



Master Power Brakes

Front Disc Brake Conversion Kit

57-72 Full-Size Ford & Mercury Applications

P/N: DB1512B, DB1512BHP,
DB1513B and DB1513BHP



Thanks for your purchase of our Legend Series Disc Brake Conversion Kit for the 1952 to 1972 Ford/Mercury Full Size applications. This system will not require any modifications and uses basic hand tools to install. The system is designed to work with your existing drum brake spindle and therefore won't require the removal of the spindle. **NOTE:** This kit requires 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 SYTHETIC DOT 5 FLUID IS USED.**

Parts List	
Quantity	Description
1	Driver Side Caliper (Includes brake pads)
1	Passenger Side Caliper (Includes brake pads)
1	Driver Side Brake Rotor Assembly
1	Passenger Side Brake Rotor Assembly
2	Caliper Mounting Brackets (LH & RH are the same) – To caliper
1	LH Caliper Mounting Bracket (Black Anodized) – To spindle
1	RH Caliper Mounting Bracket (Black Anodized) – To spindle
2	Steel Spacer Bushing
2	A2 (Outer Wheel Bearing) – DB1512B Kit Only
2	A6 (Inner Wheel Bearing) – DB1512B Kit Only
2	A12 (Outer Wheel Bearing) – DB1513B Kit Only
2	A13 (Outer Wheel Bearing) – DB1513B Kit Only
2	6815 (Inner Grease Seal)
1	Hose Kit (18" Hoses w/7/16"-20 Banjo Bolt & Hardware)
2	9/16"-18 x 3.000" Grade 8 Hex Head Bolt
4	9/16" SAE Flatwasher
2	9/16"-18 Nyloc Lock Nut
2	5/16"-24 x 2.000" Flat Head Cap Screw
2	5/16" SAE Flatwasher
2	5/16"-24 Nyloc Lock Nut
4	3/8"-24 x 1.750" Flat Head Cap Screw
2	3/8"-24 x 2.500" Flat Head Cap Screw
6	3/8" SAE Flatwasher
6	3/8"-24 Nyloc Lock Nut
2	Spindle Nut Kit (Used w/A2 Outer Bearing) – DB1512B Kit Only
2	Spindle Nut Kit (Used w/A12 Outer Bearing) – DB1513B Kit Only
2	Grease Caps
2	1/8" x 1 1/2" Cotter Pin

Replacement Parts	
Front Brake Pads	FMSI No: D52

Installation:

1. With the vehicle properly supported, remove the front wheels and tires.
2. Removing of the factory drum brake assembly is required next. Remove the drum and hub assembly along with the shoes, hardware and backing plate along with the brake hoses.
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 the spindles are good, clean all attachment points along with the spindle pin to insure proper installation of the new components.
4. Place the Aluminum Caliper Mounting Bracket on the spindle. **NOTE:** The brackets are left and right specific. The caliper mounts on the tie rod end side of the spindle. Use a 3/8"-24 x 2.250" Flat Head Cap Screw in the mounting hole on the tie rod side of the spindle. In the opposite hole, use a 3/8"-24 x 1.750" Flat Head Cap Screw. Use two 3/8" SAE Flatwashers and two 3/8"-24 Nyloc Lock nuts and snug only at this time. Figure 1 on the following page shows the aluminum bracket installation.

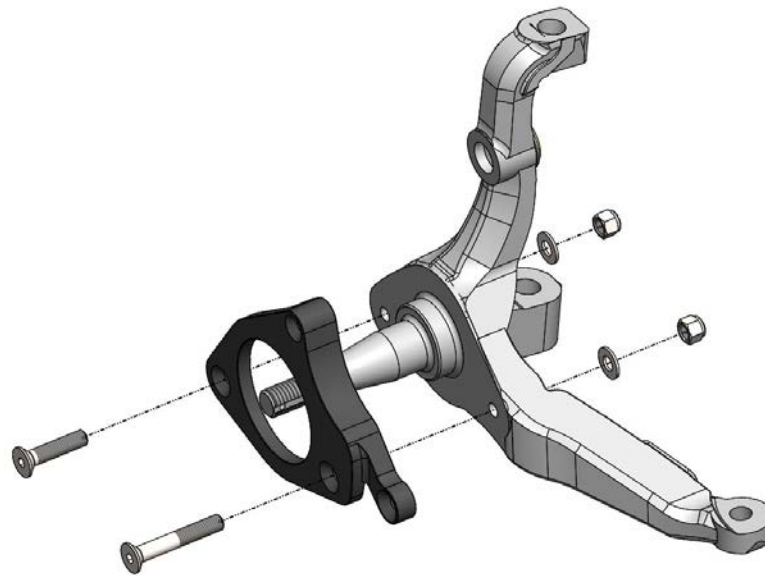


Figure 1 – Base Caliper Bracket Installation

5. Install the Steel Caliper Mounting Bracket on the previously installed aluminum bracket. At the upper mounting point on the spindle, position the 9/16"-18 x 3.000" bolt through the bracket along with the Steel Spacer Bushing on the backside of the bracket. See Figure 2 below for proper orientation. Use the 9/16"-18 SAE Flatwasher and the 9/16"-18 Nyloc Lock Nut and snug only at this time. Once in place, put the 5/16"-24 x 2.000" Flat Head Cap Screw and the 3/8"-24 x 1.750" Flat Head Cap Screw through the aluminum bracket and the steel bracket. Use the 5/16" SAE Flatwasher and 5/16"-24 Nyloc Lock Nut and the 3/8"-24 SAE Flatwasher and 3/8"-24 Nyloc Lock Nut when installing the hardware. These can be tightened and torqued at this time to 20 ft-lbs for the 5/16" bolt and 35 ft-lbs on the 3/8" bolt. Figures 2 and 3 below show the steel bracket installation.

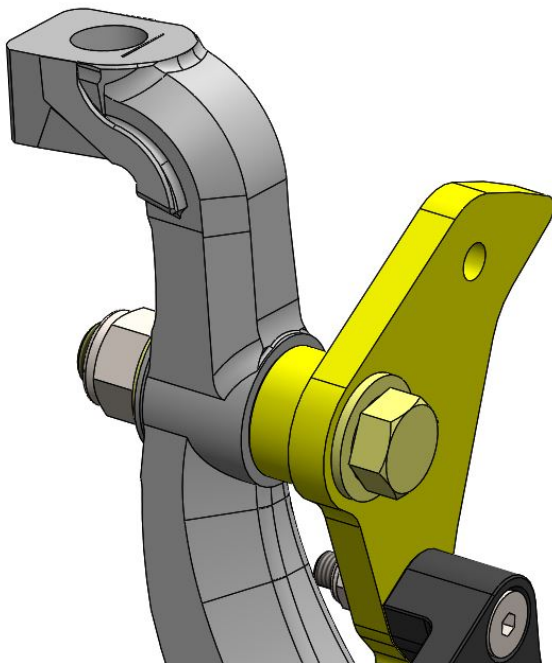


Figure 2 – Upper Bushing Installed

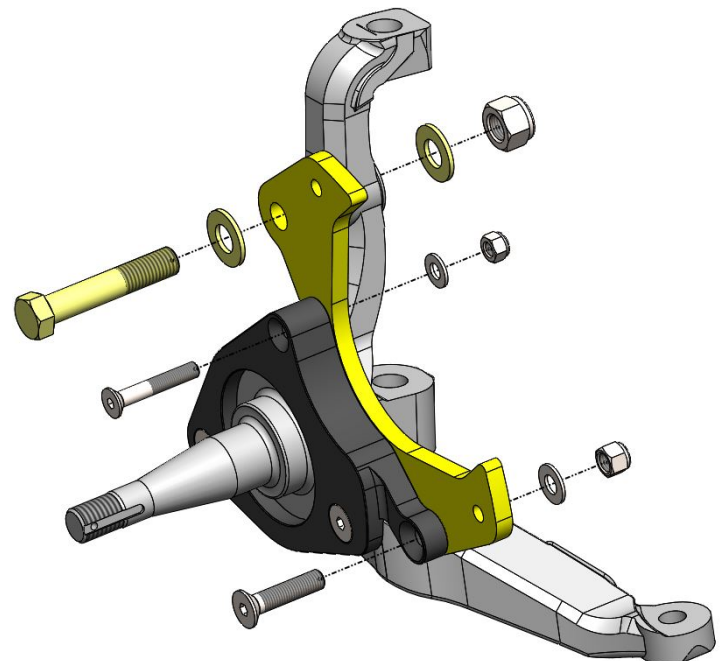


Figure 3 – Steel Bracket Installation

6. With the steel bracket installed and torqued, torque the upper 9/16" bolt to 100 ft-lbs, and the two lower 3/8" bolts to 35 ft-lbs.

- 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. Figure 4 below shows the installation of the bearing and grease seal.

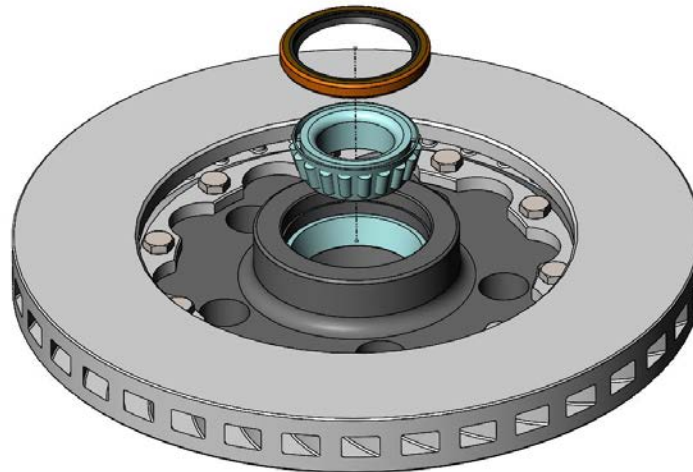


Figure 4 – Bearing and Grease Seal Installation

- Slide the rotor onto the spindle. The inner wheel bearing and grease seal should be installed at this point. Use the graphic below in Figure 5 to determine the proper Driver or Passenger side assembly. **IMPORTANT:** The plain rotors and the slotted/drilled rotors are specific to the Driver or Passenger side due to the directional nature of the internal veining of the rotor. 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. Install the spindle nut retainer and loosen or tighten the spindle nut to line up the cotter pin followed by the grease cap. See Figure 6 below shows the rotor installation.

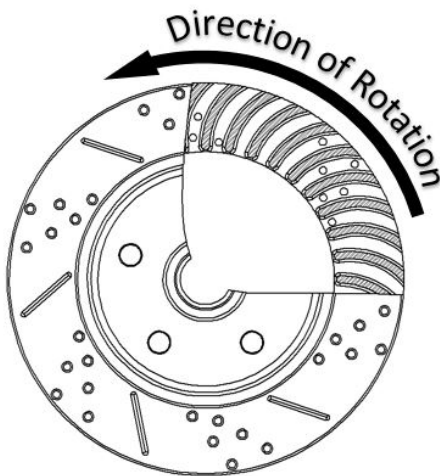


Figure 5– Proper Rotor Direction

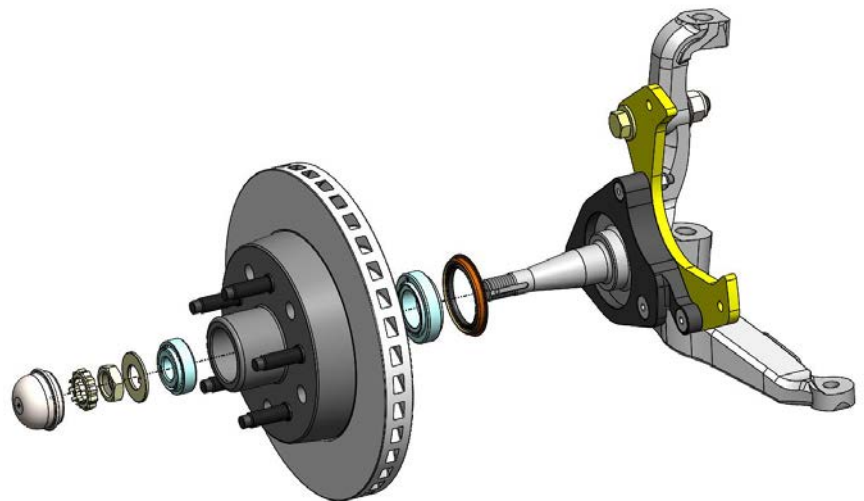


Figure 6– Rotor Installation

- 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 80 ft/lbs. **NOTE:** When installing the calipers, make sure the brake bleeders are pointing upward. See Figure 7 on the next page for reference.

Bleeder Screw

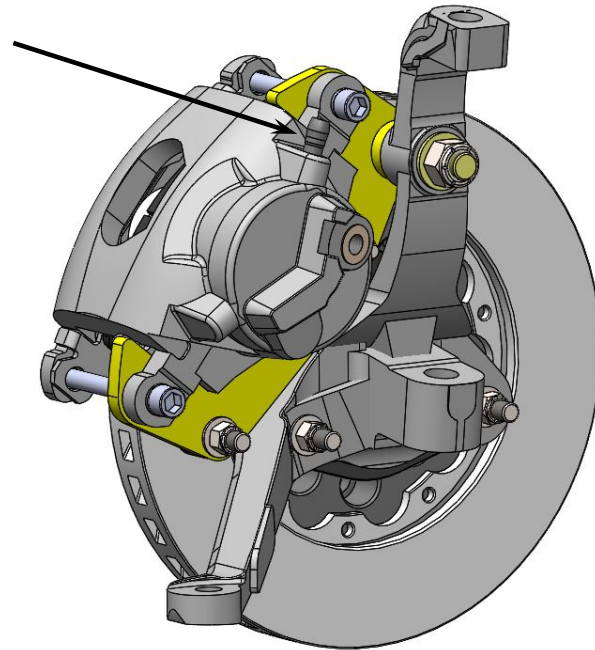


Figure 7 – Bleeder Screw Pointing Upward

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 6. Any warranty is void if DOT 5 fluid is used.



Figure 6 – Pentosin Super DOT 4

12. The installation is now complete.