



## Master Power Brakes Rear Disc Brake Conversion Kit GM 10/12 Bolt with-out C-Clips P/N: DB1764BR, DB1764BHPR & DB1765BR, DB1765BHPR



Thanks for your purchase of our Legend Series Universal Rear Disc Brake Conversion Kit for the GM 10/12-bolt rear axles that do not utilize c-clips. This system does not require any modifications to the rear axle housing and uses basic hand tools to install. The system is designed to take the 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 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          | Brake Rotors                                      |
| 2          | Primary Caliper Mounting Bracket                  |
| 2          | Secondary Caliper Mounting Bracket                |
| 2          | Axle Flange Spacer Plates                         |
| 8          | 3/8"-24 x 2" Grade 8 Hex Head Bolt                |
| 8          | 3/8"-24 x 1-1/2" Socket Head Cap Screw            |
| 16         | 3/8"-24 Nyloc Lock Nut                            |
| 24         | 3/8" AN Flat Washer                               |
| 8          | Bushing   |
| 1          | Hose Kit (18" Hoses w/10mm Banjo Bolt & Hardware) |

| Replacement Parts |               |
|-------------------|---------------|
| Rear Brake Pads   | FMSI No: D154 |

## Installation:

1. With the vehicle properly supported, remove the rear wheels and tires.
2. Removal of the factory drum brake assembly is required next. With the 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 factory bearing retainer must be removed from the axle shaft. If bearing replacement is necessary, do not reinstall the bearing retainer. If bearing replacement is not necessary, removal of the retainer can be accomplished by cutting the factory retainer into two pieces.
5. The outer diameter of the axle flange can be no larger than 6.125" in outside diameter. This is critical for proper fitment of the rotor over the axle flange. For axle with a flange larger than 6.125", using a lathe, machine the outer flange down to no larger than 6.125". See Figure 1 below for measuring reference.

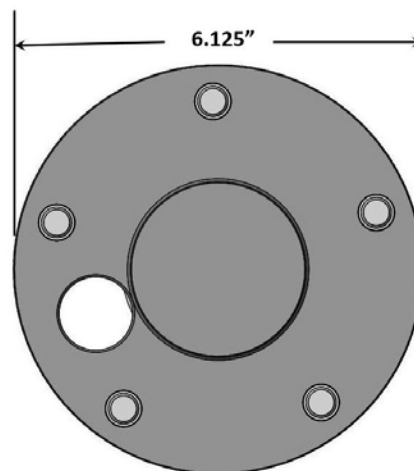


Figure 1 – Measuring the Axle Flange

6. Using the provided 3/8"-24 x 1-1/2" Socket Head Cap Screws, install the bolts into the axle housing as seen below in Figure 2. Once positioned, position the spacer flange over the four bolts against the axle flange. Refer to Figure 2 below for reference.

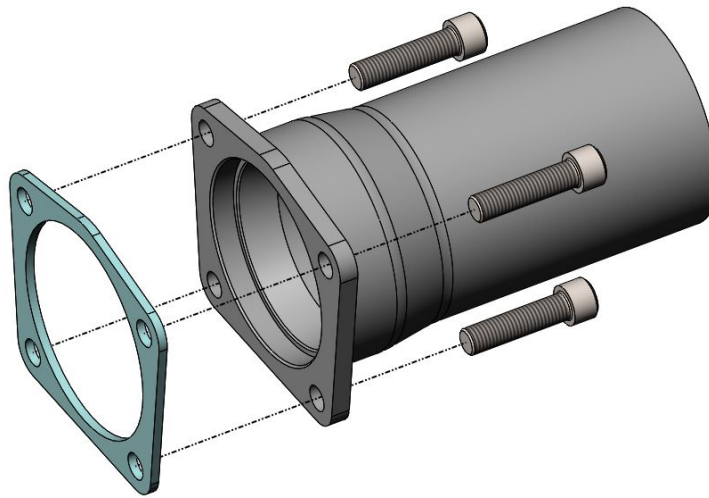


Figure 2 – Bolts Installed in the Flange

7. Reinstall the axle shaft into the housing. Follow this by installing the Primary Caliper Mounting Bracket over the bolts and against the previously installed spacer plate. Once everything is in place, use the 3/8"-24 Nyloc Nuts and 3/8" AN Flat Washers and torque the nuts to 40 ft/lbs.
- DB1764BR** – Install both of the Primary Caliper Mounting Brackets so the calipers will mount towards the rear of the vehicle. Figure 4 below shows the bracket mounted on the driver side.
  - DB1765BR** – Install the driver side Primary Caliper Mounting Bracket so the caliper will mount to the front of the vehicle and the passenger side to the rear of the vehicle.

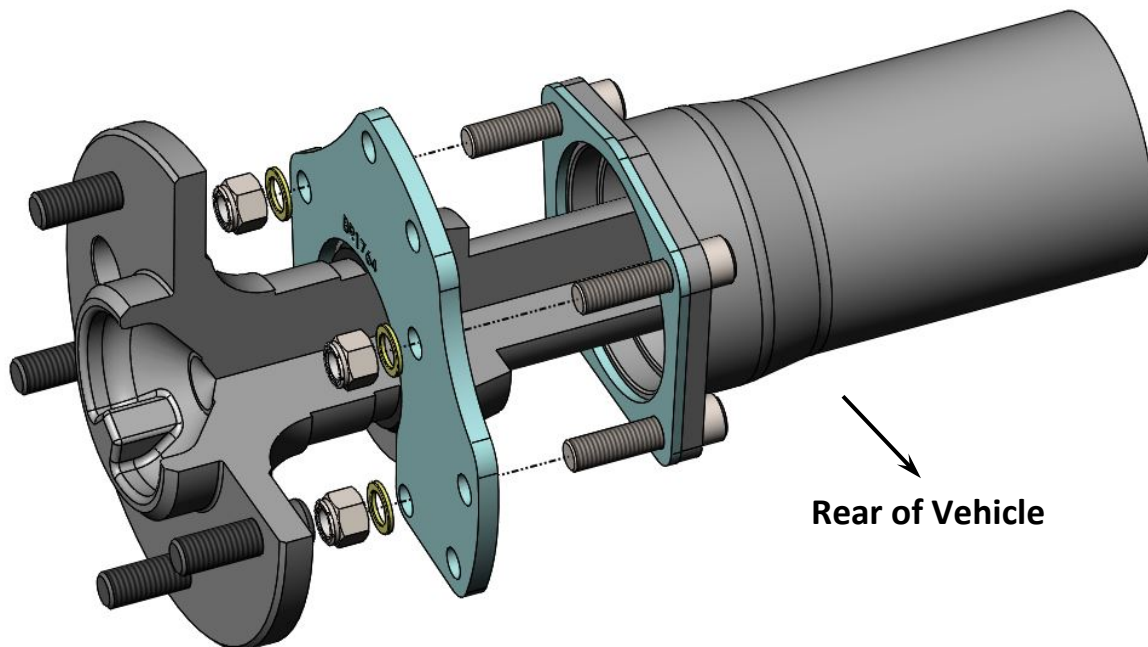


Figure 4 – Axle Re-installed w/Primary Caliper Mounting Bracket

8. Using the provided 3/8"-24 x 1-3/4" Grade 8 Hex Head Bolts along with the provided spacers and 3/8" AN Flat Washers, install the Secondary Caliper Mounting bracket to the inboard side of the Primary Caliper Mounting Bracket. The spacers install between the primary and secondary caliper mounting brackets. Once in position, use the 3/8"-24 Nyloc Lock Nuts that were provided and tighten and torque to 40 ft/lbs. Figure 5 below shows the bracket with bolts and spacers assembled. Figure 6 shows the completed assembly. **NOTE:** Due to variations in the axle mounting flange on the rear axle, it may be necessary to remove some material for clearance. Figure 7 below shows the area for possible clearance problems.

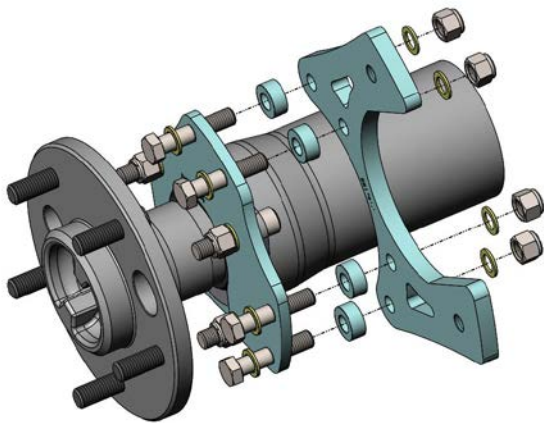


Figure 5 – Caliper Mounting Assembled for Installation

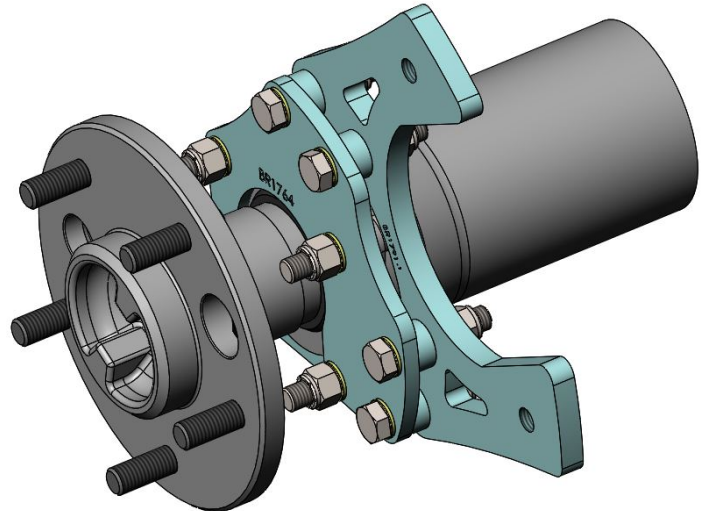


Figure 6 – Completed Assembly

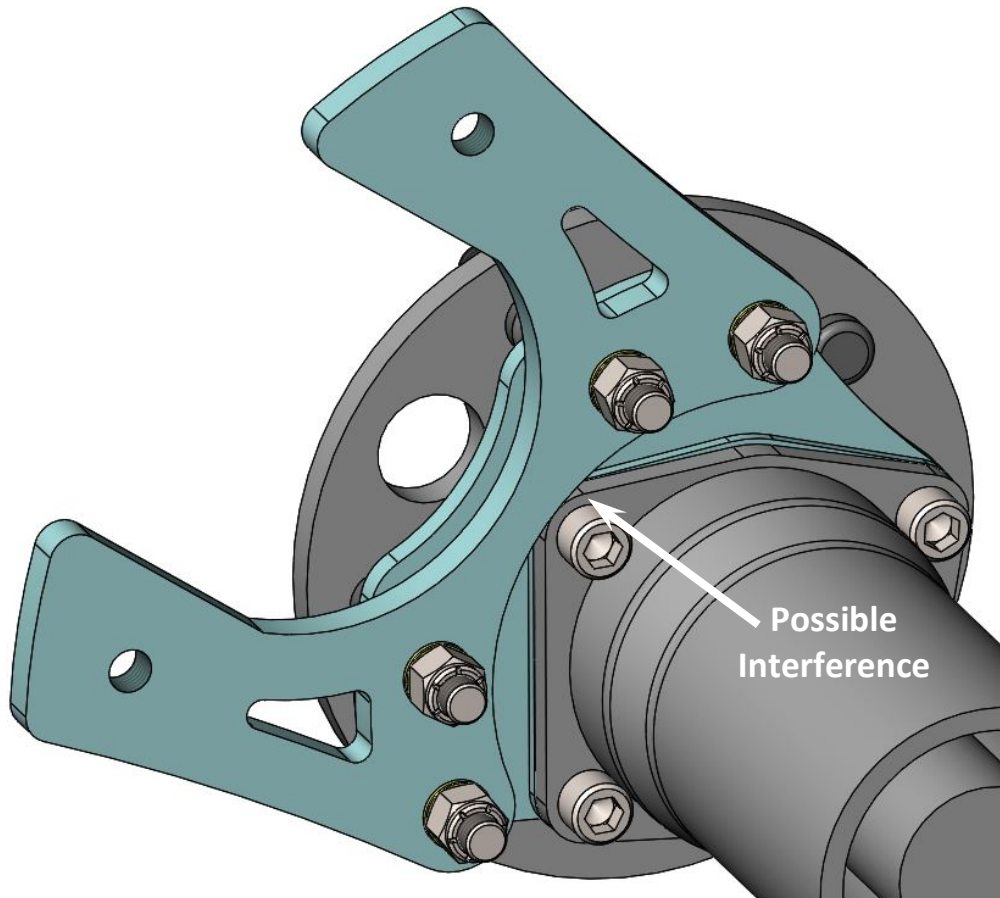


Figure 7 – Possible Flange Interference

9. Install the rotor onto the axle flange.
10. Install the caliper over the rotor. When installing, make sure the bleeder screw is pointing up like shown in Figure 8 below. After installed and in place, slide the caliper mounting bolts through the caliper and thread them into the bracket. Torque the bolts to 50 ft/lbs.

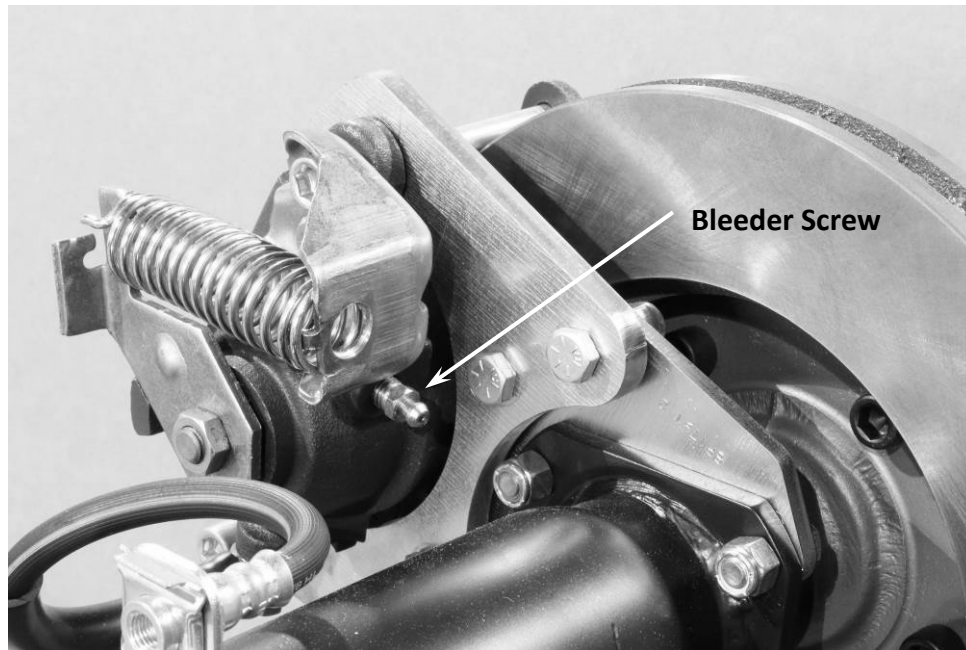


Figure 8 – Caliper Installed w/Bleeder Screw on Top

11. Once the caliper is installed, follow the instructions below on adjusting the caliper. **THIS IS A VERY IMPORTANT STEP!! If the caliper is not properly adjusted, a soft pedal will result and the rear brakes will not function correctly.**
  - A. Remove the park brake cable return spring from between the adjusting lever and the cable support bracket. See Figure 9 below.

Park Brake Adjusting Lever

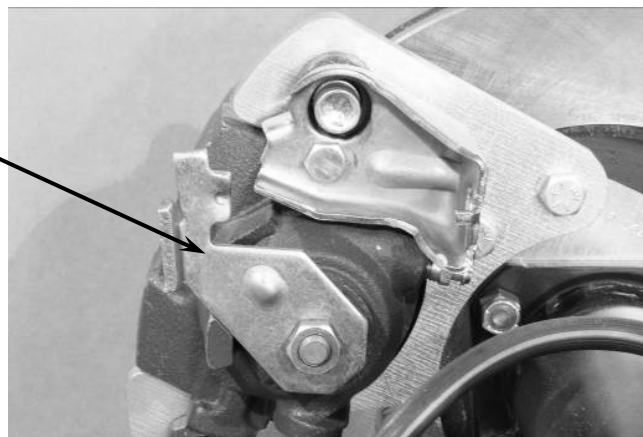
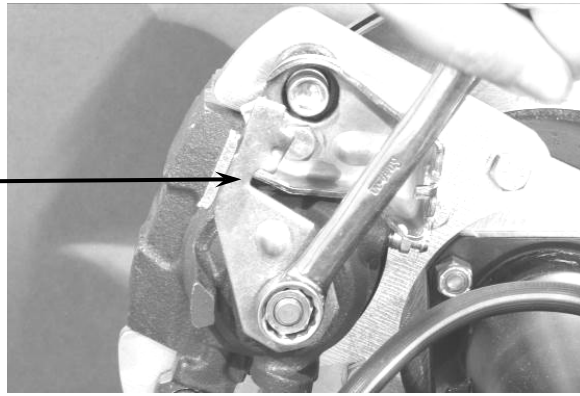


Figure 9 – Spring Removed

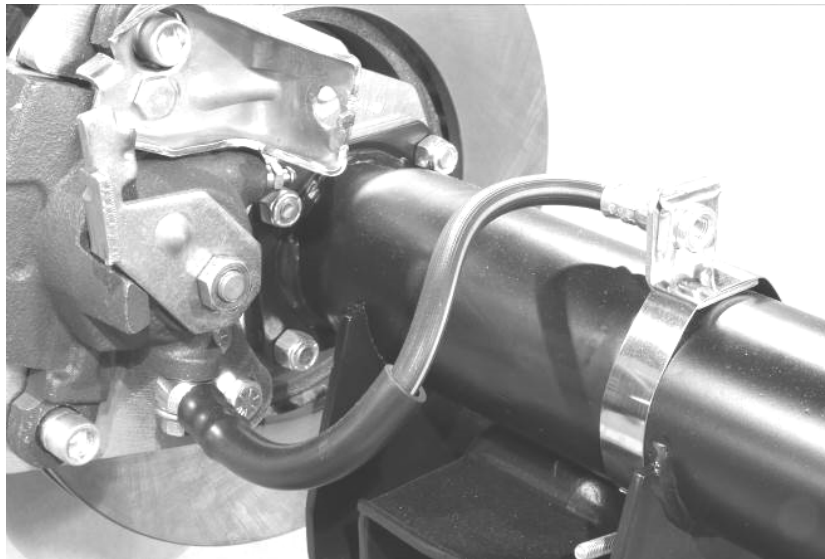
- B. Rotate the lever away from the Adjusting Lever Stop as noted in Figure 10. While rotating the lever, spin the rotor until a slight drag is felt in the rotor.

**Adjusting Lever Stop**



**Figure 10 – Rotating the Adjusting Lever**

- C. Allow the adjusting lever to return to the stop and reinstall the spring. When the lever returns to the stop, the piston should remain in its adjusted outward position therefore keeping a very slight drag on the rotors.
  - D. Reinstall the park brake return spring between the adjusting lever and the cable support bracket.
12. Install the flexible brake hose. Attach the brake hose to the caliper using the provided banjo bolt and copper crush washers. Fasten the “L” shaped brackets onto the axle housing. This can be done with large worm style clamps like shown in Figure 11 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 11 – Brake Hose Attached at the Rear Axle Housing**

13. Attach the emergency brake to the caliper. If using the Master Power Brakes Universal Emergency Brake Cable Kit (p/n: HWC2500) shown below in Figure 12, please follow the instructions included with the cables. If obtaining cables locally, please follow the instructions for those cables. Adjust the park brake in the vehicle accordingly and make sure there is available movement in the cables to allow for suspension movement and that there is no drag on the calipers caused by the park brake.



Figure 12 – Universal Emergency Brake Cable Kit (p/n: HWC2500)

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

### **IMPORTANT – PLEASE READ**

The GM calipers used in the Master Power Brakes Rear Disc Brake Conversion Kit require that the park brake system be used as often as possible. This can be difficult for people to remember as most people simply put the car in “Park” and walk away. With this system and caliper, this is not acceptable.

The rear caliper uses a “one-way clutch” or “sprag” inside the caliper piston. When the parking brake is applied, the sprag will recognize when there is more than 0.030” or more clearance between the friction material on the pad and the surface contact area on the brake pad. When the distance is at least 0.030”, the sprag turns inside the piston adjusting it outward and keeping the rear brakes properly adjusted.

If the park brake is not being set, this action can result in usually one of two scenarios: Scenario #1 - You will start to lose service in the brakes because the caliper piston is traveling more to reach the brake rotors. Therefore, the brake pedal will feel very soft. Scenario #2 - The sprag can seize inside the piston and possibly stop working.