the bracket into the spindle and steer arm. **NOTE:** The short bolt installs in the forward most bolt location on the spindle. Thread the 7/16"-20 Nyloc Lock Nuts onto the bolts and leave loose at this time.
 - b. **1965-1968 Applications (DB1706B):** With the provided spacers inserted between the Primary Caliper Mounting bracket and the spindle, insert the 7/16"-20 x 2-1/2" and 7/16"-20 x 2-3/4" Grade 8 Hex Head Bolts through the bracket and the provided spacers into the spindle and steer arm. **NOTE:** The short bolt installs in the forward most bolt location on the spindle. Thread the 7/16"-20 Nyloc Lock Nuts onto the bolts and leave loose at this time.



Figure 2a – Primary Caliper Mounting Bracket Installed



Figure 2b – Primary Caliper Mounting Bracket Installed

5. Install the Secondary Caliper Mounting bracket onto the spindle. Using the provided 9/16"-18 x 1-1/4" Grade 8 Hex Head Bolt, thread the bolt into the upper mounting location on the spindle. **NOTE:** Use High Strength Red Loctite on the threads before installing. Between the primary and secondary brackets, install the provided spacer. On the 1959-1964 applications, use the 1/2"-20 x 2-1/4" Grade 8 Hex Head Bolt and on the 1965-1968 applications, use the 1/2"-20 x 2-1/2" Grade 8 Button Head Bolt. Install the 1/2"-20 Nyloc Nut and torque to 85 ft/lbs. At this time, torque the upper mounting bolt to 95 ft/lbs and the two lower bolts to 70 ft/lbs.



Figure 3 – Secondary Caliper Mounting Bracket Installed

6. Install the bearing adapter onto the spindle. An installed bearing adapter can be seen below in Figure 4. The bearing adapter can be installed using the following methods:
 - a. **Heat** – Using an oven, heat the bearing adapter for approximately 15-20 minutes. Once heated, the bearing adapter should slide over the spindle pin without any force. Once installed, let the adapter cool to allow for proper fitment.
 - b. **Hammer** – Using a capped pipe, position the pipe over the spindle pin and flat against the bearing adapter. With protection between the pipe and the adapter, drive the adapter on by hitting the capped end of the pipe until the bearing adapter is flush against the spindle surface.
 - c. **Press** – If desired, the spindle can be removed from the vehicle and using a hydraulic press and the proper adapters, press the adapter onto the spindle pin.



Figure 4 – Bearing Adapter Installed on the Spindle

7. 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. Figures 4 and 5 show the bearing and seal being installed.



Figure 4 – Inner Wheel Bearing Installation



Figure 5 – Inner Wheel Seal Installation

8. 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.
9. 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 6 below for reference.

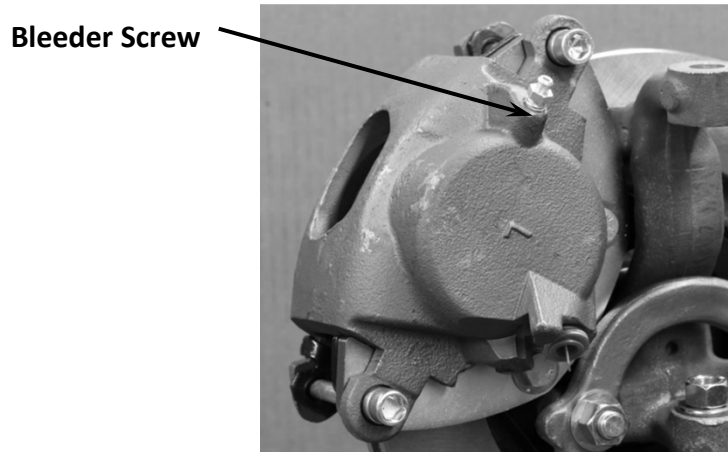


Figure 6 – Caliper Installed

10. 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 to prevent leaks before installing.
11. 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 7. Any warranty is void if DOT 5 fluid is used.



Figure 7 – Pentosin Super DOT 4

12. The installation is now complete.