



About Master Power Brakes

Founded in 1983, Master Power Brakes is the leader in model specific brake kits for classic cars. Lots of companies sell brake parts, but what sets us apart is our focus on model specific kits. Each of our kits are engineered for specific models and designed to be as "bolt-on" and easy to install as we can make it. We also strive to continuously improve, taking advantage of every technological development and installation insight to keep making our kits better and better. We work with a variety of businesses, including race car, street rod, antique, classic, and muscle car markets. This blend of experience has put us at the forefront of the braking system business. We offer quality equal to or superior to any brake system available in the industry today.

In the last 32 years, we've invested thousands of hours developing innovative and creative solutions for brake system conversions ... and we've loved every minute of it! The challenges have been great and the results have made us a widely recognized and highly trusted industry leader. We put all of our experience into everything we do, and you can trust us to ALWAYS put our customers' needs first.

Our promises to you:

PRIDE - We are in this industry as enthusiasts. Every part we use is carefully chosen as if we were going to install it on our own cars. If we can't be proud of it, we won't sell it.

ENGINEERING - Our kits are model specific and engineered to fit that vehicle and application. When developing a brake kit, we strive to make each kit as much of a bolt-on as possible, keeping the vehicle modifications to a minimum. We are not a "one-size-fits-all" company.

SOLUTIONS - Whether on the phone or through an email, your needs will be heard and understood. We take great pride in our ability to listen and work with you and determine the best solution for your project.

INSTALLATION - Making the installation as easy as possible really matters to us. We supply components that match the application, pre-assemble as much as possible, and package everything carefully and in an organized manner while providing clear, concise instructions.

SUPPORT - We're here for you, whether you need us during or after installation. Have an issue or question? Just call. One of our technical service experts can help you every step of the way.

Every successful installation and satisfied customer is evidence of our commitment to quality and service. YOU are the reason we are in business and we thank you for your confidence and trust in Master Power Brakes.

We hope you will join thousands of satisfied customers and choose Master Power Brakes to meet your braking needs.



(888) 351-8781



Upgrade Icons



Indicates that all or select parts are manufactured in the United States.



Performance brake pads provide extended wear and reduce brake dust.



Braided stainless steel flex lines increase durability against road debris and enhance the brake system's appearance on vehicle.



Performance slotted & drilled rotors reduce heat build-up improving stopping efficiency.



Check wheel fitment with an available brake template that can be emailed before purchase.



Indicates that optional drop spindles are available for this kit.



Indicates that the brake system will fit inside most 14" wheel diameters.



Indicates that the brake system will fit inside most 15" wheel diameters.



Indicates that the brake system will require at least a 17" wheel diameter for proper clearance.

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Legend Series Disc Brake Kits

Legend

SERIES BY MASTER POWER

The Master Power Brakes Legend Series is a complete brake system to upgrade your drum brakes to the reliability and performance of disc brakes. These kits consist of OEM style cast-iron calipers and vented rotors. The Legend Series is our most cost effective kit and a great upgrade to your classic vehicle. Installation is a weekend project that will pay dividends for years to come.

Below is a list of typical components included, and may vary slightly from vehicle to vehicle...

COMPLETE POWER

FRONT **POWER** Disc Brake Conversion Kit

Includes:

- OE style cast iron calipers with protective ZINC coating*
- Standard OE Brake pads (Performance pads available)
- Plain finish vented brake rotors (11" to 12" depending on application) (Slotted/Drilled Rotor Upgrade Available*)
- Caliper mounting brackets
- Inner & outer wheel bearings
- Grease seals
- Grade 8 mounting hardware
- Spindle nuts & washers
- Dust caps
- Rubber brake hoses
- Power brake booster with mounting brackets
- Dual reservoir master cylinder
- Combination valve kit with mounting bracket & bleeder tool
- Master cylinder to combo valve hard lines*

* Where applicable



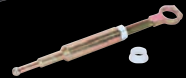
COMPLETE MANUAL

FRONT **MANUAL** Disc Brake Conversion Kit

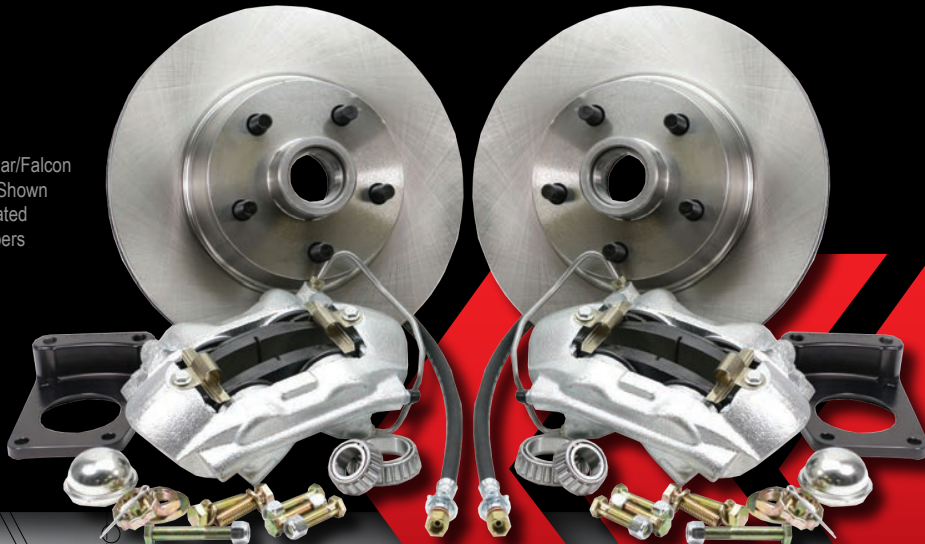
Includes:

- OE style cast iron calipers with protective ZINC coating*
- Standard OE Brake pads (Performance pads available)
- Plain finish vented brake rotors (11" to 12" depending on application) (Slotted/Drilled Rotor Upgrade Available*)
- Caliper mounting brackets
- Inner & outer wheel bearings
- Grease seals
- Grade 8 mounting hardware
- Spindle nuts & washers
- Dust caps
- Rubber brake hoses
- Dual reservoir master cylinder
- Adjustable push rod (Manual kits)
- Combination valve kit with mounting bracket & bleeder tool
- Master cylinder to combo valve hard lines*

* Where applicable



Ford Mustang/Cougar/Falcon
Front Wheel Kit Shown
With ZINC Coated
4 Piston Calipers



(888) 351-8781

Rallye Series Disc Brake Kits



The Master Power Brakes Rallye Series takes a good thing and makes it better. This system is a complete brake solution that upgrades your original drum brakes to disc brakes with a distinct, modern performance look and feel.

These kits consist of high quality 4-piston billet aluminum calipers and brackets along with the added benefits of slotted and drilled rotors. All of this gives increased performance over the Legend Series but still allows the use of stock 15" wheels.

COMPLETE POWER

FRONT POWER Disc Brake Conversion Kit

Includes:

- 4-piston billet aluminum calipers (Satin powdercoat finish)
- 11" cross-drilled & slotted rotors with ZINC coating
- Performance street brake pads
- Billet aluminum caliper mounting brackets
- Premium bearings & seals (Pre-greased & installed)
- Dust caps, spindle nuts & washers
- Braided stainless steel brake hoses
- All necessary Grade 8 mounting hardware
- Power brake booster with mounting brackets
- Dual reservoir master cylinder
- Combination valve kit with mounting bracket & bleeder tool
- Master cylinder to combo valve hard lines*

* Where applicable



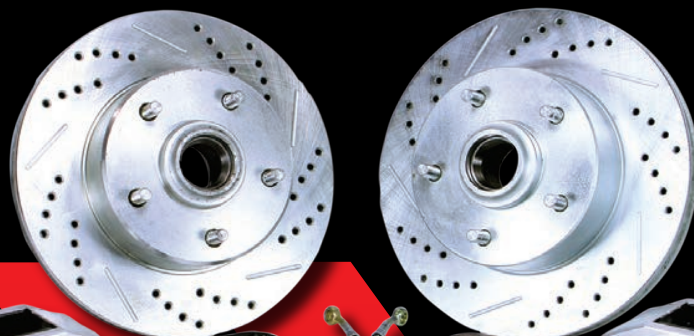
COMPLETE MANUAL

FRONT MANUAL Disc Brake Conversion Kit

Includes:

- 4-piston billet aluminum calipers (Satin powdercoat finish)
- 11" cross-drilled & slotted rotors with ZINC coating
- Performance street brake pads
- Billet aluminum caliper mounting brackets
- Premium bearings & seals (Pre-greased & installed)
- Dust caps, spindle nuts & washers
- Braided stainless steel brake hoses
- All necessary Grade 8 mounting hardware
- Dual reservoir master cylinder
- Adjustable push-rod
- Combination valve kit with mounting bracket & bleeder tool
- Master cylinder to combo valve hard lines*

* Where applicable



GM Camaro/Firebird/Chevelle
Front Wheel Kit Shown
With ZINC Coated Rotors &
6061 Billet 4 Piston Calipers



Pro-Driver Series Disc Brake Kits



Pro Driver Series: Our ultimate for looks and stopping - If you are looking for the ultimate in looks but also expect the ultimate in performance, then you need our Pro Driver Series. This complete kit is engineered to work with 17" and larger wheels. It utilizes larger 4-piston billet aluminum calipers along with 13" cross-drilled and slotted rotors. All of the brackets and hubs are machined T-6061 billet aluminum for increased strength and durability. Every component is the best available to provide the looks and handle the most aggressive of driving. If you demand the best, stop looking!

COMPLETE POWER

FRONT POWER Disc Brake Conversion Kit

Includes:

- 4-piston billet aluminum calipers-radial mount (Clear anodized finish)
- 13" Directionally veined one-piece rotors (Slotted, cross-drilled & ZINC coated)
- Performance street brake pads
- Billet aluminum caliper mounting brackets (Black hardcoated)
- Billet aluminum hubs pre-assembled w/bearings & seals using Red Line synthetic grease
- Power brake booster with mounting bracket
- Dual reservoir master cylinder & combination valve
- Braided stainless steel brake hoses with banjo bolts, crush washers & adapters
- All Grade 8 Hardware included

COMPLETE MANUAL

FRONT MANUAL Disc Brake Conversion Kit

Includes:

- 4-piston billet aluminum calipers-radial mount (Clear anodized finish)
- 13" Directionally veined one-piece rotors (Slotted, cross-drilled & ZINC coated)
- Performance street brake pads
- Billet aluminum caliper mounting brackets (Black hardcoated)
- Billet aluminum hubs pre-assembled w/bearings and seals using Red Line synthetic grease
- Dual reservoir master cylinder, adjustable push rod, & combination valve
- Braided stainless steel brake hoses with banjo bolts, crush washers and adapters
- All Grade 8 hardware included

GM Camaro/Firebird/Chevelle
Front Wheel Kit Shown With
ZINC Coated 13" Rotors &
6061 Billet 4 Piston Calipers



(888) 351-8781

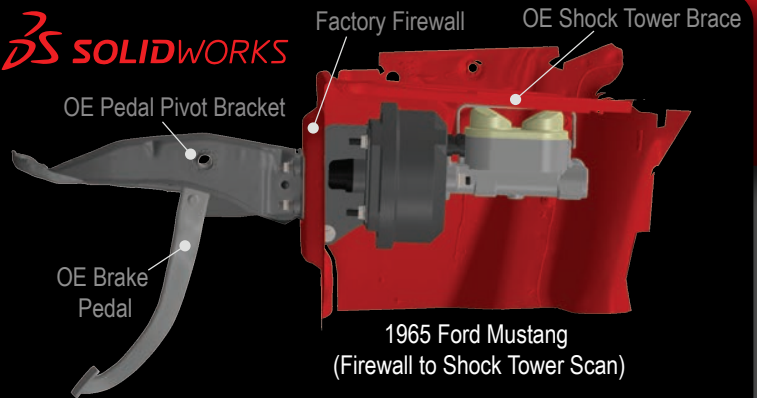
Booster/Master Conversion Systems

ENGINEERING

Using the latest in 3D scanning technology, a foundation is formed digitally that can then be used to engineer the product. Ease of installation, overall form and function, and quality of products are the standards used when designing a new product.

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	BS15201	Ford Mustang Booster and Bracket Assembly	1
2	MC11488M	1" Bore Master Cylinder	1
3	HW1520-1	Stud Plate	2
4	HW1520-2K	Mustang Firewall Plate and Dust Boot	1
5	PR1520-1	Mustang Pushrod (-.125")	1
6	PR1520-3	Mustang Pushrod (+.125")	1
7	PRLP001	Long Booster Pin	1
8	HS4001K	Vacuum Hose Kit	1
9	B1CNWFZ	5/16"-18 SERRATED FLANGE NUT	4

DATE: 4/1/2016	DESCRIPTION: 64-66 Mustang Booster Master Assembly
PART #: BM15201-1	SCALE: 1:4
SIZE: A	SHEET 1 OF 1

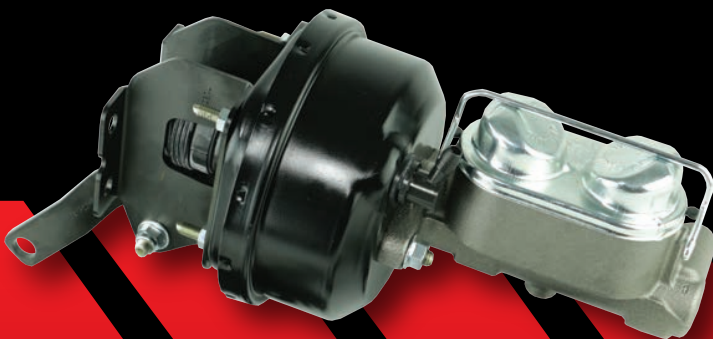


PROTOTYPE

Once an engineering design has been created, prints are made and prototype parts are created. We use a mix of actual materials along with rapid prototype parts out of alternative materials. Once parts are created and fitments proven, a BOM is created and manufacturing can begin.

MANUFACTURING

Many techniques are used for the manufacturing process. From laser cutting to CNC machining and bending followed by the plating process, all steps are monitored closely to ensure the very best components are created in order to create the very best overall product.



1964.5-66 Ford Mustang Power Brake Conversion System
(Part # BM15201-1)

FINISHED

When all the above steps are completed, a finished product is created. All assemblies are quality inspected to guarantee that we don't just meet your expectations, we exceed them. Our attention to detail in the product along with how the product arrives to the customer is the reason we are still here after 30 years.

Brake System Basics

A LITTLE BIT OF KNOWLEDGE GOES A LONG WAY

The typical passenger-vehicle brake system is relatively simple. When you step on the brake pedal, the force your leg exerts is applied to a device called a master cylinder. The master cylinder contains a piston that pressurizes a network of hydraulic brake lines that lead to each of the vehicle's wheels. At each wheel, that brake fluid pressure operates the brakes by driving pistons that force replaceable linings against a rotating drum or disc. Friction is what slows the wheel, and in turn, the entire vehicle.

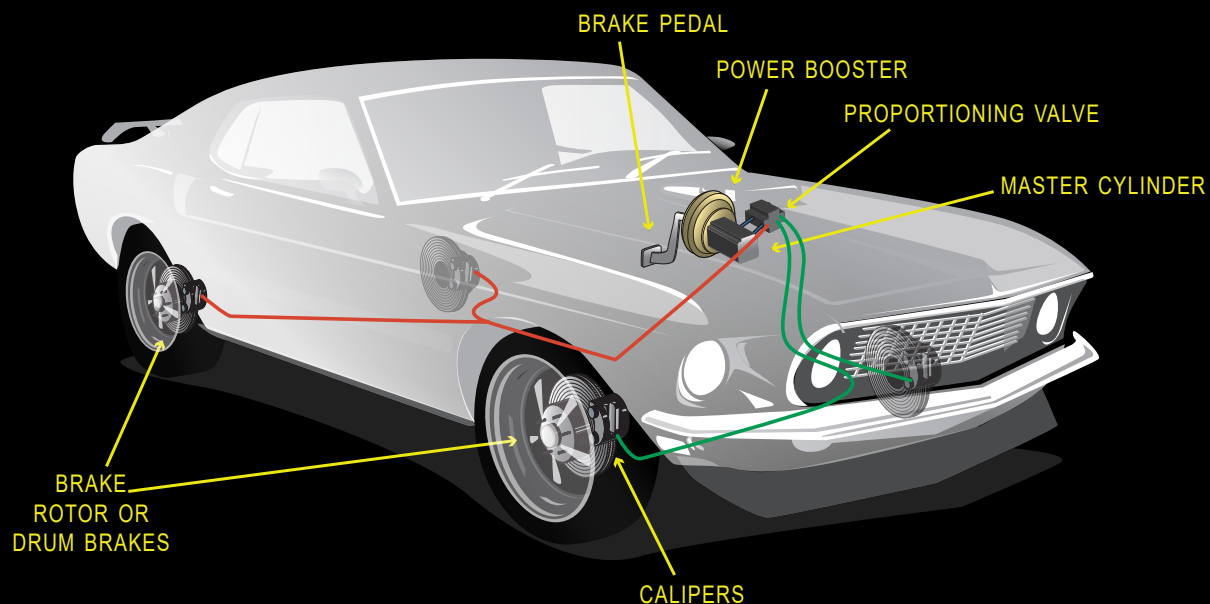
Power brakes are standard on virtually all modern passenger vehicles (but not that many classics), and they use energy supplied by the engine to help power the brakes so that the strength of your right leg doesn't have to do all the work. To eliminate the possibility of sudden, complete brake failure, modern vehicles actually have two parallel brake systems, with each system controlling two of the vehicle's wheels. This way, even if one system has a major failure, the other system can still stop the vehicle (albeit less effectively).

Brakes themselves have dramatically improved over the years, too. A few decades ago, drum brakes were in wide usage, and they're still used on the rear wheels of many vehicles. This type of brake employs a drum-shaped assembly that spins with the wheel. Inside the drum, stationary "shoes" faced with replaceable friction material are forced against the drum when you push the brake pedal. Drum brakes work

well, but they have a hard time shedding heat well enough to prevent fade when used really hard.

Brake fade occurs when the brake overheats dramatically; braking power is vastly reduced, and the brake components and linings can be damaged. A significant advancement came in the form of disc brakes, which today are used almost universally on front wheels (which do most of the work under braking) and on many rear wheels. Disc brake systems have a metal (or exotic material in some racing applications) disc (or rotor) that spins along with the wheel, and a stationary "caliper" that squeezes the disc with replaceable friction material when the brakes are applied. With plenty of airflow on the exposed discs, these types of brakes are much less fade-prone.

Additionally, the discs are often internally vented to allow even greater airflow. Back when brake fade was a common problem on long mountainous descents, drivers would shift the transmission into a lower gear to allow engine braking to take some of the load off of the brakes. With modern brakes, this is usually no longer required, except in situations such as towing a heavy load downhill.



Brake System Basics

So what are the major components that make up a brake system? What do they do? Better yet, how does everything work together to provide for stopping of a vehicle? Here are some basics and how each component works with the next component to provide you the driver with the brakes needed.

Calipers: This is the component that people think of first in a brake system. It is the part that is behind the wheels and is the most visible when checking out the cool wheels of today. The caliper is what applies the force through the brake pads and ultimately causes the rotors to stop. Calipers can be a fixed or a floating mount and can be constructed of several different materials. The floating caliper is most commonly used by the OEM's and is usually made from cast iron in a one or two piston configuration. A fixed mount caliper is solidly mounted using a minimum of two pistons and used primarily in the aftermarket. Most fixed calipers are constructed from aluminum and are generally considered the most efficient design due to equal clamping force on both sides of the rotor. Calipers are available on the market anywhere from 1-piston up to some companies offering 8-piston calipers. Don't know which way to go with all of the choices.....give us a call and let an expert walk you through your options and put together the right answers for your needs.

Brake Pads: The brake pad is what presses against the brake rotor through the caliper. Brake pads use a friction material on a metal backing plate. This friction material is the main difference between brake pads when looking at pads for a particular caliper. There are pads specific to street cars and some specific to race cars. Using the right friction material for your application is very important.

Rotors: Brake rotors can come in many different shapes, sizes and design. The most common is a vented rotor with the bearing hub cast into the rotor as one piece. Rotors are also available as a slip on rotor in a one-piece or a two-piece design. The main thing to remember about rotors and size is the bigger the rotor, the more mechanical advantage it can provide. The larger the rotor means less pressure and force by the caliper is required to stop the vehicle.

Master Cylinder: Outside of looks, the main differences between master cylinders are single vs. dual reservoirs. When cars were equipped with four-wheel drum brakes, the system required equal pressure at all four drums. The pressure and proportioning was done through the size of the wheel cylinders. With the introduction of front disc brakes, there became a need for a dual reservoir master cylinder. Disc brake systems required

higher volume and more pressure. Therefore, the reservoirs were different sizes for disc and drum. In addition, a dual reservoir master cylinder provides for a much safer brake system since the front and rear systems are completely separate. When using a dual reservoir master cylinder, the output pressure is equal on each port and must be regulated or adjusted through an external valve. When choosing a master cylinder, it is also important to consider the bore size of the master cylinder. This is directly related to the rest of the brake system and must be chosen based on that. The best way to understand brake pressure when choosing a master cylinder is to think of a garden hose. When putting your thumb over the end of a hose, more pressure is created. At the same time, you don't want to run out of water! The smaller the bore, the more pressure produced. Make sure you have enough brake fluid to service the calipers being used at the correct pressure.

Brake Booster: The primary function of a booster is to provide additional assist when pressing on the brake pedal. The assist that the booster provides allows less pressure to be applied to the brake pedal but still maintain proper brake pressure needed in the system. A power booster operates using engine vacuum and requires 18" of vacuum from the engine for the booster to function properly. Power brake boosters can range anywhere in size from 7" to 11" in either a single or dual reservoir configuration. The size of the booster is directly related to the amount of assist provided by the booster. What size to use is determined by available room along with the vehicle weight. It is possible to over assist a four wheel drum system but difficult to do in a disc/drum or a disc/disc system. Therefore, go with the biggest booster that will fit in your application.

Proportioning Valve: A proportioning valve reduces the amount of line pressure to the rear wheels. A proportioning valve can be either adjustable or pre-set. An adjustable valve is plumbed into the rear system and can be adjusted to set the proper brake bias for the vehicle. A pre-set proportioning valve is generally part of what is commonly called a Combination Valve. A Combination valve is the most commonly used valve in a system. It includes the proportioning valve, a pressure differential valve and a metering valve.

Brake Hoses: The brake hose is the flexible portion of the distribution system that attaches the hardlines to the caliper or rear axle housing. The hoses are available in either rubber or stainless steel. Either is acceptable to use in a system. The stainless steel hoses expand less under application of the brakes and are more resistant to damage from road debris. The brake hoses should be kept to as short a length as possible to avoid a spongy pedal from excessive hose length.

1964.5-66 Ford Mustang

MODEL SPECIFIC BRAKE KITS

Front



Rear



Legend
SERIES BY MASTER POWER

- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



PART# FITTMENT POSITION / CONFIG.

For Automatic or Manual Transmission Applications (Fits Most 14" Wheels)
 DB15210M 1964.5-66 MUSTANG V8 (1" Bore Dual Master Cylinder) FRONT / MANUAL
 DB15211P* 1964.5-66 MUSTANG V8 (7" Single Booster, 1" Bore Single Master Cylinder) FRONT / POWER
 DB15212P 1964.5-66 MUSTANG V8 (7" Single Booster, 1" Bore Dual Master Cylinder) FRONT / POWER

For Automatic Transmission Applications Only (Fits Most 14" Wheels)
 DB15214P 1964.5-66 MUSTANG V8 (9" Single Booster, 1 1/8" Bore Dual Master Cylinder) FRONT / POWER
 DB15213P 1964.5-66 MUSTANG V8 (7" Dual Booster, 1" Bore Dual Master Cylinder) FRONT / POWER

* System includes single reservoir master cylinder

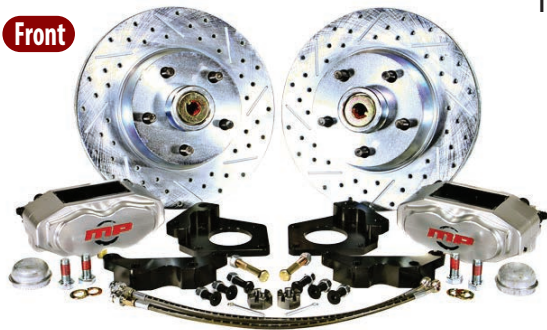
DB1515BR 8"/9" DISC CONVERSION KIT (SMALL BEARING FLANGE) REAR
 DB1516BR 9" DISC CONVERSION KIT (LARGE BEARING FLANGE) REAR
 DB1517BR 9" DISC CONVERSION KIT (TORINO BEARING FLANGE) REAR

Note: Rear kit fits most OE 15" wheels. Template available.

HWC2500 UNIVERSAL EMERGENCY BRAKE
 CABLE KT
 Note: Includes 2 cables.



Front



Rallye
SERIES BY MASTER POWER

- High performance 4 piston braking with slotted & drilled rotors inside your 15" wheel
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



The engineering placed into the Rallye Series design provides the performance of a billet 4 piston caliper brake kit while retaining your 15" wheel.



PART# FITTMENT POSITION / CONFIG.

For Automatic or Manual Transmission Applications (Fits Most 15" Wheels. Call for Template)
 DB2530M 1964.5-66 MUSTANG V8 (1" Bore Dual Master Cylinder) FRONT / MANUAL
 For Automatic Transmission Applications Only (Fits Most 15" Wheels. Call for Template)
 DB2550P 1964.5-66 MUSTANG V8 (7" Dual Booster, 1" Bore Dual Master Cylinder) FRONT / POWER
 For Manual Transmission Applications (Fits Most 15" Wheels. Call for Template)
 DB2551P 1964.5-66 MUSTANG V8 (7" Single Booster, 1" Bore Dual Master Cylinder) FRONT / POWER

Note: For rear disc brake kit use LEGEND or PRO-DRIVER conversion kit.

(888) 351-8781

Increase your Ford Mustang's braking performance with a complete POWER brake or MANUAL brake system from Master Power Brakes.



Front



Rear



- 13" rotors provides the ultimate braking performance inside your 17" wheels
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



PART#	FITMENT	POSITION / CONFIG.
For Automatic or Manual Transmission Applications (Fits Most 17" Wheels. Call for Template)		
DB45211M	1964.5-66 MUSTANG V8	FRONT / MANUAL
For Automatic Transmission Applications Only (Fits Most 15" Wheels. Call for Template)		
DB45211PA	1964.5-66 MUSTANG V8	FRONT / POWER
For Manual Transmission Applications Only (Fits Most 15" Wheels. Call for Template)		
DB45211PS	1964.5-66 MUSTANG V8	FRONT / POWER

DB4550BR	8 7/8" DISC CONVERSION KIT (SMALL BEARING FLANGE)	REAR
DB4551BR	9" DISC CONVERSION KIT (LARGE BEARING FLANGE)	REAR
DB4552BR	9" DISC CONVERSION KIT (TORINO BEARING FLANGE)	REAR

Note: Rear kit fits most 15" and all 16" wheels. Template available.

HWC2501	UNIVERSAL EMERGENCY BRAKE CABLE KIT (Includes 2 cables)
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64.5-66 Ford Mustang Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets, adjustable pedal arm connection and pre-calibrated booster pin.

Note: Boosters require a minimum of 18" of vacuum for proper operation.

BM15201-1



BM15201-3



BM15202-1A



PART#	DESCRIPTION
BM15201-1	7" Single Booster with 1" Bore Dual Master (Auto or Manual Trans.)
BM15201-3	7" Single Booster with 1" Bore Single Master (Auto or Manual Trans.)
BM15202-1	7" Dual Booster with 1" Bore Dual Master Cylinder (Auto Trans. only)

PART#	DESCRIPTION
BM15202-1A	7" Dual Booster with 1" Bore Dual Master Cylinder & Aluminum Reservoir (Auto Trans. only)
BM15204-1	9" Single Booster with 1" Bore Dual Master (Auto Trans. only)
BM15204-2	9" Single Booster with 1 1/8" Bore Dual Master (Auto Trans. only)

Manual Master Cylinder Kits

Includes new dual reservoir cast-iron master cylinder, push rod with adjustable pedal attachment, valve and master cylinder to valve line kit



PART#	DESCRIPTION
MC1501K	1" Bore Dual Master Cylinder, Push Rod & Combination Valve
MC1502K	1" Bore Dual Master Cylinder & Push Rod Only (No Valve.)

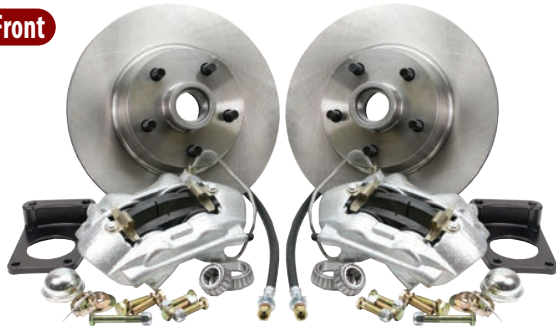
See page 66 for Valves & Accessories

1967-70 Ford Mustang

Includes: Mercury Cougar

Over **30** YEARS
QUALITY & SERVICE

Front



Rear



Legend
SERIES BY MASTER POWER

- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



HWC2500

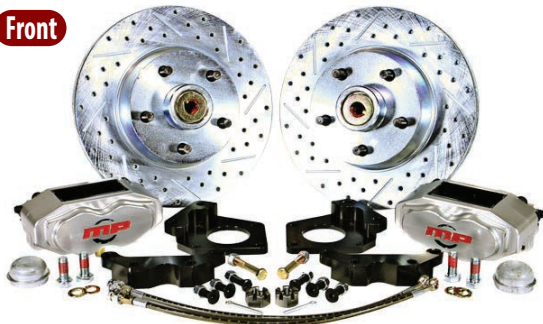
UNIVERSAL EMERGENCY BRAKE CABLE KT (Includes 2 cables)

PART#	FITTMNT.	POSITION / CONFIG.
For Automatic or Manual Transmission Applications (For OE Drum Spindle, Fits Most 14" Wheels)		
DB15210M	1967-69 MUSTANG/COUGAR (1" Bore Dual Master Cylinder)	FRONT / MANUAL
DB15220M	1970 MUSTANG/COUGAR	FRONT / MANUAL
For Automatic Transmission Applications Only (For OE Drum Spindle, Fits Most 14" Wheels)		
DB15216PA	1967-69 MUSTANG/COUGAR (9" Single Booster, 1" Bore Dual Master)	FRONT / POWER
DB15222PA	1970 MUSTANG/COUGAR (9" Single Booster, 1" Bore Dual Master)	FRONT / POWER
For Manual Transmission Applications Only (For OE Drum Spindle, Fits Most 14" Wheels)		
DB15215PS	1967-69 MUSTANG/COUGAR (8" Dual Booster, 1" Bore Dual Master)	FRONT / POWER
DB15221PS	1970 MUSTANG/COUGAR (8" Dual Booster, 1" Bore Dual Master)	FRONT / POWER

DB1515BR	8"/9" DISC CONVERSION KIT (SMALL BEARING FLANGE)	REAR
DB1516BR	9" DISC CONVERSION KIT (LARGE BEARING FLANGE)	REAR
DB1517BR	9" DISC CONVERSION KIT (TORINO BEARING FLANGE)	REAR

Note: Rear kit fits most OE 15" wheels. Template available.

Front

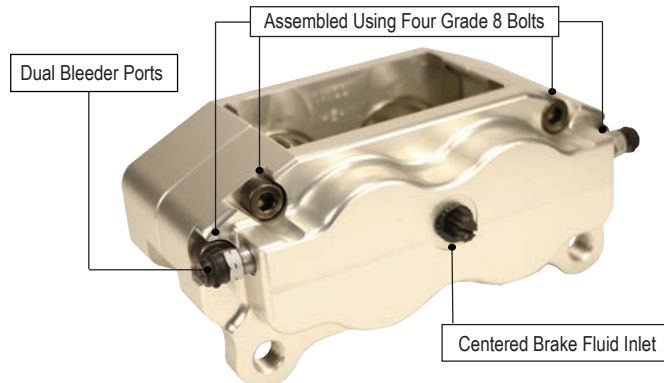


Rallye
SERIES
BY MASTER POWER

- High performance 4 piston braking with slotted & drilled rotors inside your 15" wheel
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



The engineering placed into the Rallye Series design provides the performance of a billet 4 piston caliper brake kit while retaining your 15" wheel.



PART#	FITTMNT.	POSITION / CONFIG.
For Automatic or Manual Transmission Applications (Fits Most 15" Wheels. Call for Template)		
DB2530M	1967 MUSTANG/COUGAR V8, 1968-69 (w/ OE DRUM)	FRONT / MANUAL
DB2531M	1968-69 MUSTANG/COUGAR (w/ OE DISC)	FRONT / MANUAL
DB2532M	1970 MUSTANG/COUGAR (w/ OE DISC)	FRONT / MANUAL
For Automatic Transmission Applications Only (Fits Most 15" Wheels. Call for Template)		
DB2552P	1967 MUSTANG/COUGAR V8, 1968-69 (w/ OE DRUM)	FRONT / POWER
DB2554PA	1968-69 MUSTANG/COUGAR (w/ OE DISC)	FRONT / POWER
DB2559PA	1970 MUSTANG/COUGAR (w/ OE DISC)	FRONT / POWER
For Manual Transmission Applications Only (Fits Most 15" Wheels. Call for Template)		
DB2553P	1967 MUSTANG/COUGAR V8, 1968-69 (w/ OE DRUM)	FRONT / POWER
DB2554PS	1968-69 MUSTANG/COUGAR (w/ OE DISC)	FRONT / POWER
DB2559PS	1970 MUSTANG/COUGAR (w/ OE DISC)	FRONT / POWER

Note: For rear disc brake kit use LEGEND or PRO-DRIVER conversion kit.

(888) 351-8781

Increase your Ford Mustang or Mercury Cougar's braking performance with a complete POWER brake or MANUAL brake system from Master Power Brakes.



Front



Rear



- 13" rotor upgrade provides the ultimate performance inside your 17" wheel
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



PART#	FITMENT	POSITION / CONFIG.
For Automatic or Manual Transmission Applications (Fits Most 17" Wheels. Call for Template)		
DB45211M	1967 MUSTANG/COUGAR V8, 1968-69 (w/ OE DRUM)	FRONT / MANUAL
DB45221M	1968-69 MUSTANG/COUGAR (w/ OE DISC)	FRONT / MANUAL
DB45241M	1970 MUSTANG/COUGAR (w/ OE DISC)	FRONT / MANUAL
For Automatic Transmission Applications Only (Fits Most 17" Wheels. Call for Template)		
DB45212PA	1967 MUSTANG/COUGAR V8, 1968-69 (w/ OE DRUM)	FRONT / POWER
DB45222PA	1968-69 MUSTANG/COUGAR (w/ OE DISC)	FRONT / POWER
DB45223PA	1970 MUSTANG/COUGAR V8 (w/ OE DISC)	FRONT / POWER
For Manual Transmission Applications Only (Fits Most 17" Wheels. Call for Template)		
DB45212PS	1967 MUSTANG/COUGAR V8, 1968-69 (w/ OE DRUM)	FRONT / POWER
DB45222PS	1968-69 MUSTANG/COUGAR (w/ OE DISC)	FRONT / POWER
DB45223PS	1970 MUSTANG/COUGAR (w/ OE DISC)	FRONT / POWER
DB4550BR	8"/9" DISC CONVERSION KIT (SMALL BEARING FLANGE)	REAR
DB4551BR	9" DISC CONVERSION KIT (LARGE BEARING FLANGE)	REAR
DB4552BR	9" DISC CONVERSION KIT (TORINO BEARING FLANGE)	REAR
Note: Rear kit fits most 15" and all 16" wheels. Template available.		
HWC2501	EMERGENCY BRAKE CABLE KT (Includes 2 cables)	

67-70 Ford Mustang/Mercury Cougar Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets, adjustable pedal arm connection and pre-calibrated booster pin.
 Note: Boosters require a minimum of 18" of vacuum for proper operation.

BM15214-1



BM15213-1



BM15214-2



PART#	DESCRIPTION	PART#	DESCRIPTION
BM15213-1	8" Dual Booster with 1" Bore Dual Master & Pedal (Man. Trans. only)	BM15214NP-1	9" Single Booster with 1" Bore Dual Master (AutoTrans. only - No Pedal)
BM15213NP-1	8" Dual Booster with 1" Bore Dual Master & Pedal (Man. Trans. only - No Pedal)	BM15214NP-2	9" Single Booster with 1 1/8" Bore Dual Master (AutoTrans. only - No Pedal)
BM15214-1	9" Single Booster with 1" Bore Dual Master & Pedal (AutoTrans. only)	BM15214CH-1	9" Single Booster with 1" Bore Dual Master (AutoTrans. only - CHROME)
BM15214-2	9" Single Booster with 1 1/8" Bore Dual Master & Pedal (AutoTrans. only)	BM15214CHNP-1	9" Single Booster with 1" Bore Dual Master (AutoTrans. only - No Pedal - CHROME)

Manual Master Cylinder Kits

Includes new dual reservoir cast-iron master cylinder, push rod with adjustable pedal attachment, valve and master cylinder to valve line kit



PART#	DESCRIPTIONS
MC1501K	1" Bore Dual Master Cylinder, Push Rod, Combination Valve & Hard Lines
MC1502K	1" Bore Dual Master Cylinder & Push Rod Only (No Valve. No Hard Lines.)

See page 66 for Valves & Accessories

1971-73 Ford Mustang

Includes: Mercury Cougar

MODEL SPECIFIC BRAKE KITS

Front



Rear



- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve

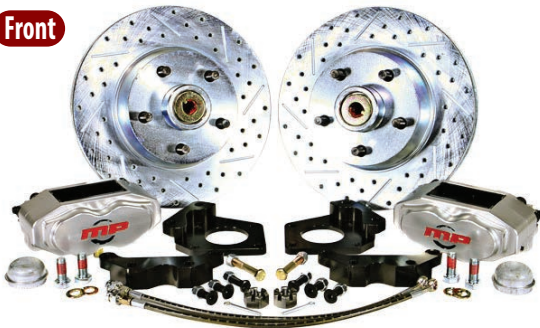
PART#	FITMENT	POSITION / CONFIG.
For Automatic or Manual Transmission Applications (For OE Drum Spindle. Fits Most 14" Wheels. Call for Template)		
DB15220M	1971-73 MUSTANG/COUGAR (1" Bore Dual Master Cylinder)	FRONT / MANUAL
DB15224P	1971-73 MUSTANG/COUGAR (9" Single Booster, 1" Bore Dual Master)	FRONT / POWER
DB1515BR	8" / 9" DISC CONVERSION KIT (SMALL BEARING FLANGE)	REAR
DB1516BR	9" DISC CONVERSION KIT (LARGE BEARING FLANGE)	REAR
DB1517BR	9" DISC CONVERSION KIT (TORINO BEARING FLANGE)	REAR

Note: Fits most OE 15" wheels. Template available.

HWC2500 EMERGENCY BRAKE CABLE KT (Includes 2 cables)

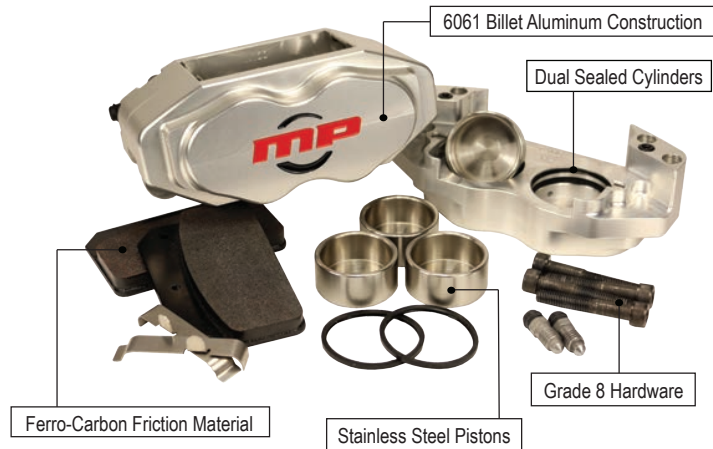


Front



- High performance 4 piston braking with slotted & drilled rotors inside your 15" wheel
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve

The engineering placed into the Rallye Series design provides the performance of a billet 4 piston caliper brake kit while retaining your 15" wheel.



PART#	FITMENT	POSITION / CONFIG.
For Automatic or Manual Transmission Applications (Fits Most 15" Wheels. Call for Template)		
DB2530M	1971-73 MUSTANG (w/ OE DRUM)	FRONT / MANUAL
DB2533M	1971-73 MUSTANG (w/ OE DISC)	FRONT / MANUAL
DB2558P	1971-73 MUSTANG (w/ OE DRUM)	FRONT / POWER
DB2559P	1971-73 MUSTANG (w/ OE DISC)	FRONT / POWER

Note: For rear disc brake kit use LEGEND or PRO-DRIVER conversion kit.



Increase your Ford Mustang or Mercury Cougar's braking performance with a complete POWER brake or MANUAL brake system from Master Power Brakes.



Front



Rear



- 13" rotor upgrade provides the ultimate performance inside your 17" wheel
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



PART#	FITMENT	POSITION / CONFIG.
For Automatic or Manual Transmission Applications (Fits Most 17" Wheels. Call for Template)		
DB45231M	1971-73 MUSTANG (w/ OE DRUM)	FRONT / MANUAL
DB45251M	1971-73 MUSTANG (w/ OE DISC)	FRONT / MANUAL
DB45233P	1971-73 MUSTANG (w/ OE DRUM)	FRONT / POWER
DB45252P	1971-73 MUSTANG (w/ OE DISC)	FRONT / POWER

DB4550BR	8"/9" DISC CONVERSION KIT (SMALL BEARING FLANGE)	REAR
DB4551BR	9" DISC CONVERSION KIT (LARGE BEARING FLANGE)	REAR
DB4552BR	9" DISC CONVERSION KIT (TORINO BEARING FLANGE)	REAR

Note: Fits most 15" wheels & all 16" wheels. Call for template to determine proper wheel fitment.

HWC2501 UNIVERSAL EMERGENCY BRAKE CABLE KT (Includes 2 cables)



71-73 Ford Mustang/Mercury Cougar Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets, adjustable pedal arm connection and pre-calibrated booster pin.
 Note: Boosters require a minimum of 18" of vacuum for proper operation.

BM15224-1



PART#	DESCRIPTIONS
BM15224-1	9" Single Booster with 1" Bore Dual Master Cylinder
BM15224-2	9" Single Booster with 1 1/8" Bore Dual Master Cylinder

Manual Master Cylinder Kits

Includes new dual reservoir cast-iron master cylinder, push rod with adjustable pedal attachment, valve and master cylinder to valve line kit.

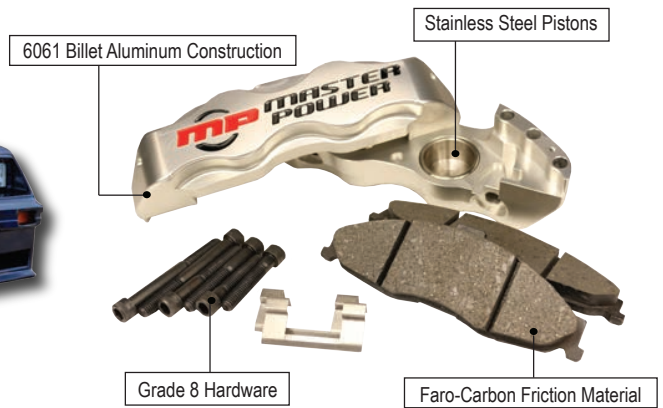


PART#	DESCRIPTIONS
MC1501K	1" Bore Dual Master Cylinder, Push Rod, Combination Valve & Hard Lines
MC1502K	1" Bore Dual Master Cylinder & Push Rod Only (No Valve. No Hard Lines.)

See page 66 for Valves & Accessories

1979-04 Ford Mustang

Over **30 YEARS**
QUALITY & SERVICE



- 13" rotor upgrade provides the ultimate performance inside your 17" wheel
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



Front



PART#	FITMENT	POSITION / CONFIG.
DB4526B	1979-86 MUSTANG GT (w/ SN95 Spindles)	FRONT
DB4527B	1987-93 MUSTANG GT (w/ SN95 Spindles)	FRONT
DB4527B	94-04 MUSTANG GT, BULLITT, MACH 1, COBRA	FRONT

Note: Must use at least 17" wheels.

ENGINEERED TO FIT

At Master Power Brakes, we put extensive research and development into every product that we sell. Through the use of SolidWorks technology, we are able to verify product function as well as proper fitment on the vehicle.

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	80CNWFZ	MB X 1.25 FLANGE NUT	4
2	B51008D		1
3	BK1547-1K	Bracket Kit	1
4	100CNWFZ	M10 X 1.5 FLANGE NUT	2
5	PR104		1
6	37N75PCLZ	3/8 X .75 CLEVIS PIN	1
7	12R100PCOZ		1
8	MC390545M		1

DATE: 2/11/2015
DESCRIPTION: 57-72 FORD TRUCK BOOSTER/MASTER ASSEMBLY
PART #: BM1547-1
SCALE: 1:8
SIZE: A
REV: 0
SHEET 1 OF 1

DATE: 2/11/2015
DESCRIPTION: GM 10/12 Bolt Non C-Clip Rear Disc Brake Assembly
PART #: DB1764
SCALE: A
REV: 1
SHEET 1 OF 1

DESIGNED TO PERFORM!!!

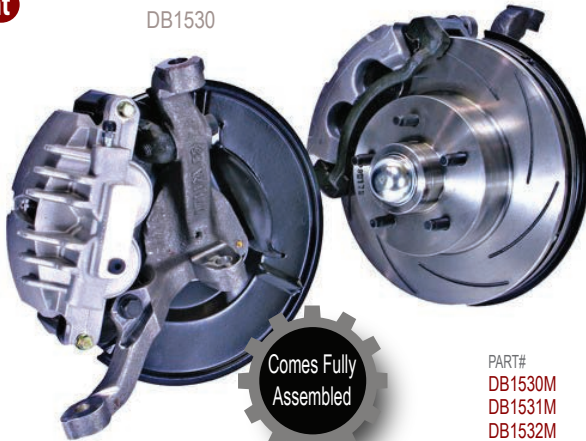
Our ability to develop, design and test each component ensures that the customer gets the absolute best product that we can provide. The result is products that are Engineered to Fit but Designed to Perform.

1955-64 Ford Thunderbird



Front

DB1530



Comes Fully Assembled

Front

DB1531



Comes Fully Assembled

Legend
SERIES BY MASTER POWER

- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



PART#
DB1530M
DB1531M
DB1532M
DB1532P
DB1533M

FITMENT	POSITION / CONFIG.
1955-57 FORD THUNDERBIRD - Comes Assembled (Shown)	FRONT / MANUAL
1955-57 FORD THUNDERBIRD - Comes Assembled (Shown)	FRONT / MANUAL
1958-60 FORD THUNDERBIRD - Comes Unassembled	FRONT / MANUAL
1958-60 FORD THUNDERBIRD - Comes Unassembled	FRONT / POWER
1961-64 FORD THUNDERBIRD - Comes Unassembled	FRONT / MANUAL

Note: Fits most OE 15" wheels.

Rear

DB1515BR
DB1516BR
DB1517BR

8" 9" DISC CONVERSION KIT (SMALL BEARING FLANGE)	REAR
9" DISC CONVERSION KIT (LARGE BEARING FLANGE)	REAR
9" DISC CONVERSION KIT (TORINO BEARING FLANGE)	REAR

Note: Fits most OE 15" wheels. Template available.



HWC2500 EMERGENCY BRAKE CABLE KT (Includes 2 cables)

58-60 Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets and pre-calibrated booster pin.

Note: Boosters require a minimum of 18" of vacuum for proper operation.

BM15103-2



PART#	DESCRIPTION / FITMENT
For 58-60 Thunderbird Applications Only	
BM15103-1	8" Dual Booster with 1" Bore Dual Master (Not For OE Power)
BM15103-2	8" Dual Booster with 1 1/8" Bore Dual Master (Not For OE Power)
BM15103-CH1	8" Dual Booster with 1" Bore Dual Master (Not For OE Power) CHROME
BM15103-CH2	8" Dual Booster with 1 1/8" Bore Dual Master (Not For OE Power) CHROME

1963-71 Ford Falcon

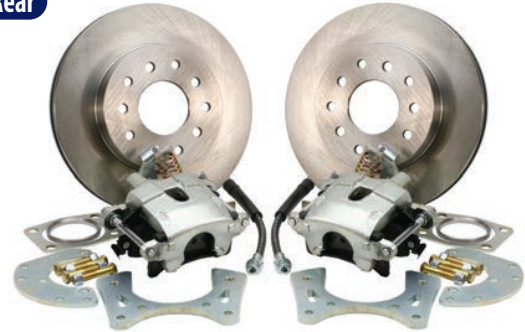
Includes: Mercury Comet

MODEL SPECIFIC BRAKE KITS

Front



Rear



- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve

PART#	FITMENT	POSITION / CONFIG.
For Automatic or Manual Transmission Applications (Fits Most 14" Wheels)		
DB15091M	1963-69 FALCON / COMET, CYCLONE V8 (1" Bore Dual Master Cylinder)	FRONT / MANUAL
DB15092P	1963-65 FALCON / COMET V8 (6 1/2" Single Booster, 1" Bore Dual Master)	FRONT / POWER
DB15093P	1966-70 FALCON / COMET V8 (7" Dual Booster, 1" Bore Dual Master)	FRONT / POWER

DB1515BR	8 7/8" DISC BRAKE CONVERSION KIT (SMALL BEARING FLANGE)	REAR
DB1516BR	9" DISC BRAKE CONVERSION KIT (LARGE BEARING FLANGE)	REAR
DB1517BR	9" DISC BRAKE CONVERSION KIT (TORINO BEARING FLANGE)	REAR

Note: Fits most OE 15" wheels. Template available.

HWC2500 UNIVERSAL EMERGENCY BRAKE
CABLE KT
(Includes 2 cables)



63-71 Ford Falcon/Comet Booster/Master Cylinder Kits



Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets and pre-calibrated booster pin.

Note: Boosters require a minimum of 18" of vacuum for proper operation.

BM15301-1



PART#	DESCRIPTION
BM15301-3	6 1/2" Single Booster with 1" Bore Single Res. Master (1960-65)
BM15301-1	6 1/2" Single Booster with 1" Bore Dual Master (1960-65)
BM15312-1	7" Dual Booster with 1" Bore Dual Master (1966-70)

Manual Master Cylinder Kits

Includes new dual reservoir cast-iron master cylinder, push rod with adjustable pedal attachment, valve and master cylinder to valve line kit.



See page 66 for
Valves & Accessories

PART#	DESCRIPTION
MC1501K	1" Bore Dual Master Cylinder, Push Rod & Combination Valve
MC1502K	1" Bore Dual Master Cylinder & Push Rod Only (No valve.)

1937-53 Ford Full Size

Includes: Mainline, Customline, Crestline & Mercury Eight



Front



- Modern performance with OE styling
- Includes Inner/Outer Bearings & Seals
- All Brand New Components



PART#	FITMENT	POSITION / CONFIG.
DB1501B	1937-48 DELUXE & SUPER DELUXE (5 x 4 3/4" BOLT CIRCLE)	FRONT
DB1502B	1937-48 DELUXE & SUPER DELUXE (5 x 4 1/2" BOLT CIRCLE)	FRONT
DB1503B	1949-53 MAINLINE, CUSTOMLINE, CRESTLINE (5 x 4 3/4" BOLT CIRCLE) . .	FRONT
DB1503M	1949-51 MAINLINE, CUSTOMLINE, CRESTLINE (5 x 4 3/4" BOLT CIRCLE) . .	FRONT/MANUAL
DB1503P	1949-51 MAINLINE, CUSTOMLINE, CRESTLINE (5 x 4 3/4" BOLT CIRCLE) . .	FRONT/POWER
DB1504B	1949-53 STANDARD, CUSTOM & DELUXE (5 x 4 1/2" BOLT CIRCLE)	FRONT
DB1504M	1949-51 STANDARD, CUSTOM & DELUXE (5 x 4 1/2" BOLT CIRCLE)	FRONT/MANUAL
DB1504P	1949-51 STANDARD, CUSTOM & DELUXE (5 x 4 1/2" BOLT CIRCLE)	FRONT/POWER

Note: Fits most OE 15" wheels.

49-51 Ford/Mercury Full Size Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with brackets, pre-calibrated booster pin and included hardware.

Note: Boosters require a minimum of 18" of vacuum for proper operation.

Note: If wanting power assist on your factory drum brakes a 1" bore master cylinder is usually required.



PART#	DESCRIPTION/FITMENT
PA1506KPO	7" Dual Booster with 1 1/8" Bore Dual Master (Includes Pedal Arm, Brackets & Hardware) - 49-51 Ford Only.



PART#	DESCRIPTION
PA1507KPO	7" Dual Booster with 1 1/8" Bore Dual Master (Includes Bracket & Hardware, Uses Stock Pedal) - 49-51 Mercury Automatic Transmission Only.

Manual Master Cylinder Kits

Includes new dual reservoir cast-iron master cylinder, push rod with adjustable pedal attachment, valve and master cylinder to valve line kit.



AD1501K



AD1502K

PART#	DESCRIPTION
1939-40 Ford Passenger	
AD1501K*	1" Bore Dual Master Cylinder, Adapter Plate & Hardware
1941-48 Ford Passenger & Truck	
AD1502K**	1" Bore Dual Master Cylinder, Adapter, Pushrod & Hardware

See page 66 for Valves & Accessories

1954-72 Ford Full Size

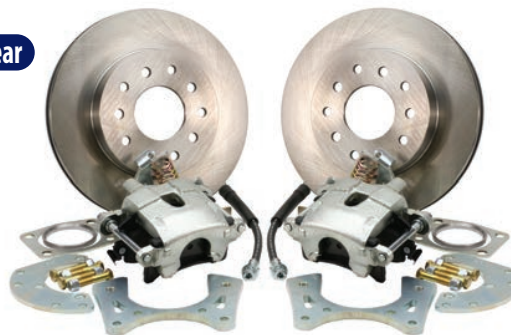
MODEL SPECIFIC BRAKE KITS

Includes: Galaxie, Custom Deluxe, Mainline, Crestline, Startliner, Mercury Eight & Monterey

Front



Rear



Legend

SERIES BY MASTER POWER

- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



PART#	FITMENT	POSITION / CONFIG.
For 1954-56 Applications (Fits Most 15" Wheels)		
DB1511M	FULL SIZE (5x4.5" Bolt Circle)(1" Bore Dual Master Cylinder)	FRONT / MANUAL
DB1511P	FULL SIZE (5x4.5" Bolt Circle)(8" Dual Booster, 1 1/8" Bore Dual Master)	FRONT / POWER
For 1957-69 Applications (Fits Most 15" Wheels)		
DB1512M	FULL SIZE (5x4.5" Bolt Circle)(1" Bore Dual Master Cylinder)	FRONT / MANUAL
DB1512P7	FULL SIZE (5x4.5" Bolt Circle)(7" Dual Booster, 1 1/8" Bore Dual Master)	FRONT / POWER
DB1512P8	FULL SIZE (5x4.5" Bolt Circle)(8" Dual Booster, 1 1/8" Bore Dual Master)	FRONT / POWER
For 1970-72 Applications (Fits Most 15" Wheels)		
DB1513M	FULL SIZE (5x4.5" Bolt Circle)(1" Bore Dual Master Cylinder)	FRONT / MANUAL
DB1513P7	FULL SIZE (5x4.5" Bolt Circle)(7" Dual Booster, 1 1/8" Bore Dual Master)	FRONT / POWER
DB1513P8	FULL SIZE (5x4.5" Bolt Circle)(8" Dual Booster, 1 1/8" Bore Dual Master)	FRONT / POWER
DB1515BR	8"/9" DISC BRAKE CONVERSION KIT (SMALL BEARING FLANGE)	REAR
DB1516BR	9" DISC BRAKE CONVERSION KIT (LARGE BEARING FLANGE)	REAR
DB1517BR	9" DISC BRAKE CONVERSION KIT (TORINO BEARING FLANGE)	REAR
HWC2500	EMERGENCY BRAKE CABLE KT (Includes 2 cables)	

54-72 Ford Full Size Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets and pre-calibrated booster pin.

Note: Boosters require a minimum of 18" of vacuum for proper operation.

Note: If wanting power assist on your factory drum brakes a 1" bore master cylinder is usually required.

BM1502



BM1507



PART#	DESCRIPTION
BM15102-1*	7" Dual Booster with 1" Bore Dual Master
BM15102-2*	7" Dual Booster with 1 1/8" Bore Dual Master
BM15102CH-1*	7" Dual Booster with 1" Bore Dual Master (CHROME)
BM15102CH-2*	7" Dual Booster with 1 1/8" Bore Dual Master (CHROME)
BM15103-1**	8" Dual Booster with 1" Bore Dual Master
BM15103-2**	8" Dual Booster with 1 1/8" Bore Dual Master
BM15103CH-1**	8" Dual Booster with 1" Bore Dual Master (CHROME)
BM15103CH-2**	8" Dual Booster with 1 1/8" Bore Dual Master (CHROME)

*Are Not For OE Power Brake Vehicles
 **Also Not for 292 & 312 Eng. w/ Stock Exhaust Manifold
 Note: Recommend purchase of Hydraulic Brake Light Pressure Switch Kit (HW2003)

Manual Master Cylinder Kits

Includes new dual reservoir cast-iron master cylinder, push rod with adjustable pedal attachment, valve and master cylinder to valve line kit.



See page 66 for Valves & Accessories

PART#	DESCRIPTION
MC1501K	1" Bore Dual Master Cylinder, Push Rod, Combination Valve & Hard Lines
MC1502K	1" Bore Dual Master Cylinder & Push Rod Only (No valve. No hardlines.)

Tech Pedal Ratios

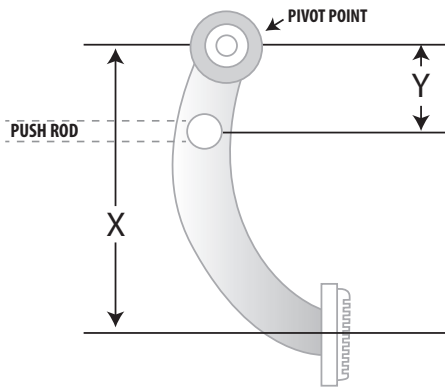


Why Pedal Ratio Is So Important

Your pedal ratio is important for either power or manual brake systems. If you are experiencing a hard pedal you may want to check your pedal ratio if you have converted from the vehicle's OE set up.

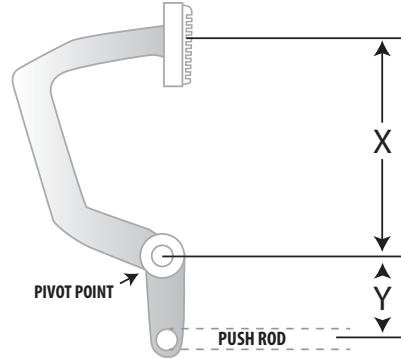
With a power brake system, your pedal needs a 4:1 ratio. A manual brake system requires a 6:1 pedal ratio.

As a general rule, your pedal ratio should not exceed:
6:1 for manual brakes with a 1" bore master cylinder
4:1 for power brakes with a 1-1/8" bore master cylinder

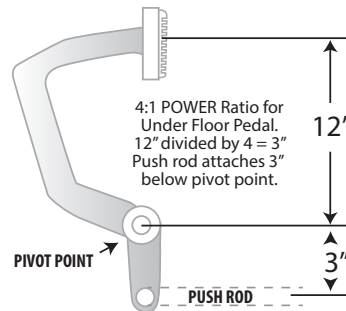
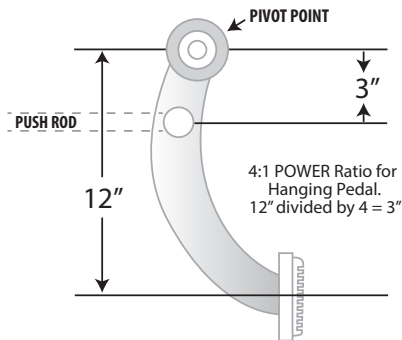


$$\text{PEDAL RATIO} = X/Y$$

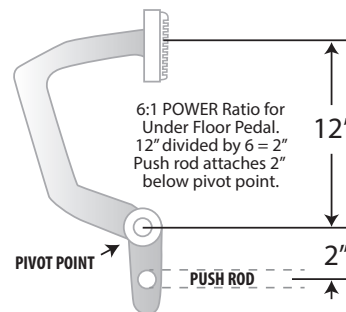
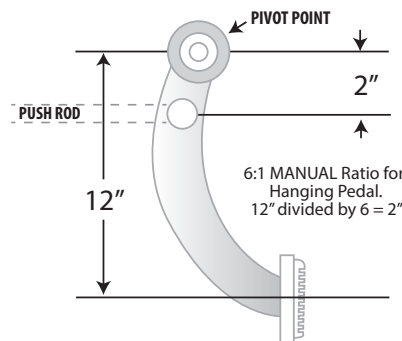
Your pedal ratio should be about
 4:1 for POWER
 6:1 for MANUAL



Example of Calculating **POWER** Pedal Ratio



Example of Calculating **MANUAL** Pedal Ratio



1962-71 Ford Fairlane/Torino

Includes: Ford Ranchero, Mercury Montego & Cyclone

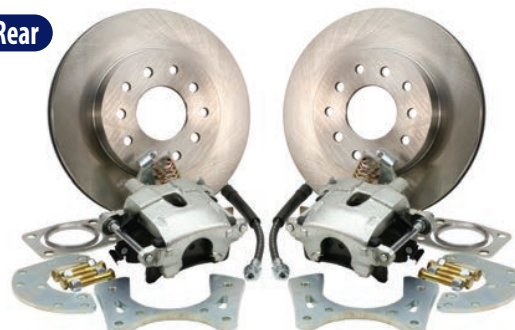
Front



- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



Rear

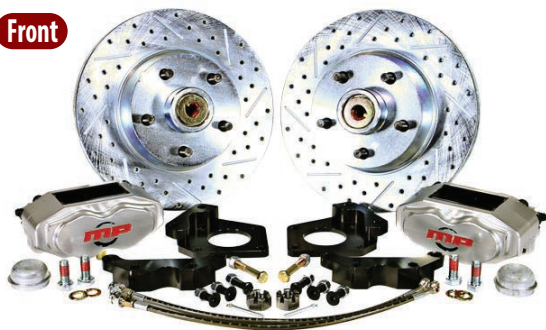


PART#	FITMENT	POSITION / CONFIG.
For 1963-69 Applications (Fits Most 14" Wheels)		
DB15091M	FAIRLANE, RANCHERO, TORINO V8 (1" Bore Dual Master Cylinder)	FRONT / MANUAL
DB15093P	FAIRLANE, RANCHERO, TORINO V8 (7" Dual Booster, 1" Bore Dual Master)	FRONT / POWER
For 1970-71 Applications (Fits Most 14" Wheels)		
DB15101M	FAIRLANE, RANCHERO, TORINO / MONTEGO, CYCLONE V8	FRONT / POWER
DB15102P	FAIRLANE, RANCHERO, TORINO / MONTEGO, CYCLONE V8	FRONT / POWER
DB1515BR	8"/9" DISC CONVERSION KIT (SMALL BEARING FLANGE)	REAR
DB1516BR	9" DISC CONVERSION KIT (LARGE BEARING FLANGE)	REAR
DB1517BR	9" DISC CONVERSION KIT (TORINO BEARING FLANGE)	REAR

HWC2500 UNIVERSAL EMERGENCY BRAKE CABLE KT (Includes 2 cables)



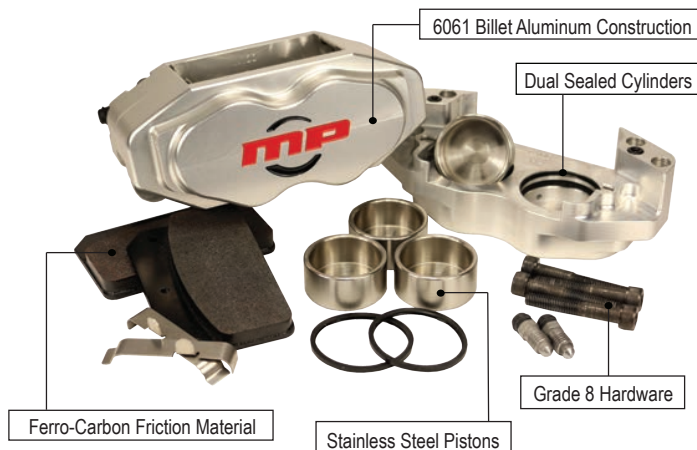
Front



- High performance 4 piston braking with slotted & drilled rotors inside your 15" wheel
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



The engineering placed into the Rallye Series design provides the performance of a billet 4 piston caliper brake kit while retaining your 15" wheel.



PART#	FITMENT	POSITION / CONFIG.
DB2515M	1962-69 FAIRLANE, 68-69 TORINO	FRONT / MANUAL
DB2516M	1970 FAIRLANE, 70-71 TORINO	FRONT / MANUAL
DB2514P	1962-65 FAIRLANE	FRONT / POWER
DB2515P	1966-69 FAIRLANE	FRONT / POWER
DB2516P	1970 FAIRLANE, 70-71 TORINO	FRONT / POWER

Note: Must use at least 15" wheels.

Note: All kits are engineered to install on OE drum spindles.

Note: For rear disc brake kit use LEGEND or PRO-DRIVER conversion kit. Call or email to request template to check proper wheel fitment.

Increase your Ford Fairlane or Torino's braking performance with a complete POWER brake or MANUAL brake system from Master Power Brakes.



Front



Rear



- 13" rotor upgrade provides the ultimate performance inside your 17" wheel
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



PART#	FITMENT	POSITION / CONFIG.
DB45211M	1962-69 FAIRLANE, 68-69 TORINO	FRONT / MANUAL
DB45214P	1962-65 FAIRLANE	FRONT / POWER
DB45213P	1966-69 FAIRLANE, 68-69 TORINO	FRONT / POWER
DB45215P	1970 FAIRLANE, 70-71 TORINO	FRONT / POWER
	Note: Must use at least 17" wheels.	
	Note: Kits are engineered to install on OE drum spindles.	
DB4550BR	8"/9" DISC CONVERSION KIT (SMALL BEARING FLANGE)	REAR
DB4551BR	9" DISC CONVERSION KIT (LARGE BEARING FLANGE)	REAR
DB4552BR	9" DISC CONVERSION KIT (TORINO BEARING FLANGE)	REAR
	Note: Fits most 15" wheels & all 16" wheels. Call for template to determine proper wheel fitment.	

HWC2501 EMERGENCY BRAKE CABLE KT (Includes 2 cables)

62-71 Ford Fairlane/Torino Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets, adjustable pedal arm connection and pre-calibrated booster pin.

Note: Boosters require a minimum of 18" of vacuum for proper operation.

BM15301-1



BM15312-1



PART#	DESCRIPTION / FITMENT
BM15301-1	6 1/2" Single Booster with 1" Bore Dual Master Cylinder 60-65 Falcon, 62-65 Fairlane, 63-65 Cyclone/Comet
BM15312-1	7" Dual Booster with 1" Bore Dual Master Cylinder 66-70 Fairlane, 68-71 Torino, 66-71 Ranchero

Manual Master Cylinder Kits

Includes new dual reservoir cast-iron master cylinder, push rod with adjustable pedal attachment, valve and master cylinder to valve line kit.



PART#	DESCRIPTION
MC1501K	1" Bore Dual Master Cylinder, Push Rod, Combination Valve & Hard Lines
MC1502K	1" Bore Dual Master Cylinder & Push Rod Only (No Valve. No Hard Lines.)

See page 66 for Valves & Accessories

1937-64 Ford Truck

Over **30 YEARS**
QUALITY & SERVICE

Legend

SERIES BY MASTER POWER

- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



ASK ABOUT PERFORMANCE PAD UPGRADE

ASK ABOUT STAINLESS STEEL HOSE KITS

DRILLED AND SLOTTED ROTORS AVAILABLE

Front



Rear



PART#	FITMENT	POSITION / CONFIG.
DB1540P	1937-47 PICK UP (w/5 x 4 3/4" BOLT PATTERN)	FRONT / POWER
DB1541P	1937-47 PICK UP (w/5 x 4 1/2" BOLT PATTERN)	FRONT / POWER
DB1547M	1948-56 F1 & F100 PICK UP (w/5 x 5 1/2" BOLT PATTERN)	FRONT / MANUAL
DB1548M	1953-56 F1 & F100 PICK UP (w/5 x 5 1/2" BOLT PATTERN)	FRONT / MANUAL
DB1549P	1937-47 PICK UP (w/5 x 5 1/2" BOLT PATTERN)	FRONT / POWER
DB15421M	1948-52 F1 PICK UP (w/5 x 4 3/4" BOLT PATTERN)	FRONT / MANUAL
DB15421P	1948-52 F1 PICK UP (w/5 x 4 3/4" BOLT PATTERN)	FRONT / POWER
DB15431M	1948-52 F1 PICK UP (w/5 x 4 1/2" BOLT PATTERN)	FRONT / MANUAL
DB15431P	1948-52 F1 PICK UP (w/5 x 4 1/2" BOLT PATTERN)	FRONT / POWER
DB15471M	1948-52 F1 PICK UP (w/5 x 5 1/2" BOLT PATTERN)	FRONT / MANUAL
DB15471P	1948-52 F1 PICK UP (w/5 x 5 1/2" BOLT PATTERN)	FRONT / POWER
DB15422M	1953-56 F1 PICK UP (w/5 x 4 3/4" BOLT PATTERN)	FRONT / MANUAL
DB15422P	1953-56 F1 PICK UP (w/5 x 4 3/4" BOLT PATTERN)	FRONT / POWER
DB15432M	1953-56 F1 PICK UP (w/5 x 4 1/2" BOLT PATTERN)	FRONT / MANUAL
DB15432P	1953-56 F1 PICK UP (w/5 x 4 1/2" BOLT PATTERN)	FRONT / POWER
DB15472M	1953-56 F1 PICK UP (w/5 x 5 1/2" BOLT PATTERN)	FRONT / MANUAL
DB15472P	1953-56 F1 PICK UP (w/5 x 5 1/2" BOLT PATTERN)	FRONT / POWER
DB1544M	1957-64 F100 PICK UP (w/5 x 5 1/2" BOLT PATTERN)	FRONT / MANUAL
DB1544P	1957-64 F100 PICK UP (w/5 x 5 1/2" BOLT PATTERN)	FRONT / POWER

Note: Fits most OE 15" wheels.

DB1570BR	1953-56 F100 PICK UP (w/DANA 44 REAR AXLE)	REAR
DB1571BR	1957-86 F100/F150 PICK UP (w/ 3/8" FLANGE BOLT REAR AXLE)	REAR
DB1572BR	1957-86 F100/F150 PICK UP (w/ 1/2" FLANGE BOLT REAR AXLE)	REAR

Note: Fits most OE 15" wheels.

HWC2500 EMERGENCY BRAKE CABLE KT
(Includes 2 cables)



37-64 Ford Truck Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets and pre-calibrated booster pin.

Note: Boosters require a minimum of 18" of vacuum for proper operation.

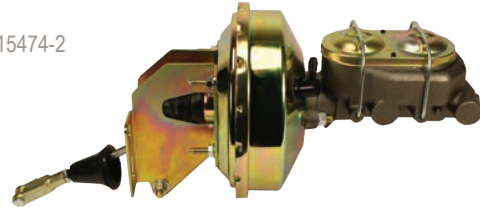
Note: If wanting power assist on your factory drum brakes a 1" bore master cylinder is usually required.

BM15462-2



PART# Description
For 1948-52 Applications (1/2 Ton Trucks Only)
BM15452-1 7" Dual Booster with 1" Bore Dual Master
BM15452-2 7" Dual Booster with 1 1/8" Bore Dual Master
For 1953-56 Automatic Transmission Applications (1/2 Ton Trucks Only)
BM15462-1 7" Dual Booster with 1" Bore Dual Master
BM15462-2 7" Dual Booster with 1 1/8" Bore Dual Master

BM15474-2



PART# Description
For 1957-64 Applications (1/2 Ton Trucks Non-OE Power Only)
BM15473-1 8" Dual Booster with 1" Bore Dual Master
BM15473-2 8" Dual Booster with 1 1/8" Bore Dual Master
BM15473CH-1 8" Dual Booster with 1" Bore Dual Master CHROME
BM15473CH-2 8" Dual Booster with 1 1/8" Bore Dual Master CHROME
BM15474-1 9" Single Booster with 1" Bore Dual Master
BM15474-2 9" Single Booster with 1 1/8" Bore Dual Master

1965-72 Ford Truck



Front



Engineered For OE Drum Spindles



- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



PART#

DB1550M
DB1550P
DB1551M
DB1551P

FITMENT

1965-66 F100 PICK UP (w/ 5 x 5 1/2" BOLT CIRCLE) FRONT / MANUAL
1965-66 F100 PICK UP (w/ 5 x 5 1/2" BOLT CIRCLE) FRONT / POWER
1967-72 F100 PICK UP (w/ 5 x 5 1/2" BOLT CIRCLE) FRONT / MANUAL
1967-72 F100 PICK UP (w/ 5 x 5 1/2" BOLT CIRCLE) FRONT / POWER

Note: Fits most OE 15" wheels.

DB1571BR
DB1572BR

1957-86 F100 & F150 PICK UP (w/ 3/8" FLANGE BOLTS) REAR
1957-86 F100 & F150 PICK UP (w/ 1/2" FLANGE BOLTS) REAR

Note: Fits most OE 15" wheels.

HWC2500

EMERGENCY BRAKE
CABLE KT
(Includes 2 cables)



65-72 Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets and pre-calibrated booster pin.

Note: Boosters require a minimum of 18" of vacuum for proper operation.

Note: If wanting power assist on your factory drum brakes a 1" bore master cylinder is usually required.

PART# DESCRIPTION / FITMENT

BM15473-1 8" Dual Booster w/ 1" Bore Dual Master (Not for OE Power Brakes)
BM15473-2 8" Dual Booster w/ 1 1/8" Bore Dual Master (Not for OE Power Brakes)
BM15473CH-1 8" Dual Booster w/ 1" Bore Dual Master (Not for OE Power Brakes, CHROME)
BM15473CH-2 8" Dual Booster w/ 1 1/8" Bore Dual Master (Not for OE Power Brakes, CHROME)
BM15474-1 9" Single Booster w/ 1" Bore Dual Master (Not for OE Power Brakes)
BM15474-2 9" Single Booster w/ 1 1/8" Bore Dual Master (Not for OE Power Brakes)
BM15475-1 9" Dual Booster w/ 1" Bore Dual Master (Not for OE Power Brakes)
BM15475-2 9" Dual Booster w/ 1 1/8" Bore Dual Master (Not for OE Power Brakes)
BM15475CH-1 9" Dual Booster w/ 1" Bore Dual Master (Not for OE Power Brakes, CHROME)
BM15475CH-2 9" Dual Booster w/ 1 1/8" Bore Dual Master (Not for OE Power Brakes, CHROME)

Manual Master Cylinder Kits

Includes new dual reservoir cast-iron master cylinder, push rod with adjustable pedal attachment, valve and master cylinder to valve line kit.

PART# DESCRIPTION

MC1501K 1" Bore Dual Master Cylinder, Push Rod, Combination Valve & Hard Lines
MC1502K 1" Bore Dual Master Cylinder & Push Rod Only (No Valve, No Hard Lines)



Front



PART#

DB2545M
DB2546M
DB2545P
DB2546P

FITMENT

1965-67 FORD PICKUP FRONT/MANUAL
1968-72 FORD PICKUP FRONT/MANUAL
1965-67 FORD PICKUP FRONT/POWER
1968-72 FORD PICKUP FRONT/POWER

Note: Must use at least 15" wheels.

Note: For rear disc brake kit use LEGEND rear kit.

1966-77 Ford Bronco

MODEL SPECIFIC BRAKE KITS



Front



PART#	FITMENT	POSITION / CONFIG.
DB2570B	1966-75 BRONCO w/ OE DRUM (Wheel Kit Only)	FRONT /
DB2570M	1966-75 BRONCO w/ OE DRUM	FRONT / MANUAL
DB2570P	1966-75 BRONCO w/ OE DRUM	FRONT / POWER

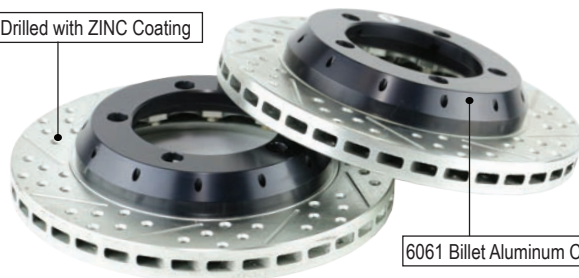
Note: Fits most 15" wheels and all 16" wheels. Call for template to determine proper wheel fitment.
Note: Kits are engineered to install on OE drum spindles and use OE hub.



- High performance 4 piston braking with slotted & drilled rotors inside your 16" wheel
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



Slotted & Drilled with ZINC Coating



6061 Billet Aluminum Construction

66-77 Bronco Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets, adjustable pedal arm connection and pre-calibrated booster pin.

Note: Boosters require a minimum of 18" of vacuum for proper operation.



PART#	DESCRIPTION / FITMENT
BM15483-1*	8" Dual Booster w/ 1" Bore Dual Master Cylinder
BM15483-2*	8" Dual Booster w/ 1 1/8" Bore Dual Master Cylinder
BM15483CH-1*	8" Dual Booster w/ 1" Bore Dual Master Cylinder (CHROME)
BM15483CH-2*	8" Dual Booster w/ 1 1/8" Bore Dual Master Cylinder (CHROME)

*Will not fit vehicles equipped with a 6 cylinder

Manual Master Cylinder Kits

Includes new dual reservoir cast-iron master cylinder, valve and master cylinder to valve line kit.

PART#	DESCRIPTION / FITMENT
MC1501K	1" Bore Manual Master Cylinder, Disc/Drum Combination Valve Kit, Master Cylinder-to-Valve Hard Lines and Bleeder Syringe

See page 66 for
Valves & Accessories

Ford Universal Rear Disc Brake Kits

It's possible to convert almost any rear axle to disc brakes... but first you have to identify what kind of axle you have. Even if you already know what size/kind of axle you have, verifying before you order is still a good idea.



TYPICAL LEGEND KIT:

- 11 1/8" Vented Rotors (Optional Slotted & Drilled Rotors Available)
- All Hardware Included
- Calipers With Pads
- Caliper Brackets
- Parking Brake Cables

DB1515BR



PART#	FITMENT
DB1515BR	8" OR 9" FORD SMALL BEARING 3-3/16" x 2"
DB1516BR	9" FORD LARGE BEARING 2-3/8" x 3 1/2"
DB1517BR	9" FORD NEW STYLE (TORINO) LARGE BEARING 3-9/16" x 2"

Note: Fits most OE 15" wheels. Template available.

PART#	DESCRIPTION
HWC2500	LEGEND EMERGENCY BRAKE CABLE KT (Includes 2 cables)



TYPICAL PRO DRIVER KIT:

- 12" Slotted & Drilled Rotors
- 4-Piston Calipers with Pads
- Drum-In-Hat Parking Brake Design
- All Hardware Included
- Can Be Used With Rallye Series
- Call For Test Fit Template

DB4550BR



PART#	FITMENT
DB4550BR	8" OR 9" FORD SMALL BEARING 3-3/16" x 2"
DB4551BR	9" FORD LARGE BEARING 2-3/8" x 3-1/2"
DB4552BR	9" FORD NEW STYLE (TORINO) LARGE BEARING 3-9/16" x 2"

Note: Fits most 15" wheels & all 16" wheels. Template available.

PART#	DESCRIPTION
HWC2500	LEGEND EMERGENCY BRAKE CABLE KT (Includes 2 cables)



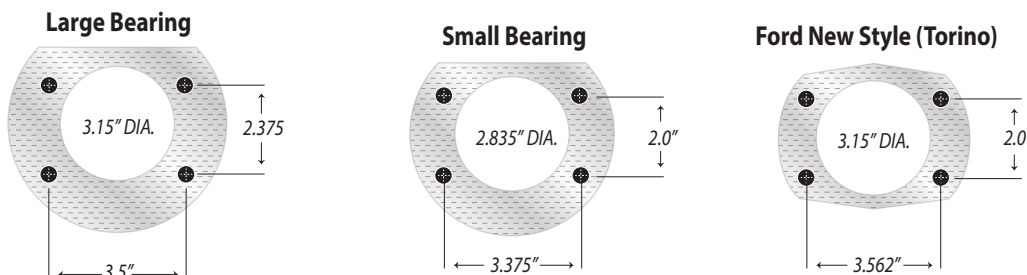
Comes Fully Assembled

Ford Rear SUPER STOPPER Drum Brake Kits

For Ford 8" and 9" small bearing rear axles. These kits come fully assembled and ready to bolt on. Get near disc brake function at half the cost. These include high-performance ceramic brake shoes, high volume wheel cylinders, and new backing plates. These also allow you to retain and use your OEM master cylinder and valve.

PART#	DESCRIPTION
DR1504K	Assembled Drum Kit (Small Bearing/Early Style)
DR1505K	Assembled Drum Kit (Ford New Style/Torino)

Available Universal Ford Rear Disc Axle Flange Templates



1953-96 Chevy Corvette

**MODEL SPECIFIC
BRAKE KITS**

Front



Legend
SERIES BY MASTER POWER

- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



PART#	FITMENT	POSITION / CONFIG.
DB1786M	1953-62 CHEVROLET CORVETTE	FRONT / MANUAL
DB1787M	1963-64 CHEVROLET CORVETTE	FRONT / MANUAL
DB1786P	1953-62 CHEVROLET CORVETTE	FRONT / POWER
DB1789P	1963 CHEVROLET CORVETTE	FRONT / POWER
DB1787P	1964 CHEVROLET CORVETTE	FRONT / POWER

Note: Fits most OE 15" wheels.

Note: Increases track width up to 1" on each side.

65-82 Corvette LEGEND Series Upgrade Kit

Features new slotted & cross drilled rotors with inner/outer bearings & seals, high-performance street brake pads and new stainless steel flex lines.

PART#	FITMENT	POSITION
DB1788B	1965-82 CHEVROLET CORVETTE UPGRADE KIT	FRONT / REAR

Front

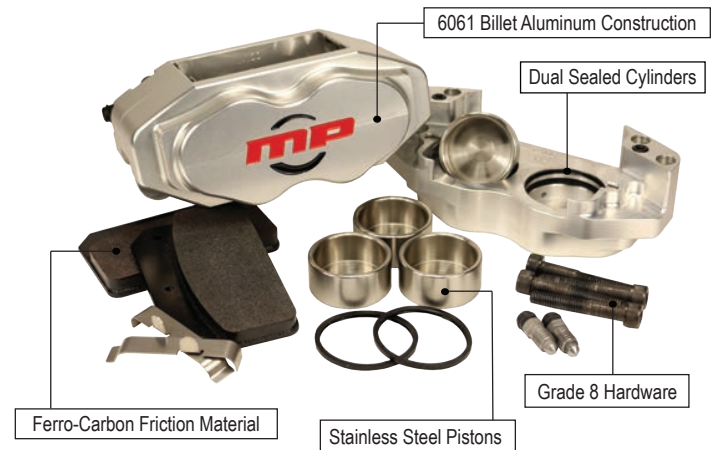


Rallye
SERIES
BY MASTER POWER

- High performance 4 piston braking with slotted & drilled rotors inside your 15" wheel
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



The engineering placed into the Rallye Series design provides the performance of billet 4 piston caliper brake kit while retaining your 15" wheel.



PART#	FITMENT	POSITION / CONFIG.
DB2780M	1965-1968	FRONT / MANUAL KIT
DB2780P	1965-1967	FRONT / POWER KIT

Note: Must use at least 15" wheels.

Increase your GM Corvette's braking performance with a complete POWER brake or MANUAL brake system from Master Power Brakes.

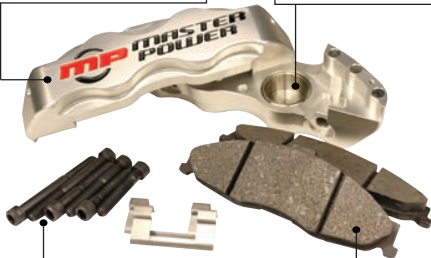


- 13" rotors provides the ultimate braking performance inside your 17" wheels
- CNC machined billet aluminum 4 piston calipers
- CNC machined hubs & mounting brackets



6061 Billet Aluminum Construction

Stainless Steel Pistons



Grade 8 Hardware

Ferro-Carbon Friction Material

Front



PART#	FITMENT	POSITION / CONFIG.
DB4780B	1984 CORVETTE Y-BODY	FRONT
DB4781B	1985-87 CORVETTE Y-BODY	FRONT
DB4782B	1988-96 CORVETTE Y-BODY (BASE)	FRONT

Note: Must use at least 17" wheels. Call for template to determine proper wheel fitment.

53-67 GM Corvette Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets, adjustable pedal arm connection and pre-calibrated booster pin.

Note: Boosters require a minimum of 18" of vacuum for proper operation.

Note: If wanting power assist on your factory drum brakes a 1" bore master cylinder is usually required.

BM17502CH-2



BM17524-2



PART#	DESCRIPTION / FITMENT
For 1953-62 Applications	
BM17502-1	7" Dual Booster with 1" Bore Dual Master
BM17502-2	7" Dual Booster with 1 1/8" Bore Dual Master
BM17502CH-1	7" Dual Booster with 1" Bore Dual Master (CHROME)
BM17502CH-2	7" Dual Booster with 1 1/8" Bore Dual Master (CHROME)
For 1963 Application	
BM17514-1	9" Single Booster with 1" Bore Dual Master
BM17514-2	9" Single Booster with 1 1/8" Bore Dual Master
For 1964-67 Applications	
BM17524-1	9" Single Booster with 1" Bore Dual Master Cylinder
BM17524-2	9" Single Booster with 1 1/8" Bore Dual Master Cylinder

Manual Master Cylinder Kits

Includes new dual reservoir cast-iron master cylinder, push rod with adjustable pedal attachment.



PART#	DESCRIPTION / FITMENT
MC1781K	1" Bore Dual Master Cylinder, Push Rod & Fire Wall Adapter (53-62 Corvette)

See page 66 for Valves & Accessories

1964-77 GM A-Body

Includes: Chevelle, Cutlass, El Camino, GTO, LeMans, Malibu, Skylark, Tempest, etc...

Over **30** YEARS
QUALITY & SERVICE

Front



Fits OE
Drum or Disc
Spindles

Legend
SERIES BY MASTER POWER

- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve

ASK ABOUT
PERFORMANCE
PAD UPGRADE

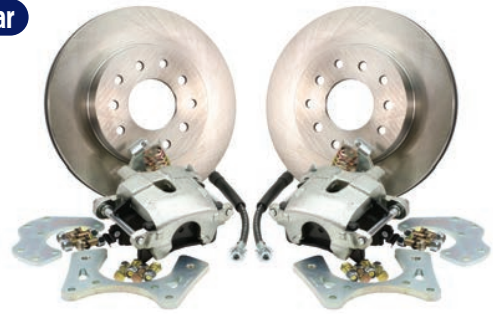
ASK ABOUT
STAINLESS STEEL
HOSE KITS

DRILLED AND
SLOTTED
ROTORS
AVAILABLE

FRONT KIT
FITS 15"
WHEELS

DROP
SPINDLES
AVAILABLE

Rear



PART#	FITMENT	POSITION / CONFIG.
DB1741M	1964-72 GM A-BODY	FRONT / MANUAL
DB1741P	1964-72 GM A-BODY	FRONT / POWER
DB1741SBK	1964-72 GM A-BODY	FRONT REFRESH KIT

Note: Fits most OE 15" wheels.

DB1791BR	1964-77 GM 10/12 BOLT w /C-CLIP (NON-STAGG SHOCKS)	REAR
DB1792BR	1964-77 GM 10/12 BOLT w/ C-CLIP (STAGG SHOCKS)	REAR
DB1764BR	1964-77 GM 10/12 BOLT w/o C-CLIP (NON-STAGG SHOCKS)	REAR
DB1765BR	1964-77 GM 10/12 BOLT w/o C-CLIP (STAGG SHOCKS)	REAR

Note: Fits most OE 15" wheels.

HWC2500 EMERGENCY BRAKE
CABLE KIT
(Includes 2 cables)



Front



The engineering placed into the Rallye Series design provides the performance of a billet 4 piston caliper brake kit while retaining your 15" wheel.

Rallye
SERIES BY MASTER POWER

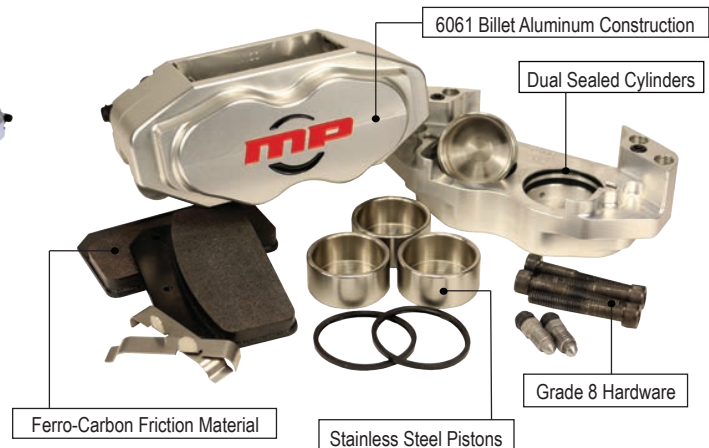
- High performance 4 piston braking with slotted & drilled rotors inside your 15" wheel
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



FRONT KIT
FITS 15"
WHEELS

BRAKE
TEMPLATE
AVAILABLE

DROP
SPINDLES
AVAILABLE



PART#	FITMENT	POSITION / CONFIG.
DB2710M	1964-72 GM A-BODY	FRONT / MANUAL
DB2710P	1964-72 GM A-BODY	FRONT / POWER

Note: Must use at least 15" wheels.
Note: For rear disc brake kit use LEGEND or PRO-DRIVER conversion kit. Call or email to request template to check proper wheel fitment.

Increase your GM A-Body's braking performance with a complete POWER brake or MANUAL brake system from Master Power Brakes.



Front



- 13" rotors provides the ultimate braking performance inside your 17" wheels
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



Rear



PART#	FITMENT	POSITION / CONFIG.
DB47411M	1964-72 GM A-BODY	FRONT / MANUAL
DB47412P	1964-72 GM A-BODY	FRONT / POWER
DB4742B	1973-77 GM A-BODY (INCLUDES STOCK SPINDLES)	FRONT
DB4743B	1973-77 GM A-BODY (INCLUDES 2" DROP SPINDLES)	FRONT

Note: Must use at least 17" wheels.

DB4730BR	GM 10/12 BOLT (w/ C-CLIPS)	REAR
DB4732BR	GM 10/12 BOLTS (w/o C-CLIPS)	REAR

Note: Fits most 15" wheels & all 16" wheels. Call for template to determine proper wheel fitment.

HWC2501	EMERGENCY BRAKE CABLE KT (Includes 2 cables)
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64-72 GM A-Body Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewal brackets, adjustable pedal arm connection and pre-calibrated booster pin.

Note: Boosters require a minimum of 18" of vacuum for proper operation.

Note: If wanting power assist on your factory drum brakes a 1" bore master cylinder is usually required.

BM17413-2



BM17415-2



NEW LEVEL MOUNT DESIGN

See Page 34 For More Info

PART#	DESCRIPTION (Includes Level Mounting Bracket)
For 1964-74 Applications	
BM17412-1	7" Dual Booster with 1" Bore Dual Master
BM17412CH-1	7" Dual Booster with 1" Bore Dual Master (CHROME)
BM17412-2	7" Dual Booster with 1 1/8" Bore Dual Master
BM17412CH-2	7" Dual Booster with 1 1/8" Bore Dual Master (CHROME)
BM17413-1	8" Dual Booster with 1" Bore Dual Master
BM17413CH-1	8" Dual Booster with 1" Bore Dual Master (CHROME)
BM17413-2	8" Dual Booster with 1 1/8" Bore Dual Master
BM17413CH-2	8" Dual Booster with 1 1/8" Bore Dual Master (CHROME)
BM17414-1	9" Single Booster with 1" Bore Dual Master
BM17414-2	9" Single Booster with 1 1/8" Bore Dual Master

PART#	DESCRIPTION (Includes Level Mounting Bracket)
For 1964-74 Applications Continued	
BM17415-1	9" Dual Booster with 1" Bore Dual Master
BM17415CH-1	9" Dual Booster with 1" Bore Dual Master (CHROME)
BM17415-2	9" Dual Booster with 1 1/8" Bore Dual Master
BM17415CH-2	9" Dual Booster with 1 1/8" Bore Dual Master (CHROME)
For 1975-77 Applications	
BM17455-1	9" Dual Booster with 1" Bore Dual Master
BM17455CH-1	9" Dual Booster with 1" Bore Dual Master (CHROME)
BM17455-2	9" Dual Booster with 1 1/8" Bore Dual Master
BM17455CH-2	9" Dual Booster with 1 1/8" Bore Dual Master (CHROME)

Manual Master Cylinder Kits

Includes new dual reservoir cast-iron master cylinder, push rod with adjustable pedal attachment, valve and master cylinder to valve line kit.

PART#	DESCRIPTION
MC1701K	1" Bore Dual Master Cylinder, Push Rod, Hardlines & Combination Valve
MC1702K	1" Bore Dual Master Cylinder & Push Rod Only (No Valve. No Hardlines.)

See page 66 for Valves & Accessories

1967-69 GM F-Body

Includes: Camaro & Firebird

MODEL SPECIFIC BRAKE KITS

Front



Fits OE
Drum or Disc
Spindles

Legend

SERIES BY MASTER POWER

- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve

ASK ABOUT
PERFORMANCE
PAD UPGRADE

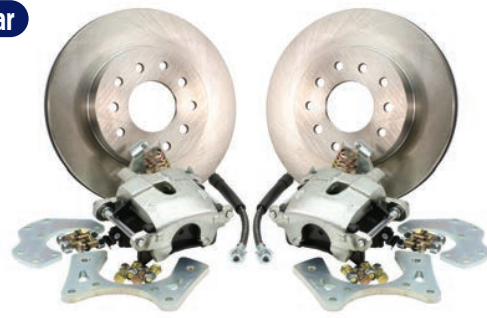
ASK ABOUT
STAINLESS STEEL
HOSE KITS

DRILLED AND
SLOTTED
ROTOR
AVAILABLE

FRONT KIT
FITS 15"
WHEELS

DROP
SPINDLES
AVAILABLE

Rear



PART#	FITMENT	POSITION / CONFIG.
DB1741M	1967-69 GM F-BODY	FRONT / MANUAL
DB1741P	1967-69 GM F-BODY	FRONT / POWER
DB1741SBK	1967-69 GM F-BODY	FRONT REFRESH KIT

Note: Fits most OE 15" wheels.

DB1791BR	1967 GM 10/12 BOLT w/C-CLIP (NON-STAGGERED SHOCK)	REAR
DB1792BR	1968-69 GM 10/12 BOLT w/C-CLIP (STAGGERED SHOCKS)	REAR

Note: Fits most OE 15" wheels.

HWC2500 EMERGENCY BRAKE
CABLE KT
(Includes 2 cables)



Front



Rallye

SERIES BY MASTER POWER

- High performance 4 piston braking with slotted & drilled rotors inside your 15" wheel
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve

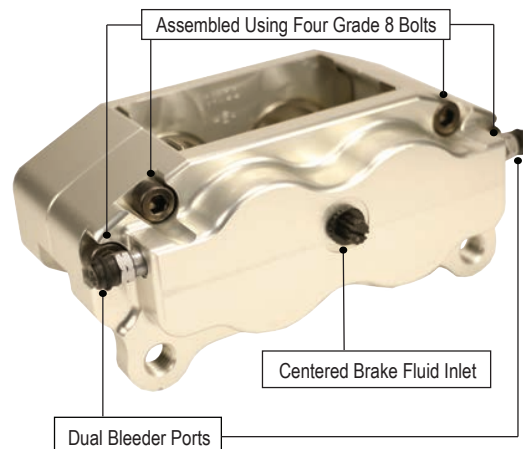


FRONT KIT
FITS 15"
WHEELS

BRAKE
TEMPLATE
AVAILABLE

DROP
SPINDLES
AVAILABLE

The engineering placed into the Rallye Series design provides the performance of a billet 4 piston caliper brake kit while retaining your 15" wheel.



PART#	FITMENT	POSITION / CONFIG.
DB2710M	1967-69 GM F-BODY	FRONT / MANUAL
DB2710P	1967-69 GM F-BODY	FRONT / POWER

Note: Must use at least 15" wheels.
Note: For rear disc brake kit use LEGEND or PRO-DRIVER conversion kit. Call or email to request template to check proper wheel fitment.

Increase your GM Camaro or Firebird's braking performance with a complete POWER brake or MANUAL brake system from Master Power Brakes.



Front



Rear



- 13" rotors provides the ultimate braking performance inside your 17" wheels
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



PART#	FITMENT	POSITION / CONFIG.
DB47411M	1967-69 GM F-BODY	FRONT / MANUAL
DB47412P	1967-69 GM F-BODY	FRONT / POWER

Note: Must use at least 17" wheels.

DB4730BR	GM 10/12 BOLT REAR ENDS w/C-CLIPS	REAR
DB4732BR	GM 10/12 BOLT REAR ENDS w/o C-CLIPS	REAR

Note: Fits most 15" wheels & all 16" wheels. Call for template to determine proper wheel fitment.

HWC2501 EMERGENCY BRAKE CABLE KT (Includes 2 cables)



67-69 GM F-Body Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewal brackets, adjustable pedal arm connection and pre-calibrated booster pin.

Note: Boosters require a minimum of 18" of vacuum for proper operation.

Note: If wanting power assist on your factory drum brakes a 1" bore master cylinder is usually required.



BM17413-2



BM17415-2



See Page 34 For More Info

PART#	DESCRIPTION (Includes Level Mounting Bracket)
BM17412-1	7" Dual Booster with 1" Bore Dual Master
BM17412CH-1	7" Dual Booster with 1" Bore Dual Master (CHROME)
BM17412-2	7" Dual Booster with 1 1/8" Bore Dual Master
BM17412CH-2	7" Dual Booster with 1 1/8" Bore Dual Master (CHROME)
BM17413-1	8" Dual Booster with 1" Bore Dual Master
BM17413CH-1	8" Dual Booster with 1" Bore Dual Master (CHROME)
BM17413-2	8" Dual Booster with 1 1/8" Bore Dual Master
BM17413CH-2	8" Dual Booster with 1 1/8" Bore Dual Master (CHROME)

PART#	DESCRIPTION (Includes Level Mounting Bracket)
BM17414-1	9" Single Booster with 1" Bore Dual Master
BM17414-2	9" Single Booster with 1 1/8" Bore Dual Master
BM17415-1	9" Dual Booster with 1" Bore Dual Master
BM17415CH-1	9" Dual Booster with 1" Bore Dual Master (CHROME)
BM17415-2	9" Dual Booster with 1 1/8" Bore Dual Master
BM17415CH-2	9" Dual Booster with 1 1/8" Bore Dual Master (CHROME)

Manual Master Cylinder Kits

Includes new dual reservoir cast-iron master cylinder, push rod with adjustable pedal attachment, valve and master cylinder to valve line kit.

PART#	DESCRIPTION
MC1701K	1" Bore Dual Master Cylinder, Push Rod, Hardlines & Combination Valve
MC1702K	1" Bore Dual Master Cylinder & Push Rod Only (No Valve, No Hardlines.)

See page 66 for Valves & Accessories

1970-02 GM F-Body

Includes: Camaro & Firebird

Over **30 YEARS**
QUALITY & SERVICE



- 13" rotors provides the ultimate braking performance inside your 17" wheels
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



Front



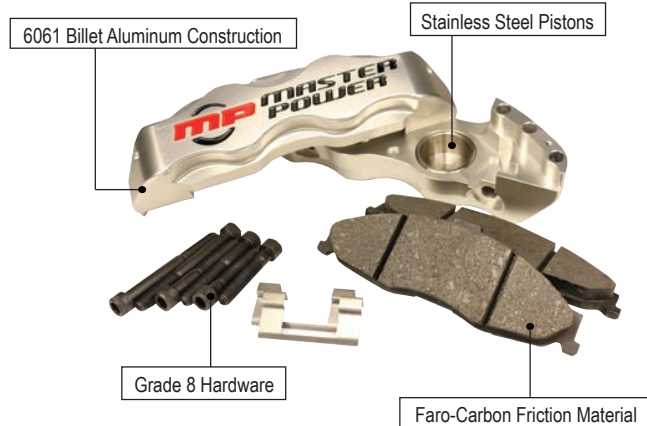
DB4744B



- Refresh kit offers NEW OE spec calipers, pads & rotors
- Vented, slotted & drilled rotor upgrade available
- High performance brake pad upgrade available



PART# DB1742SBK FITTMENT 1970-77 GM F BODY POSITION / CONFIG. FRONT / REFRESH KIT
Note: Includes DOT 4 brake fluid.



PART#	FITMENT	POSITION / CONFIG.
DB4742B	1970-81 GM F-BODY (INCLUDES STOCK SPINDLES)	FRONT
DB4743B	1970-81 GM F-BODY (INCLUDES DROP SPINDLES)	FRONT
DB4742M	1970-77 GM F-BODY (INCLUDES STOCK SPINDLES)	FRONT/MANUAL
DB4743M	1970-77 GM F-BODY (INCLUDES DROP SPINDLES)	FRONT/MANUAL
DB4742P	1970-77 GM F-BODY (INCLUDES STOCK SPINDLES)	FRONT/POWER
DB4743P	1970-77 GM F-BODY (INCLUDES DROP SPINDLES)	FRONT/POWER
DB4744B	1982-92 GM F-BODY (ASSEMBLED ON OE SPINDLES)	FRONT
DB4745B	1993-02 GM F-BODY (REQUIRE 98-02 F-BODY SPINDLES)	FRONT

Note: Must use 17" wheels. Call for template to determine proper wheel fitment.



70-78 Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets, adjustable pedal arm connection and pre-calibrated booster pin.

Note: Boosters require a minimum of 18" of vacuum for proper operation.

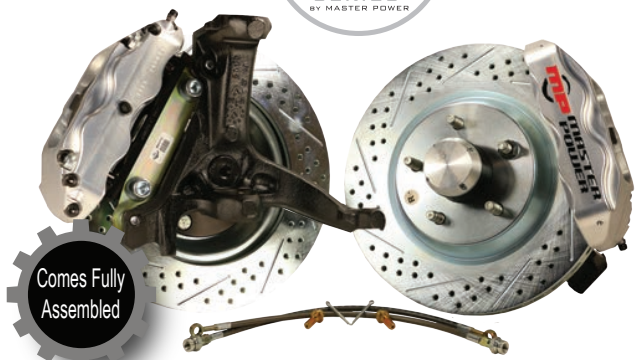
BM17426-2



PART#	DESCRIPTION / FITMENT
BM17425-1	9" Dual Booster with 1" Bore Dual Master
BM17425-2	9" Dual Booster with 1 1/8" Bore Dual Master
BM17425CH-1	9" Dual Booster with 1" Bore Dual Master (Chrome)
BM17425CH-2	9" Dual Booster with 1 1/8" Bore Dual Master (Chrome)
BM17426-1	11" Single Booster with 1" Bore Dual Master
BM17426-2	11" Single Booster with 1 1/8" Bore Dual Master

1978-88 GM G-Body

Includes: Monte Carlo, Cutlass, Grand National & Regal



Comes Fully Assembled



PART#	FITMENT	POSITION
DB4746B	1978-88 GM G-BODY (INCLUDES STOCK SPINDLES)	FRONT
DB4747B	1978-88 GM G-BODY (INCLUDES DROP SPINDLES)	FRONT

Note: Must use 17" wheels. Call for template to determine proper wheel fitment.

Converting from the original GM accumulator system to a vacuum operated system couldn't be easier. Included in this kit is a new 9" dual booster, dual master cylinder, engine vacuum block & brackets.

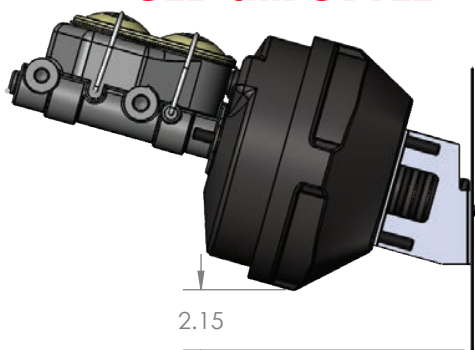


PART#	DESCRIPTION / FITMENT
BM18745-1*	9" Dual Booster with 1" Bore Master Cylinder *85-87 Buick Grand National & Regal only

NEW LEVEL MOUNT DESIGN

NEW LEVEL MOUNTING BRACKET FOR GM A, F & X BODY BOOSTER MASTER KITS

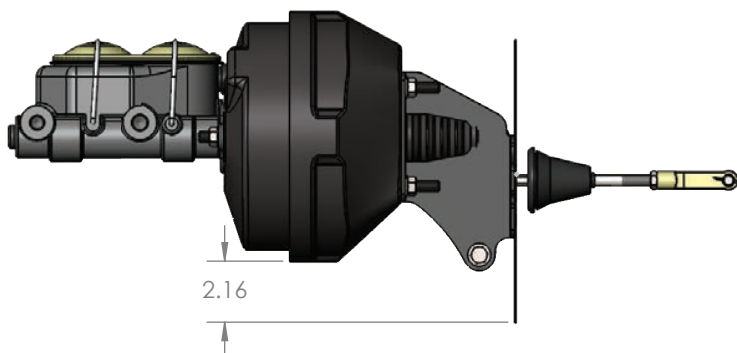
OLD GM STYLE



Problems:

1. Prevents adequate filling of fluid into the master cylinder.
2. Must modify factory pedal with drilling to install on OE manual brake vehicle.
3. Does not offer a visual appealing look in the vehicle's engine bay.

NEW MP STYLE



Solutions:

1. Provides level fluid line in the master cylinder.
2. Installs and mounts directly to the factory pedal without drilling or modification.
3. Greatly improves the visual appearance in the vehicle's engine bay.

1962-67 GM Chevy II, Nova

Over **30 YEARS**
QUALITY & SERVICE

Front



Fits OE
Drum or Disc
Spindles

Legend
SERIES BY MASTER POWER

- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve

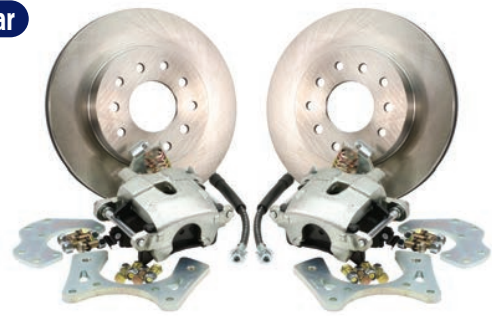
ASK ABOUT
PERFORMANCE
PAD UPGRADE

ASK ABOUT
STAINLESS STEEL
HOSE KITS

DRILLED AND
SLOTTED
ROTOR'S
AVAILABLE

FRONT KIT
FITS 15"
WHEELS

Rear



PART#	FITMENT	POSITION / CONFIG.
DB1730M	1962-63 CHEVROLET NOVA/CHEVY II	FRONT / MANUAL
DB1730P	1962-63 CHEVROLET NOVA/CHEVY II	FRONT / POWER
DB1731M	1964-67 CHEVROLET NOVA/CHEVY II	FRONT / MANUAL
DB1731P	1964-67 CHEVROLET NOVA/CHEVY II	FRONT / POWER

Note: Fits most OE 15" wheels.

DB1791BR	GM 10/12 BOLT w/C-CLIP (NON-STAGG SHOCK)	REAR
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Note: Fits most OE 15" wheels.

HWC2500
EMERGENCY BRAKE
CABLE KT
(Includes 2 cables)



Front



The engineering placed into the Rallye Series design provides the performance of a billet 4 piston caliper brake kit while retaining your 15" wheel.

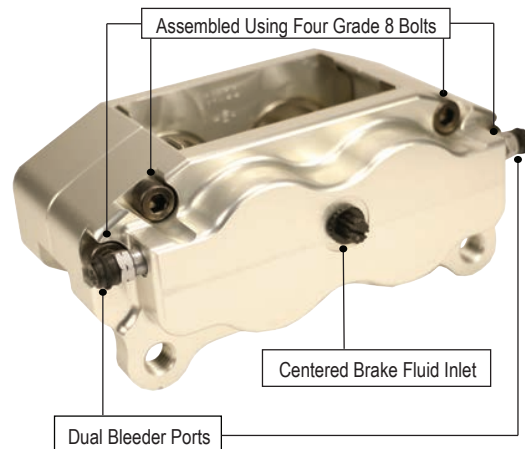
Rallye
SERIES
BY MASTER POWER

- High performance 4 piston braking with slotted & drilled rotors inside your 15" wheel
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



FRONT KIT
FITS 15"
WHEELS

BRAKE
TEMPLATE
AVAILABLE



PART#	FITMENT	POSITION / CONFIG.
DB2731M	1964-67 CHEVROLET NOVA/CHEVY II	FRONT / MANUAL
DB2731P	1964-67 CHEVROLET NOVA/CHEVY II	FRONT / POWER

Note: Must use at least 15" wheels.

Note: For rear disc brake kit use LEGEND or PRO-DRIVER conversion kit. Call or email to request template to check proper wheel fitment.

Increase your Chevy II or Nova's braking performance with a complete POWER brake or MANUAL brake system from Master Power Brakes.



Front



Rear



- 13" rotors provides the ultimate braking performance inside your 17" wheels
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



PART#	FITMENT	POSITION / CONFIG.
DB47411M	1964-67 CHEVROLET NOVA/CHEVY II	FRONT / MANUAL
DB47413P	1964-67 CHEVROLET NOVA/CHEVY II	FRONT / POWER

Note: Must use at least 17" wheels.

DB4730BR GM 10/12 BOLT w/C-CLIP (NON-STAGGERED SHOCK) REAR
 Note: Fits most 15" wheels & all 16" wheels. Call for template to determine proper wheel fitment.

HWC2501 EMERGENCY BRAKE CABLE KT
 (Includes 2 cables)



62-67 GM Chevy II/Nova Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets, adjustable pedal arm connection and pre-calibrated booster pin.
 Note: Boosters require a minimum of 18" of vacuum for proper operation.

BM17359-1



PART#	DESCRIPTION
BM17359-1	9" Single Booster with 1" Bore Dual Master

Manual Master Cylinder Kits

Includes new dual reservoir cast-iron master cylinder, push rod with adjustable pedal attachment, valve and master cylinder to valve line kit.



PART#	DESCRIPTION
MC1701K	1" Bore Dual Master Cylinder, Push Rod, Hardlines & Combination Valve
MC1702K	1" Bore Dual Master Cylinder & Push Rod Only (No Valve. No Hardlines.)

See page 66 for Valves & Accessories

1968-74 GM X-Body

Includes: Nova, Omega, Ventura & Apollo

MODEL SPECIFIC BRAKE KITS

Front



Fits OE
Drum or Disc
Spindles

Legend

SERIES BY MASTER POWER

- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



Rear



PART#	FITMENT	POSITION / CONFIG.
DB1741M	1968-74 GM X-BODY	FRONT / MANUAL
DB1741P	1968-74 GM X-BODY	FRONT / POWER
DB1741SBK	1968-74 GM X-BODY	FRONT REFRESH KIT

Note: Fits most OE 15" wheels.

DB1792BR	1968-74 GM 10/12 BOLT W/ C-CLIP (STAGGERED SHOCKS)	REAR
DB1765BR	1968-74 GM 10/12 BOLT W/O C-CLIP (STAGGERED SHOCKS)	REAR

Note: Fits most OE 15" wheels.

HWC2500 EMERGENCY BRAKE CABLE KT
(Includes 2 cables)



Front



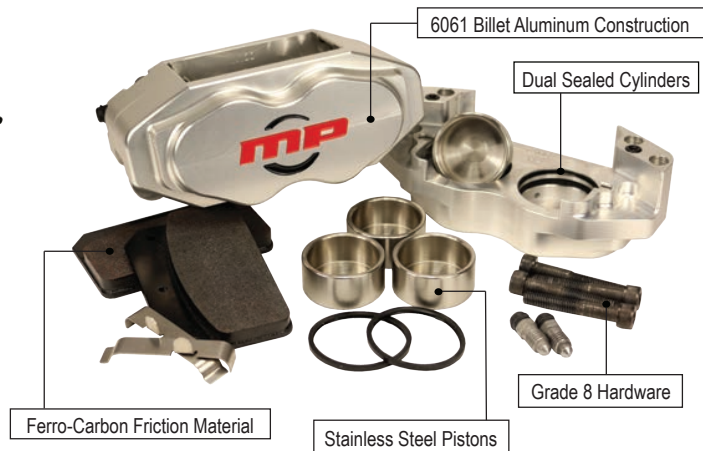
Rallye

SERIES BY MASTER POWER

- High performance 4 piston braking with slotted & drilled rotors inside your 15" wheel
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



The engineering placed into the Rallye Series design provides the performance of a billet 4 piston caliper brake kit while retaining your 15" wheel.



PART#	FITMENT	POSITION / CONFIG.
DB2710M	1968-74 GM X-BODY	FRONT / MANUAL
DB2710P	1968-74 GM X-BODY	FRONT / POWER

Note: Must use at least 15" wheels.
Note: For rear disc brake kit use LEGEND or PRO-DRIVER conversion kit. Call or email to request template to check proper wheel fitment.

Increase your GM X-Body's braking performance with a complete POWER brake or MANUAL brake system from Master Power Brakes.



Front



Rear



- 13" rotors provides the ultimate braking performance inside your 17" wheels
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



PART#	FITMENT	POSITION / CONFIG.
DB47411M	1968-74 GM X-BODY	FRONT / MANUAL
DB47412P	1968-74 GM X-BODY	FRONT / POWER

Note: Must use at least 17" wheels.

DB4730BR	GM 10/12 BOLT (w/ C-CLIPS)	REAR
DB4732BR	GM 10/12 BOLT (w/o C-CLIPS)	REAR

Note: Fits most 15" wheels & all 16" wheels. Call for template to determine proper wheel fitment.

HWC2501	EMERGENCY BRAKE CABLE KT (Includes 2 cables)
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68-74 GM X-Body Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewal brackets, adjustable pedal arm connection and pre-calibrated booster pin.

Note: Boosters require a minimum of 18" of vacuum for proper operation.

Note: If wanting power assist on your factory drum brakes a 1" bore master cylinder is usually required.



See Page 34 For More Info

BM17413-2



BM17415-2



PART#	DESCRIPTION (Includes Level Mounting Bracket)
BM17412-1	7" Dual Booster with 1" Bore Dual Master
BM17412CH-1	7" Dual Booster with 1" Bore Dual Master (CHROME)
BM17412-2	7" Dual Booster with 1 1/8" Bore Dual Master
BM17412CH-2	7" Dual Booster with 1 1/8" Bore Dual Master (CHROME)
BM17413-1	8" Dual Booster with 1" Bore Dual Master
BM17413CH-1	8" Dual Booster with 1" Bore Dual Master (CHROME)
BM17413-2	8" Dual Booster with 1 1/8" Bore Dual Master
BM17413CH-2	8" Dual Booster with 1 1/8" Bore Dual Master (CHROME)
BM17414-1	9" Single Booster with 1" Bore Dual Master
BM17414-2	9" Single Booster with 1 1/8" Bore Dual Master

PART#	DESCRIPTION (Includes Level Mounting Bracket)
BM17415-1	9" Dual Booster with 1" Bore Dual Master
BM17415CH-1	9" Dual Booster with 1" Bore Dual Master (CHROME)
BM17415-2	9" Dual Booster with 1 1/8" Bore Dual Master
BM17415CH-2	9" Dual Booster with 1 1/8" Bore Dual Master (CHROME)
BM17455-1	9" Dual Booster with 1" Bore Dual Master (1973-77)
BM17455CH-1	9" Dual Booster with 1" Bore Dual Master (CHROME) (1973-77)
BM17455-2	9" Dual Booster with 1 1/8" Bore Dual Master (1973-77)
BM17455CH-2	9" Dual Booster with 1 1/8" Bore Dual Master (CHROME) (1973-77)

Manual Master Cylinder Kits

Includes new dual reservoir cast-iron master cylinder, push rod with adjustable pedal attachment, valve and master cylinder to valve line kit.

PART#	DESCRIPTION
MC1701K	1" Bore Dual Master Cylinder, Push Rod, Hardlines & Combination Valve
MC1702K	1" Bore Dual Master Cylinder & Push Rod Only (No Valve. No Hardlines.)

See page 66 for Valves & Accessories

Tech Combination Valve

Over **30 YEARS**
QUALITY & SERVICE

A Look Inside Our Combination Valve

A Combination Valve, commonly called a Proportioning Valve, is just what the name implies...it is a valve that does a combination of things. The valves are available for both disc/drum and for disc/disc. Either valve will contain a Proportioning Valve and a Brake Pressure Differential Switch while the disc/drum valves also contain a Metering Valve. What is all of this stuff and what does it do? Read on and we'll explain.....

Proportioning Valve:

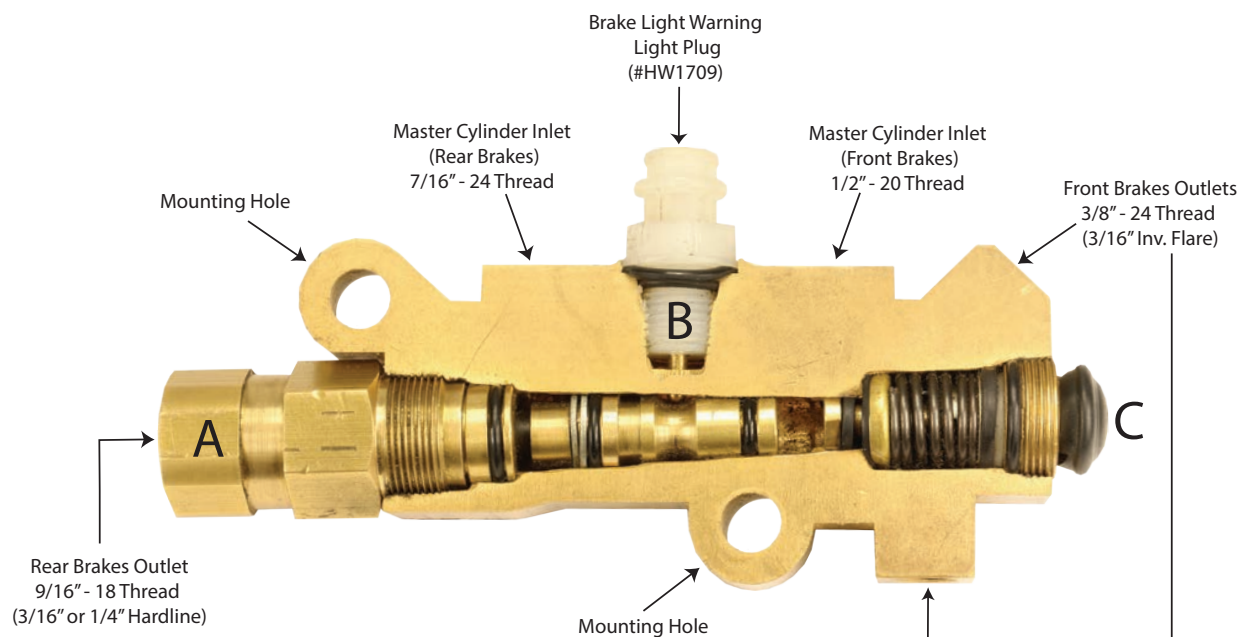
This portion of the valve (seen below and labeled 'A') is used to control the rear brakes. This is a pre-set portion of the valve that regulates the pressure to the rear brakes under heavy braking scenarios and prevents the rear brakes from locking up. Without this part of the valve, the rear brakes, which require much less brake fluid pressure than the front, will almost certainly lock-up under a quick, hard press of the brake pedal. This is a potentially scary situation.

Brake Pressure Differential Warning Switch:

In the center of the Combination Valve (seen below and labeled 'B') is a single wire connector that works in conjunction with a slide in the center of the valve. If brake pressure were lost to either the front portion or the rear portion of the system, the switch would ground and turn a light on in the instrument cluster. This would be your warning that something is wrong.

Metering Valve:

At the front of the Combination Valve (seen below and labeled 'C') is the Metering Valve. The Metering Valve, sometimes referred to as a Hold-Off Valve, is used to regulate the pressure going to the front wheels when the brakes are initially pressed in a disc/drum combination. The disc brakes will apply much quicker than the rear drum brakes and if pressure is not slightly held off, a nose dive of the vehicle could happen under braking.



Included in all of Combination Valve Kits is a somewhat unusual looking white plastic part. This part is a tool that should always be used when bleeding the brakes. This simple little tool will save a bunch of headaches by holding the slider in place and therefore not allowing the valve to become "tripped". Just like a brake pressure failure will cause the slider to move, the same can happen when bleeding trying to get fluid from the master cylinder to the rest of the system. Getting a valve "un-tripped" can be a challenging process so our recommendation is to always take the extra time to insert the tool.

When purchasing the VL3360K Combination Valve for disc/drum brakes, you will have some extra parts. Don't throw them away! Should you ever want to convert the car to disc brakes, we include a plug in the kit that will replace the Metering Valve. Simply locate the nut on the front of the valve, remove the Metering Valve and replace with the included plug. You now have a valve that will work with disc/disc combinations.

When you look at the Combination Valve, you will notice two 3/8"-24 ports that both show going to the front brakes. You don't have to use both or you can. The choice is yours. This will be based on the plumbing in the vehicle. If you want to use just one, plug the other and then "T" the front lines later in system.

1928-54 Chevy Full Size

**MODEL SPECIFIC
BRAKE KITS**



Front



Legend
SERIES BY MASTER POWER

- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve

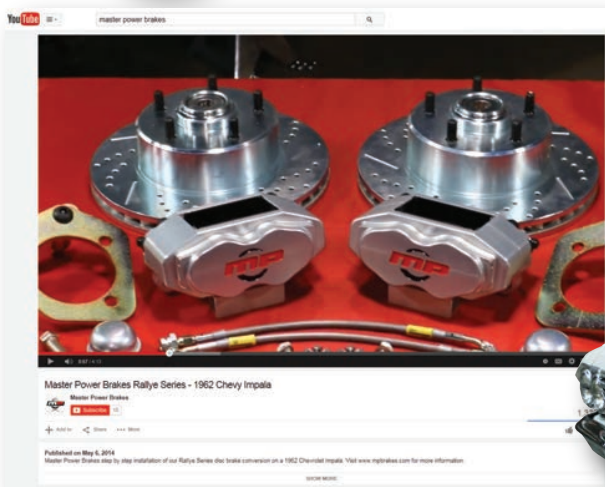


PART#	FITMENT	POSITION / CONFIG.
DB1701B	1928-40 GM w/STRAIGHT AXLE, 33-36 GM w/ 37-48 SPINDLES (5 x 4.75" BOLT CIRCLE)	FRONT
DB1702B	1937-40 GM w/ INDEPENDENT FRONT SUSPENSION (5 x 4.75" BOLT CIRCLE)	FRONT
DB1703B	1941-48 GM w/ INDEPENDENT FRONT SUSPENSION (5 x 4.75" BOLT CIRCLE)	FRONT
DB1704M	1949-54 GM FULL SIZE (5 x 4.75" BOLT CIRCLE)	FRONT / MANUAL

Note: Requires 15" wheels.



Master Power Brakes is always expanding ways to connect to our customers. You can now view full HD videos on You Tube for a up-close look at current Master Power Brakes product as well as step by step installation. Just another reason why Master Power Brakes continues to be the leader in model specific disc brake conversions.



Car: 1962 Chevy Impala
Owner: Harold Hinson
Located: Concord, NC

1955-58 Chevy Full Size

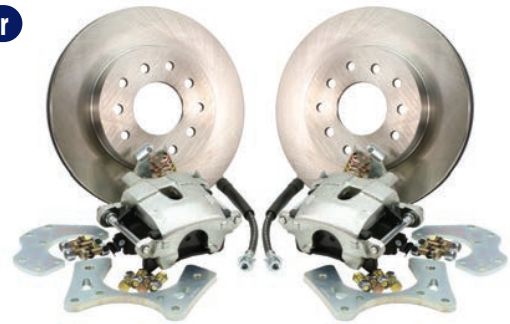
Includes: Bel Air, Biscayne & Impala

Over **30 YEARS**
QUALITY & SERVICE

Front



Rear



Legend
SERIES BY MASTER POWER

- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve

ASK ABOUT PERFORMANCE PAD UPGRADE

ASK ABOUT STAINLESS STEEL HOSE KITS

DRILLED AND SLOTTED ROTORS AVAILABLE

FRONT KIT FITS 15" WHEELS

DROP SPINDLES AVAILABLE

PART#	FITMENT	POSITION / CONFIG.
DB1711M	1955-58 CHEVY FULL SIZE	FRONT / MANUAL
DB1711P	1955-58 CHEVY FULL SIZE	FRONT / POWER

Note: Fits most OE 15" wheels.
Note: Increases track width 3/4" each side.

DB1716BR	1955-58 CHEVY FULL SIZE	REAR
----------	-------------------------	------

Note: Fits most OE 15" wheels.

HWC2500	EMERGENCY BRAKE CABLE KIT
---------	---------------------------

(Includes 2 cables)



Front



Rallye
SERIES BY MASTER POWER

- High performance 4 piston braking with slotted & drilled rotors inside your 15" wheel
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve

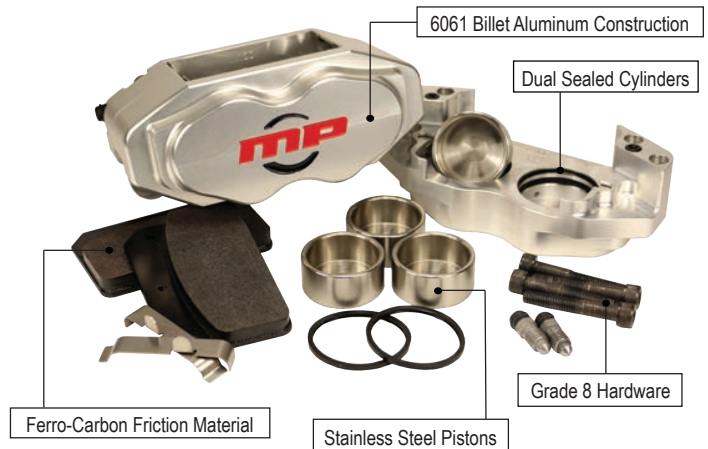


FRONT KIT FITS 15" WHEELS

BRAKE TEMPLATE AVAILABLE

DROP SPINDLES AVAILABLE

The engineering placed into the Rallye Series design provides the performance of a billet 4 piston caliper brake kit while retaining your 15" wheel.



PART#	FITMENT	POSITION / CONFIG.
DB2720M	1955-58 CHEVY (USE W/ OE SPINDLES)	FRONT / MANUAL
DB2720MD*	1955-57 CHEVY (USE W/ HEIDTS DROP SPINDLES)	FRONT / MANUAL
DB2721P	1955-58 CHEVY (USE W/ OE SPINDLES)	FRONT / POWER
DB2721PD*	1955-57 CHEVY (USE W/ HEIDTS DROP SPINDLES)	FRONT / POWER

Note: Must use at least 15" wheels.
Note: Increases track width 3/4" each side.
Note: For rear disc brake kit use LEGEND or PRO-DRIVER conversion kit. Call or email to request template to check proper wheel fitment.
* Spindles not included. Heidt's spindles are available separately.

Increase your Full Size Chevy's braking performance with a complete POWER brake or MANUAL brake system from Master Power Brakes.



Front



Rear



- 13" rotors provides the ultimate braking performance inside your 17" wheels
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve

PART#	FITMENT	POSITION / CONFIG.
DB47111M	1955-1958 CHEVY FULL SIZE (USE w/STOCK SPINDLES)	FRONT / MANUAL
DB47121M	1955-1957 CHEVY FULL SIZE (USE w/HEIDT'S DROP SPINDLES)	FRONT / MANUAL
DB47131M	1955-1958 CHEVY FULL SIZE (USE w/STOCK SPINDLES)	FRONT / MANUAL
DB47112P	1955-1958 CHEVY FULL SIZE (USE w/STOCK SPINDLES)	FRONT / POWER
DB47122P	1955-1957 CHEVY FULL SIZE (USE w/HEIDT'S DROP SPINDLES)	FRONT / POWER
DB47132P	1955-1958 CHEVY FULL SIZE (USE w/STOCK SPINDLES)	FRONT / POWER

Note: Must use at least 17" wheels.
Note: Spindles are not included. Heidt's spindles available separately.

DB4734BR	55-57 CHEVY FULL SIZE CAR	REAR
DB4735BR	58 CHEVY FULL SIZE CAR	REAR

Note: Fits most 15" wheels & all 16" wheels. Call for template to determine proper wheel fitment.



HWC2501

UNIVERSAL EMERGENCY BRAKE CABLE KT (Includes 2 cables)

55-58 GM Full Size Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets, adjustable pedal arm connection and pre-calibrated booster pin.

Note: Boosters require a minimum of 18" of vacuum for proper operation.

Note: If wanting power assist on your factory drum brakes a 1" bore master cylinder is usually required.

BM17203-2



BM17204-2



Note: Will not work on vehicles with vehicles that have OE treadle vac system.

PART#	DESCRIPTION
BM17203-1	8" Dual Booster with 1" Bore Dual Master
BM17203-2	8" Dual Booster with 1 1/8" Bore Dual Master
BM17203CH-1	8" Dual Booster with 1" Bore Dual Master (CHROME)
BM17203CH-2	8" Dual Booster with 1 1/8" Bore Dual Master (CHROME)
BM17204-1	9" Single Booster with 1" Bore Dual Master Cylinder
BM17204-2	9" Single Booster with 1 1/8" Bore Dual Master Cylinder
BM17205-1	9" Dual Booster with 1" Bore Dual Master Cylinder
BM17205-2	9" Dual Booster with 1 1/8" Bore Dual Master Cylinder
BM17205CH-1	9" Dual Booster with 1" Bore Dual Master Cylinder (CHROME)
BM17205CH-2	9" Dual Booster with 1 1/8" Bore Dual Master Cylinder (CHROME)

Manual Master Cylinder Kits

Includes new dual reservoir cast-iron master cylinder, push rod with adjustable pedal attachment, valve and master cylinder to valve line kit.



PART#	DESCRIPTION
MC1701K	1" Bore Dual Master Cylinder, Push Rod, Hardlines & Combination Valve
MC1702K	1" Bore Dual Master Cylinder & Push Rod Only (No Valve, No Hardlines.)

See page 66 for Valves & Accessories

1959-64 Chevy Full Size

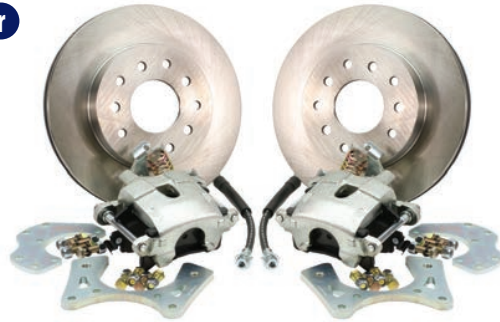
Includes: Impala & Caprice

MODEL SPECIFIC BRAKE KITS

Front



Rear



Legend SERIES BY MASTER POWER

- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



PART#	FITMENT	POSITION / CONFIG.
DB1721M	1959-64 CHEVY FULL SIZE	FRONT / MANUAL
DB1721P	1959-64 CHEVY FULL SIZE	FRONT / POWER

Note: Fits most OE 15" wheels.
Note: Increases track width by 3/4" each side.

DB1716BR	1959-64 CHEVY FULL SIZE	REAR
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Note: Fits most OE 15" wheels.

HWC2500	EMERGENCY BRAKE CABLE KIT (Includes 2 cables)
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Front

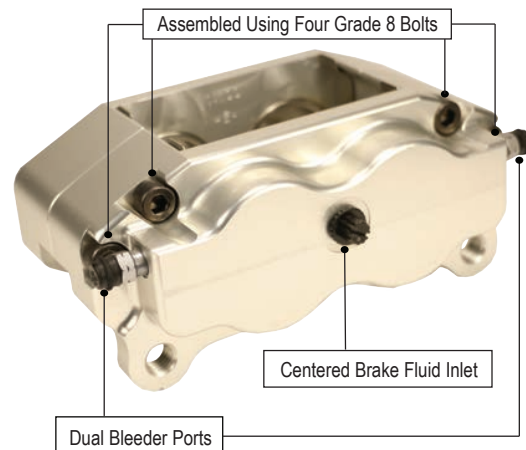


Rallye SERIES BY MASTER POWER

- High performance 4 piston braking with slotted & drilled rotors inside your 15" wheel
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



The engineering placed into the Rallye Series design provides the performance of a billet 4 piston caliper brake kit while retaining your 15" wheel.



PART#	FITMENT	POSITION / CONFIG.
DB2720M	1959-64 CHEVY FULL SIZE	FRONT / MANUAL
DB2721P	1959-64 CHEVY FULL SIZE	FRONT / POWER

Note: Must use at least 15" wheels.
Note: Increases track width by 3/4" each side.
Note: For rear disc brake kit use LEGEND or PRO-DRIVER conversion kit. Call or email to request template to check proper wheel fitment.

Increase your Chevy Full Size's braking performance with a complete POWER brake or MANUAL brake system from Master Power Brakes.



Front



Rear



- 13" rotors provides the ultimate braking performance inside your 17" wheels
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



PART#	FITMENT	POSITION / CONFIG.
DB47111M	1959-64 CHEVY FULL SIZE (USE w/STOCK SPINDLES)	FRONT / MANUAL
DB47131M	1959-64 CHEVY FULL SIZE (USE w/CPP SPINDLES)	FRONT / MANUAL
DB47112P	1959-64 CHEVY FULL SIZE (USE w/STOCK SPINDLES)	FRONT / POWER
DB47132P	1959-64 CHEVY FULL SIZE (USE w/CPP SPINDLES)	FRONT / POWER

Note: Must use at least 17" wheels.

DB4735BR	59-64 CHEVY FULL SIZE	REAR
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Note: Fits most 15" wheels & all 16" wheels. Call for template to determine proper wheel fitment.

HWC2501	UNIVERSAL EMERGENCY BRAKE CABLE KT (Includes 2 cables)
---------	--

59-64 GM Full Size Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets, adjustable pedal arm connection and pre-calibrated booster pin.

Note: Boosters require a minimum of 18" of vacuum for proper operation.

Note: If wanting power assist on your factory drum brakes a 1" bore master cylinder is usually required.

BM17203-2



BM17204-2



PART#	DESCRIPTION
BM17203-1	8" Dual Booster with 1" Bore Dual Master
BM17203-2	8" Dual Booster with 1 1/8" Bore Dual Master
BM17203CH-1	8" Dual Booster with 1" Bore Dual Master (CHROME)
BM17203CH-2	8" Dual Booster with 1 1/8" Bore Dual Master (CHROME)
BM17204-1	9" Single Booster with 1" Bore Dual Master Cylinder
BM17204-2	9" Single Booster with 1 1/8" Bore Dual Master Cylinder
BM17205-1	9" Dual Booster with 1" Bore Dual Master Cylinder
BM17205-2	9" Dual Booster with 1 1/8" Bore Dual Master Cylinder
BM17205CH-1	9" Dual Booster with 1" Bore Dual Master Cylinder (CHROME)
BM17205CH-2	9" Dual Booster with 1 1/8" Bore Dual Master Cylinder (CHROME)

Manual Master Cylinder Kits

Includes new dual reservoir cast-iron master cylinder, push rod with adjustable pedal attachment, valve and master cylinder to valve line kit.



PART#	DESCRIPTION
MC1701K	1" Bore Dual Master Cylinder, Push Rod, Hardlines & Combination Valve
MC1702K	1" Bore Dual Master Cylinder & Push Rod Only (No Valve. No Hardlines.)

See page 66 for Valves & Accessories

1965-70 Chevy Full Size

Includes: Impala & Caprice

Over **30 YEARS**
QUALITY & SERVICE

Front



Legend
SERIES BY MASTER POWER

- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve

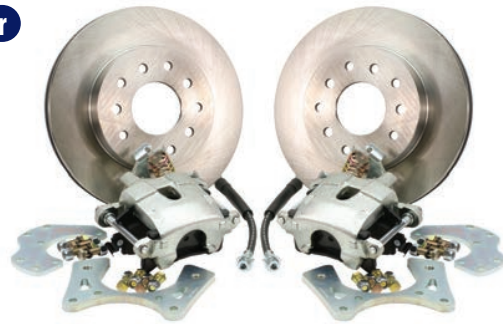
ASK ABOUT PERFORMANCE PAD UPGRADE

ASK ABOUT STAINLESS STEEL HOSE KITS

DRILLED AND SLOTTED ROTORS AVAILABLE

FRONT KIT FITS 15" WHEELS

Rear



PART#	FITMENT	POSITION / CONFIG.
DB1722M	1965-68 CHEVY FULL SIZE	FRONT / MANUAL
DB1724M	1969-70 CHEVY FULL SIZE	FRONT / MANUAL
DB1722P	1965-68 CHEVY FULL SIZE	FRONT / POWER
DB1724P	1969-70 CHEVY FULL SIZE	FRONT / POWER

Note: Fits most OE 15" wheels.

DB1717BR	1965-70 CHEVY FULL SIZE	REAR
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Note: Fits most OE 15" wheels.

HWC2500 EMERGENCY BRAKE CABLE KT
(Includes 2 cables)



Front



Rallye
SERIES BY MASTER POWER

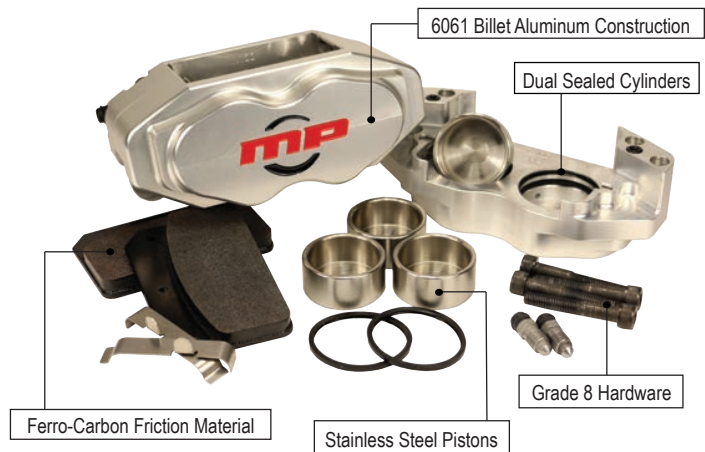
- High performance 4 piston braking with slotted & drilled rotors inside your 15" wheel
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



FRONT KIT FITS 15" WHEELS

BRAKE TEMPLATE AVAILABLE

The engineering placed into the Rallye Series design provides the performance of a billet 4 piston caliper brake kit while retaining your 15" wheel.



PART#	FITMENT	POSITION / CONFIG.
DB2720M	1965-68 CHEVY FULL SIZE	FRONT / MANUAL
DB2722P	1965-68 CHEVY FULL SIZE	FRONT / POWER

Note: Must use at least 15" wheels.
Note: For rear disc brake kit use LEGEND or PRO-DRIVER conversion kit. Call or email to request template to check proper wheel fitment.

Increase your Chevy Full Size's braking performance with a complete POWER brake or MANUAL brake system from Master Power Brakes.



Front



Rear



- 13" rotors provides the ultimate braking performance inside your 17" wheels
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



PART#	FITMENT	POSITION / CONFIG.
DB47111M	1965-68 CHEVY FULL SIZE (USE w/STOCK SPINDLES)	FRONT / MANUAL
DB47131M	1965-68 CHEVY FULL SIZE (USE w/CPP SPINDLES)	FRONT / MANUAL
DB47141M	1969-70 CHEVY FULL SIZE (USE w/STOCK SPINDLES)	FRONT / MANUAL
DB47133P	1965-70 CHEVY FULL SIZE (USE w/CPP SPINDLES)	FRONT / POWER
DB47113P	1965-68 CHEVY FULL SIZE (USE w/STOCK SPINDLES)	FRONT / POWER
DB47143P	1969-70 CHEVY FULL SIZE (USE w/STOCK SPINDLES)	FRONT / POWER
Note: Must use at least 17" wheels.		
DB4740BR	1965-70 CHEVY FULL SIZE	REAR
Note: Fits most 15" wheels & all 16" wheels. Call for template to determine proper wheel fitment.		
HWC2501	EMERGENCY BRAKE CABLE KT (Includes 2 cables)	

65-70 GM Full Size Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets, adjustable pedal arm connection and pre-calibrated booster pin.

Note: Boosters require a minimum of 18" of vacuum for proper operation.

Note: If wanting power assist on your factory drum brakes a 1" bore master cylinder is usually required.

BM17303-2



BM17303-2 (Rear View)

PART#	DESCRIPTION
BM17303-1	8" Dual Booster with 1" Bore Dual Master
BM17303-2	8" Dual Booster with 1 1/8" Bore Dual Master
BM17303CH-1	8" Dual Booster with 1" Bore Dual Master (CHROME)
BM17303CH-2	8" Dual Booster with 1 1/8" Bore Dual Master (CHROME)
BM17304-1	9" Single Booster with 1" Bore Dual Master Cylinder
BM17304-2	9" Single Booster with 1 1/8" Bore Dual Master Cylinder
BM17305-1	9" Dual Booster with 1" Bore Dual Master Cylinder
BM17305-2	9" Dual Booster with 1 1/8" Bore Dual Master Cylinder
BM17305CH-1	9" Dual Booster with 1" Bore Dual Master Cylinder (CHROME)
BM17305CH-2	9" Dual Booster with 1 1/8" Bore Dual Master Cylinder (CHROME)

Manual Master Cylinder Kits

Includes new dual reservoir cast-iron master cylinder, push rod with adjustable pedal attachment, valve and master cylinder to valve line kit.



PART#	DESCRIPTION
MC1701K	1" Bore Dual Master Cylinder, Push Rod, Hardlines & Combination Valve
MC1702K	1" Bore Dual Master Cylinder & Push Rod Only (No valve. No Hardlines.)

See page 66 for Valves & Accessories

1959-70 GM Buick / Pontiac

Includes: Bonneville, Catalina, Electra, Grand Prix, LeSabre, Riviera & Wildcat



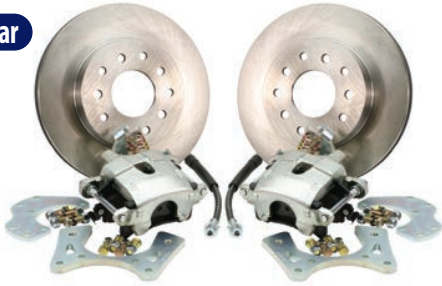
- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



Front



Rear



Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets, adjustable pedal arm connection and pre-calibrated booster pin.

Note: Boosters require a minimum of 18" of vacuum for proper operation.

Note: If wanting power assist on your factory drum brakes a 1" bore master cylinder is usually required.

PART#	DESCRIPTION
For 59-70 Pontiac w/ OE Manual Brakes	
BM17009-1	9" Dual Booster with 1" Bore Dual Master Cylinder
BM17009-2	9" Dual Booster with 1 1/8" Bore Dual Master Cylinder
BM17009CH-1	9" Dual Booster with 1" Bore Dual Master Cylinder (CHROME)
BM17009CH-2	9" Dual Booster with 1 1/8" Bore Dual Master Cylinder (CHROME)
For 59-70 Pontiac w/ OE Power Brakes	
BM17019-1	9" Dual Booster with 1" Bore Dual Master Cylinder
BM17019-2	9" Dual Booster with 1 1/8" Bore Dual Master Cylinder
BM17019CH-1	9" Dual Booster with 1" Bore Dual Master Cylinder (CHROME)
BM17019CH-2	9" Dual Booster with 1 1/8" Bore Dual Master Cylinder (CHROME)
For 61-64 Buick LeSabre & Electra w/ OE Manual Brakes	
BM18005-1***	9" Dual Booster with 1 1/8" Bore Dual Master Cylinder
BM18005-2***	9" Dual Booster with 1 1/8" Bore Dual Master Cylinder



PART#	FITMENT	POSITION / CONFIG.
DB1705P	1959-64 CATALINA & BONNEVILLE, 62-64 GRAND PRIX (5 x 5" BOLT CIRCLE)	FRONT / POWER
DB1706P	1965-68 CATALINA & BONNEVILLE, 65-68 GRAND PRIX (5 x 5" BOLT CIRCLE)	FRONT / POWER
DB1804P	1965-70 ELECTRA, LESABRE & WILDCAT, 66-70 RIVIERA (w/OE DRUM BRAKES)	FRONT / POWER
DB1805P	1965-70 ELECTRA, LESABRE & WILDCAT, 66-70 RIVIERA (w/OE 4-PISTON DISC BRAKES)	FRONT / POWER
Note: Fits most OE 15" wheels		
DB1718BR	1957-64 PONTIAC FULL-SIZE	REAR
Note: Fits Most OE 15" wheels		
HWC2500	UNIVERSAL EMERGENCY BRAKE CABLE KT (Includes 2 cables)	



Front



PART#	FITMENT	POSITION / CONFIG.
DB47021M	1959-64 CATALINA & BONN., 62-64 GRAND PRIX	FRONT / MANUAL
DB47022P	1959-64 CATALINA & BONN., 62-64 GRAND PRIX (FACTORY POWER BRAKE)	FRONT / POWER
DB47023P	1959-64 CATALINA & BONN., 62-64 GRAND PRIX (FACTORY MANUAL BRAKES)	FRONT / POWER
DB47051M	1965-68 CATALINA & BONN., 65-68 GRAND PRIX	FRONT / MANUAL
DB47051P	1965-68 CATALINA & BONN., 65-68 GRAND PRIX	FRONT / POWER
DB47081M	1969-70 CATALINA & BONNEVILLE	FRONT / MANUAL
DB47083P	1969-70 CATALINA & BONNEVILLE	FRONT / POWER
Note: Must use at least 17" wheels.		
Note: Wheel bolt circle is 5 x 4-3/4" and 5 x 5".		

1928-59 GM Truck



Front



- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve

PART#	FITMENT	POSITION / CONFIG.
DB1751B	1928-40 GM 1/2-TON (5 x 4 3/4" BOLT CIRCLE)	FRONT
DB1752B	1941-54 GM 1/2 TON, 3100 (5 x 4 3/4" BOLT CIRCLE)	FRONT
DB1752M	1947-54 GM 1/2 TON, 3100 (5 x 4 3/4" BOLT CIRCLE)	FRONT/MANUAL
DB1752P	1947-54 GM 1/2 TON, 3100 (5 x 4 3/4" BOLT CIRCLE)	FRONT/POWER
DB1753M	1955-59 GM 1/2 TON, 3100, APACHE (5 x 4 3/4" BOLT CIRCLE)	FRONT/MANUAL
DB1753P	1955-59 GM 1/2 TON, 3100, APACHE (5 x 4 3/4" BOLT CIRCLE)	FRONT/POWER

Note: Fits most OE 15" wheels.



47-59 GM Truck Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets, adjustable pedal arm connection and pre-calibrated booster pin.

Note: Boosters require a minimum of 18" of vacuum for proper operation.

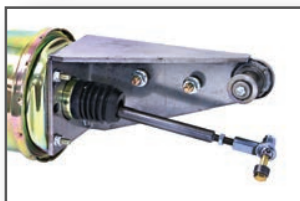
Note: If wanting power assist on your factory drum brakes a 1" bore master cylinder is usually required.



BM17822-2



BM17832-2



Booster & Master Cylinder Kits

PART#	DESCRIPTION / FITMENT
For 1947-54 1/2 Ton Trucks Only	
BM17822-1	7" Dual Booster w/ 1" Bore Dual Master Cylinder
BM17822-2	7" Dual Booster w/ 1 1/8" Bore Dual Master Cylinder

For 1955-59 1/2 Ton Trucks Only	
BM17832-1	7" Dual Booster w/ 1" Bore Dual Master Cylinder
BM17832-2	7" Dual Booster w/ 1 1/8" Bore Dual Master Cylinder

Manual Master Cylinder Kits

Includes new dual reservoir cast-iron master cylinder and bracket.

PART#	DESCRIPTION / FITMENT
For 1947-54 1/2 Ton Trucks Only	
AD1765K	1" Bore Dual Master Cylinder w/ Bracket

For 1955-59 1/2 Ton Trucks Only	
AD1766K	1" Bore Dual Master Cylinder

See page 66 for Valves & Accessories

1960-87 GM Truck

MODEL SPECIFIC BRAKE KITS

Front



Rear



- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



PART#	FITMENT	POSITION / CONFIG.
DB1754M	1960-62 1/2 TON PICK UP - 5 LUG 2WD	FRONT / MANUAL
DB1754M6	1960-62 1/2 TON PICK UP - 6 LUG 2WD	FRONT / MANUAL
DB1755M	1963-70 1/2 TON PICK UP - 5 LUG 2WD	FRONT / MANUAL
DB1755M6	1963-70 1/2 TON PICK UP - 6 LUG 2WD	FRONT / MANUAL
DB1754P	1960-62 1/2 TON PICK UP - 5 LUG 2WD	FRONT / POWER
DB1754P6	1960-62 1/2 TON PICK UP - 6 LUG 2WD	FRONT / POWER
DB1755P	1963-70 1/2 TON PICK UP - 5 LUG 2WD	FRONT / POWER
DB1755P6	1963-70 1/2 TON PICK UP - 6 LUG 2WD	FRONT / POWER

Note: Fits most OE 15" wheels.

DB1793BR	1962-87 1/2 TON PICK UP - 5 LUG 2WD	REAR
DB1794BR	1962-87 1/2 TON PICK UP - 6 LUG 2WD	REAR

Note: Fits most OE 15" wheels.

HWC2500 EMERGENCY BRAKE CABLE KIT (Includes 2 cables)



60-72 GM Truck Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets, adjustable pedal arm connection and pre-calibrated booster pin.

Note: Boosters require a minimum of 18" of vacuum for proper operation.

Note: If wanting power assist on your factory drum brakes a 1" bore master cylinder is usually required.

PART#	DESCRIPTION / FITMENT
For 1960-62 1/2 Ton Trucks w/ Automatic Transmission Only	
BM17833-1	8" Dual Booster with 1" Bore Dual Master
BM17833-2	8" Dual Booster with 1 1/8" Bore Dual Master
BM17833CH-1	8" Dual Booster with 1" Bore Dual Master (CHROME)
BM17833CH-2	8" Dual Booster with 1 1/8" Bore Dual Master (CHROME)
BM17834-1	9" Single Booster with 1" Bore Dual Master
BM17834-2	9" Single Booster with 1 1/8" Bore Dual Master
For 1960-62 1/2 Ton Trucks w/ Manual Transmission Only	
BM17843-1	8" Dual Booster with 1" Bore Dual Master
BM17843-2	8" Dual Booster with 1 1/8" Bore Dual Master
BM17843CH-1	8" Dual Booster with 1" Bore Dual Master (CHROME)
BM17843CH-2	8" Dual Booster with 1 1/8" Bore Dual Master (CHROME)
BM17835-1	9" Dual Booster with 1" Bore Dual Master
BM17835-2	9" Dual Booster with 1 1/8" Bore Dual Master
BM17835CH-1	9" Dual Booster with 1" Bore Dual Master (CHROME)
BM17835CH-2	9" Dual Booster with 1 1/8" Bore Dual Master (CHROME)

BM17833-2



PART#	DESCRIPTION / FITMENT Cont.
For 1963-72 1/2 Ton Trucks w/ Automatic or Manual Transmission	
BM17873-1	8" Dual Booster with 1" Bore Dual Master
BM17873-2	8" Dual Booster with 1 1/8" Bore Dual Master
BM17873CH-1	8" Dual Booster with 1" Bore Dual Master (CHROME)
BM17873CH-2	8" Dual Booster with 1 1/8" Bore Dual Master (CHROME)
BM17874-1	9" Single Booster with 1" Bore Dual Master
BM17874-2	9" Single Booster with 1 1/8" Bore Dual Master
BM17875-1	9" Dual Booster with 1" Bore Dual Master
BM17875-2	9" Dual Booster with 1 1/8" Bore Dual Master
BM17875CH-1	9" Dual Booster with 1" Bore Dual Master (CHROME)
BM17875CH-2	9" Dual Booster with 1 1/8" Bore Dual Master (CHROME)

Increase your GM Truck's braking performance with a complete POWER brake or MANUAL brake system from Master Power Brakes.



Front



Rear



- 13" rotors provides the ultimate braking performance inside your 17" wheels
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



PART#	FITMENT	POSITION / CONFIG.
DB47501M	1960-62 1/2 TON PICK UP	FRONT/MANUAL
DB47502M	1963-70 1/2 TON PICK UP	FRONT/MANUAL
DB47503M	1971-72 1/2 TON PICK UP	FRONT/MANUAL
DB47504M	1973-87 1/2 TON PICK UP	FRONT/MANUAL
DB47505P	1960-62 1/2 TON PICK UP	FRONT/POWER
DB47506P	1963-70 1/2 TON PICK UP	FRONT/POWER
DB47507P	1971-72 1/2 TON PICK UP	FRONT/POWER

Note: Must use at least 17" wheels. Call for template to determine proper wheel fitment.

Note: Pro-Driver systems design require CPP modular 2" drop spindles. (see below).

DB4725BR	60-87 1/2 TON PICK UP - 5 LUG AXLES	REAR
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Note: Fits most 15" wheels & all 16" wheels. Call for template to determine proper wheel fitment.

SPCP30106-1



HWC2501 EMERGENCY BRAKE CABLE KT (Includes 2 cables)



2" Drop Spindle Sets

PART#	FITMENT	CONFIG. / UNITS
SPCP30106-1	1960-62 1/2 TON PICK UP	2" DROP/PAIR
SPCP30106-2	1963-70 1/2 TON PICK UP	2" DROP/PAIR
SPCP30106-3	1971-72 1/2 TON PICK UP	2" DROP/PAIR
SPCP30106-4	1973-87 1/2 TON PICK UP	2" DROP/PAIR

Manual Master Cylinder Kits

Includes new dual reservoir cast-iron master cylinder, push rod with adjustable pedal attachment, valve and master cylinder to valve line kit.



PART#	DESCRIPTIONS
MC1701K	1" Bore Dual Master Cylinder, Push Rod, Hardlines & Combination Valve
MC1702K	1" Bore Dual Master Cylinder & Push Rod Only (No Valve. No Hardlines.)

See page 66 for Valves & Accessories

GM Universal Rear Disc Brake Kits

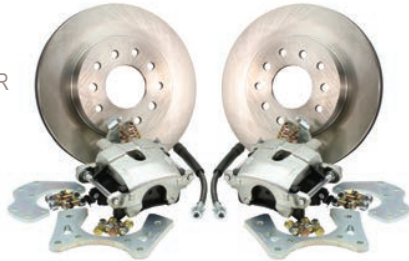
It's possible to convert almost any rear axle to disc brakes... but first you have to identify what kind of axle you have. Even if you already know what size/kind of axle you have, verifying before you order is still a good idea.



TYPICAL LEGEND KIT:

- 11 1/8" Vented Rotors (Optional Slotted & Drilled Rotors Available)
- All Hardware Included
- Calipers With Pads
- Caliper Brackets
- Parking Brake Cables

DB1716BR



PART#	FITMENT
DB1716BR	1955-1964 GM FULL SIZE CHEVROLET CAR
DB1717BR	1965-1970 GM FULL SIZE CHEVROLET CAR
DB1764BR	GM 10/12 BOLT (W/O C-CLIPS - NON-STAGGERED SHOCKS)
DB1765BR	GM 10/12 BOLT (W/O C-CLIPS - STAGGERED SHOCKS)
DB1791BR	GM 10/12 BOLT (W/C-CLIPS - NON-STAGGERED SHOCKS)
DB1792BR	GM 10/12 BOLT (W/C-CLIPS - STAGGERED SHOCKS)

Note: Fits most OE 15" wheels. Template available.

PART#	DESCRIPTION
HWC2500	LEGEND EMERGENCY BRAKE CABLE KT (Includes 2 cables)



TYPICAL PRO DRIVER KIT:

- 12" Slotted & Drilled Rotors
- 4-Piston Calipers with Pads
- Drum-In-Hat Parking Brake Design
- All Hardware Included
- Can Be Used With Rallye Series
- Call For Test Fit Template

DB4730BR



PART#	FITMENT
DB4730BR	GM 10/12 CAR REAR END w/C-CLIPS
DB4732BR	GM 10/12 CAR REAR END w/o C-CLIPS
DB4734BR	GM 55-57 PASSENGER CAR
DB4735BR	GM 58-64 PASSENGER CAR
DB4740BR	GM 65-70 PASSENGER CAR

Note: Fits most 15" & all 16" wheels. Template available.

PART#	DESCRIPTION
HWC2501	LEGEND EMERGENCY BRAKE CABLE KT (Includes 2 cables)



Comes Fully Assembled

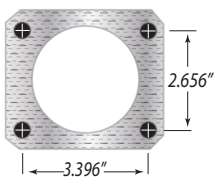
GM Rear SUPER STOPPER Drum Brake Kits

These kits come fully assembled and ready to bolt on. Get near disc brake function at half the cost. These include high-performance ceramic brake shoes, high volume wheel cylinders, and new backing plates. These also allow you to retain and use your OEM master cylinder and valve.

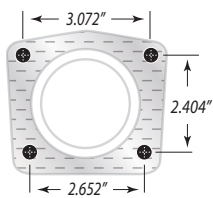
PART#	Description
DR1700K	Assembled Drum Kit (GM 10/12 Bolt)

Available Universal GM Rear Disc Axle Flange Templates

1955-64 Chevy



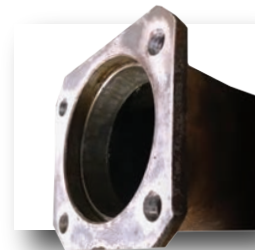
10/12-Bolt Chevy



GM w/ C-Clips



GM w/o C-Clips



1935-60 Chrysler

Includes: Desoto, Dodge & Plymouth.

**MODEL SPECIFIC
BRAKE KITS**



- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



Front



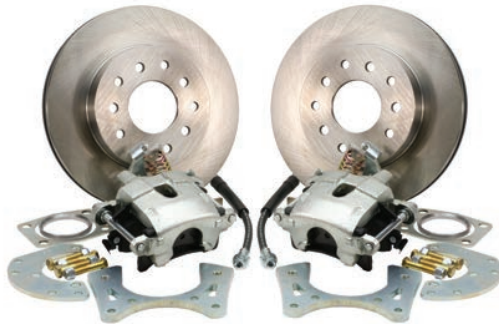
35-41 Dodge & Plymouth

PART#	FITMENT	POSITION
DB1313BCHR	1935-36 DODGE & PLYMOUTH	FRONT
DB1314BCHR	1937-41 DODGE & PLYMOUTH	FRONT

Note: All Chrysler, Desoto, Dodge & Plymouth kits feature a 5x4 1/2" Bolt Pattern.

Note: Must use at least 15" wheels.

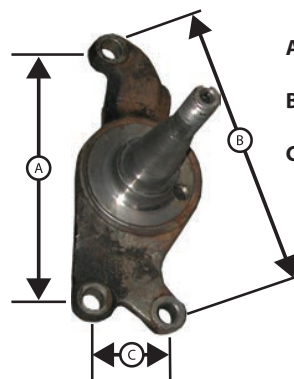
Rear



PART#	FITMENT	POSITION
DB1306BR	1935-60 CHRYSLER, DODGE & PLYMOUTH	REAR

Note: All Chrysler, Desoto, Dodge & Plymouth kits feature a 5x4 1/2" Bolt Pattern.
Note: Must use at least 15" wheels.

46-54 Chrysler, Desoto, Dodge & Plymouth



	DB1315	DB1316	DB1317
A	7 5/16"	8 15/16"	9 5/32"
B	7 3/4"	8 45/64"	9 5/8"
C	2"	2"	2"

Identify the correct brake kit for your 46-54 Chrysler application by using the above spindle identification chart.



HWC2500 EMERGENCY BRAKE CABLE KT (Includes 2 cables)

PART#	FITMENT	POSITION
DB1315B	1946-48 CHRYSLER, DESOTO, DODGE & PLYMOUTH	FRONT
DB1316B	1946-48 CHRYSLER, DESOTO, DODGE & PLYMOUTH	FRONT
DB1317B	1949-54 CHRYSLER, DESOTO, DODGE & PLYMOUTH	FRONT

Note: All Chrysler, Desoto, Dodge & Plymouth kits feature a 5x4 1/2" Bolt Pattern.

Note: Must use at least 15" wheels.

1962-74 Mopar B-Body

Includes: Charger, Coronet, GTX, Road Runner & Super Bee

Over **30 YEARS**
QUALITY & SERVICE

Front



Legend
SERIES BY MASTER POWER

- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve

ASK ABOUT PERFORMANCE PAD UPGRADE

ASK ABOUT STAINLESS STEEL HOSE KITS

DRILLED AND SLOTTED ROTORS AVAILABLE

FRONT KIT FITS 15" WHEELS

Rear



PART#	FITMENT	POSITION / CONFIG.
DB1302M	1962-72 B-BODY	FRONT / MANUAL
DB1302P	1965-72 B-BODY (w/OE MANUAL BRAKES ONLY)	FRONT / POWER
DB1304P	1965-72 B-BODY (w/OE POWER BRAKES)	FRONT / POWER
DB1305P	1962-64 B-BODY (w/OE MANUAL BRAKES)	FRONT / POWER

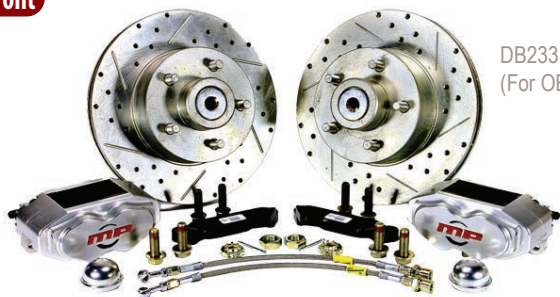
Note: Fits most OE 15" wheels.
Note: Kits come with 5 x 4.5" bolt pattern.

DB1300BR 1965-UP MOPAR 8 3/4" R&P AND DANA 60REAR
Note: Fits most OE 15" wheels. Template available.

HWC2500 EMERGENCY BRAKE CABLE KT (Includes 2 cables)



Front



DB2331 (For OE Disc)

Rallye
SERIES BY MASTER POWER

- High performance 4 piston braking with slotted & drilled rotors inside your 15" wheel
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve

USA

FRONT KIT FITS 15" WHEELS

BRAKE TEMPLATE AVAILABLE

Front



DB2332 (For OE Drum)

PART#	FITMENT	POSITION / CONFIG.
DB2331M	1973-74 B-BODY (OE DISC BRAKES)	FRONT / MANUAL
DB2332M	1962-72 B-BODY (OE DRUMS)	FRONT / MANUAL
DB2350P	1962-64 B-BODY (OE MANUAL BRAKES)	FRONT / POWER
DB2351P	1962-64 B-BODY (OE POWER BRAKES)	FRONT / POWER
DB2354P	1973-74 B-BODY (OE DISC w/ OE MANUAL BRAKES)	FRONT / POWER
DB2355P	1973-74 B-BODY (OE DISC w/ OE POWER BRAKES)	FRONT / POWER
DB2356P	1965-72 B-BODY (OE DRUM w/ OE MANUAL BRAKES)	FRONT / POWER
DB2357P	1965-72 B-BODY (OE DRUM w/ OE POWER BRAKES)	FRONT / POWER

Note: Must use at least 15" wheels.
Note: Kits come with 5 x 4-1/2" bolt pattern.
Note: For rear disc brake kit use LEGEND or PRO-DRIVER conversion kit. Call or email to request template to check proper wheel fitment.

Increase your Mopar B-body's performance with a complete POWER brake or MANUAL brake system from Master Power Brakes.



Front



Rear



- 13" rotors provides the ultimate braking performance inside your 17" wheels
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



PART#	FITMENT	POSITION / CONFIG.
DB43021M	1970-72 B-BODY (w/OE DISC BRAKES)	FRONT / MANUAL
DB43031M	1973-74 B-BODY (w/OE DISC BRAKES)	FRONT / MANUAL
DB43022P	1970-72 B-BODY (w/OE DISC BRAKES)	FRONT / POWER
DB43023P	1970-72 B-BODY (w/OE DISC BRAKES)	FRONT / POWER
DB43032P	1973-74 B-BODY (w/OE MANUAL BRAKES)	FRONT / POWER
DB43033P	1973-74 B-BODY (w/OE POWER BRAKES)	FRONT / POWER

Note: Must use at least 17" wheels.
Note: Kits come with 5 x 4-1/2" bolt pattern.

DB4320BR	1965-UP DODGE/PLYMOUTH (8 3/4" R&P and DANA 60)	REAR
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Note: Fits most 15" wheels & all 16" wheels. Call for template to determine proper wheel fitment.
Note: Kits come with 5 x 4-1/2" bolt circle.

HWC2501	EMERGENCY BRAKE CABLE KT (Includes 2 cables)
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62-74 B-Body Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets, adjustable pedal arm connection and pre-calibrated booster pin.

Note: Boosters require a minimum of 18" of vacuum for proper operation.

BM13203-2



BM13403-2



PART#	DESCRIPTION / FITMENT
For 65-72 B-Body w/ OE Manual Brakes	
BM13203-1	8" Dual Booster with 1" Bore Dual Master
BM13203-2	8" Dual Booster with 1 1/8" Bore Dual Master
BM13203-1CH	8" Dual Booster with 1" Bore Dual Master (CHROME)
BM13203-2CH	8" Dual Booster with 1 1/8" Bore Dual Master (CHROME)
For 65-72 B-Body w/ OE Power Brakes	
BM13403-1	8" Dual Booster with 1" Bore Dual Master
BM13403-2	8" Dual Booster with 1 1/8" Bore Dual Master
BM13403-1CH	8" Dual Booster with 1" Bore Dual Master (CHROME)
BM13403-2CH	8" Dual Booster with 1 1/8" Bore Dual Master (CHROME)

Power to Manual Firewall Adapter Plate

Use when converting your OE power booster to a manual master cylinder.



PART#	DESCRIPTION
AD1301	Power-to-Manual Master Cylinder Firewall Conversion Plate

Manual Master Cylinder Kits

Includes new dual reservoir cast-iron master cylinder, push rod with adjustable pedal attachment, valve and master cylinder to valve line kit.



PART#	DESCRIPTION
MC1301K	1" Bore Dual Master Cylinder, Push Rod, Combination Valve & Hardlines
MC1303K	1" Bore Dual Master Cylinder & Push Rod Only (No Valve, No Hardlines.)

1962-76 Mopar A-Body

Includes: Dart, Demon & Duster

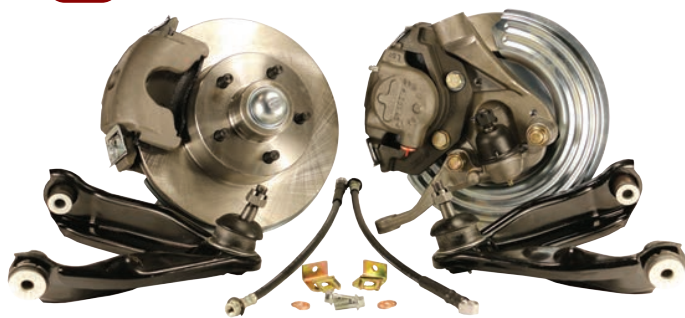
MODEL SPECIFIC BRAKE KITS



- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



Front



Rear



- High performance 4 piston braking with slotted & drilled rotors inside your 15" wheel
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



Front



PART#	FITMENT	POSITION / CONFIG.
DB2313M	1962-76 A-BODY (w/ 5 x 4 1/2" BOLT PATTERN)	FRONT/MANUAL
DB2313P	1962-76 A-BODY (w/ 5 x 4 1/2" BOLT PATTERN)	FRONT/POWER

Note: Must use at least 15" wheels w/ 5x 4 1/2" bolt pattern.

PART#	FITMENT	POSITION / CONFIG.
DB1303M	1962-76 A-BODY (w/ 5 x 4 1/2" BOLT PATTERN)	FRONT/MANUAL
DB1303P	1962-76 A-BODY (w/ 5 x 4 1/2" BOLT PATTERN)	FRONT/POWER
Note: Fits most OE 15" wheels w/ 5 x 4 1/2" bolt pattern.		
DB1300BR	1965-76 8 3/4" R&P AND DANA 60	REAR
DB1307BR*	7.25", 8.25", 9.25" w/ 5 x 4 1/2" BOLT CIRCLE	REAR
Note: Fits most OE 15" wheels w/ 5 x 4 1/2" bolt pattern. Template available. * Most A-Body vehicles will require new axles with this conversion.		
HWC2500	EMERGENCY BRAKE CABLE KT (Includes 2 cables)	

Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets, adjustable pedal arm connection and pre-calibrated booster pin.
Note: Boosters require a minimum of 18" of vacuum for proper operation.

BM13203-2



PART#	DESCRIPTION
BM13203-1	8" Dual Booster with 1" Bore Dual Master Cylinder
BM13203-2	8" Dual Booster with 1 1/8" Bore Dual Master Cylinder
BM13203CH-1	8" Dual Booster with 1" Bore Dual Master Cylinder (CHROME)
BM13203CH-2	8" Dual Booster with 1 1/8" Bore Dual Master Cylinder (CHROME)

Manual Master Cylinder Kits

Includes new dual reservoir cast-iron master cylinder, push rod with adjustable pedal attachment, valve and master cylinder to valve line kit.

PART#	DESCRIPTION
MC1301K	1" Bore Dual Master Cylinder, Push Rod, Hardlines & Combo Valve
MC1303K	1" Bore Dual Master Cylinder & Push Rod Only (No valve. No lines.)

1962-76 Mopar C-Body

Includes: Fury, Grand Fury, Imperials, Monaco & Polara.



Front



Rear



- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



PART#	FITMENT	POSITION / CONFIG.
DB1301M	1965-72 C-BODY (w/OE DRUM BRAKES)	FRONT / MANUAL
	Note: Must use at least 15" wheels. Note: Kits come with 5 x 4-1/2" bolt pattern.	
DB1307BR	7.25", 8.25", 9.25" Axcel (5 x 4-1/2" BOLT CIRCLE)	REAR
	Note: Must use at least 15" wheels. Template available.	

HWC2500 EMERGENCY BRAKE CABLE KT
(Includes 2 cables)



COMMON QUESTIONS ON CONVERTING MY VEHICLE TO DISC BRAKES...

Is a power booster required with disc brakes?

No. Although a power booster gives a good pedal feel, manual brakes work fine.

How much pressure should I be getting to the wheels with a power booster?

Typically you should expect about 1000-1200 psi. to the wheels for a disc brake system. You and check disc brake system pressure by using our AC2004K Pressure Tester Kit to get a pressure reading at any point in your braking system.

How much vacuum is needed to operate a booster properly?

For a power booster to function properly you will need at least 18" of vacuum at idle in park.

What happens if the vacuum is too low?

If your vacuum level is too low you will experience a hard pedal and it will feel like the vehicle won't stop. Install our AC2723K Electric Vacuum Pump to maintain a constant 20" of vacuum.

I purchased a replacement master and it does not look like the original. Can I use it?

Most likely yes. Many aftermarket replacement masters will have a different casting look but be the same internally.

1970-74 Mopar E-Body

Includes: Challenger & Barracuda

MODEL SPECIFIC BRAKE KITS

Front



Legend

SERIES BY MASTER POWER

- Modern performance with OE styling
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve

ASK ABOUT PERFORMANCE PAD UPGRADE

ASK ABOUT STAINLESS STEEL HOSE KITS

DRILLED AND SLOTTED ROTORS AVAILABLE

FRONT KIT FITS 15" WHEELS

Rear



PART#
DB1302M
DB1302P
DB1304P

FITMENT POSITION / CONFIG.
1970-72 E-BODY FRONT / MANUAL
1970-72 E-BODY (w/OE MANUAL BRAKES) FRONT / POWER
1970-72 E-BODY (w/OE POWER BRAKES) FRONT / POWER

Note: Fits most OE 15" wheels.
Note: Kits come with 5 x 4 1/2" bolt pattern.

DB1300BR 1970-74 MOPAR 8 3/4" R&P AND DANA 60 REAR

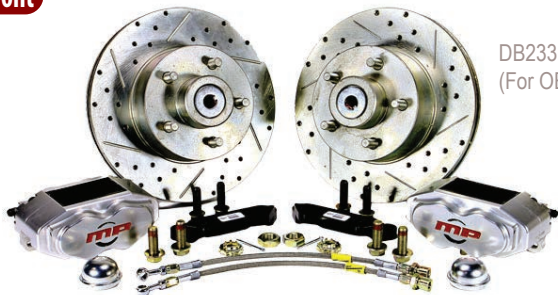
Note: Must use at least 15" wheels. Template available.

HWC2500

EMERGENCY BRAKE
CABLE KT
(Includes 2 cables)



Front



DB2331
(For OE Disc)

Rallye

SERIES BY MASTER POWER

- High performance 4 piston braking with slotted & drilled rotors inside your 15" wheel
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



FRONT KIT FITS 15" WHEELS

BRAKE TEMPLATE AVAILABLE

Front



DB2332
(For OE Drum)

PART#
DB2331M
DB2332M
DB2354P
DB2355P
DB2356P
DB2357P

FITMENT POSITION / CONFIG.
1973-74 E-BODY (OE DISC BRAKES) FRONT / MANUAL
1970-72 E-BODY (OE DRUM BRAKES) FRONT / MANUAL
1973-74 E-BODY (OE DISC w/ OE MANUAL BRAKES) FRONT / POWER
1973-74 E-BODY (OE DISC BRAKES) FRONT / POWER
1970-72 E-BODY (OE DRUM w/ OE MANUAL BRAKES) FRONT / POWER
1970-72 E-BODY (OE DRUM w/OE POWER BRAKES) FRONT / POWER

Note: Must use at least 15" wheels
Note: Kits come with 5 x 4-1/2" bolt pattern
Note: For rear disc brake kit use LEGEND or PRO-DRIVER conversion kit. Call or email to request template to check proper wheel fitment.

Increase your Mopar E-body's performance with a complete **POWER** brake or **MANUAL** brake system from Master Power Brakes.



Front



Rear



- 13" rotors provides the ultimate braking performance inside your 17" wheels
- Power kits include booster/master & valve
- Manual kits include master, push rod & valve



PART#	FITMENT	POSITION / CONFIG.
DB43031M	1973-74 E-BODY w/OE DISC BRAKES	FRONT / MANUAL
DB43021M	1970-72 E-BODY w/OE DISC BRAKES	FRONT / MANUAL
DB43022P	1970-72 E-BODY w/OE MANUAL DISC BRAKES	FRONT / POWER
DB43023P	1970-72 E-BODY w/OE POWER DISC BRAKES	FRONT / POWER
DB43032P	1973-74 E-BODY w/OE MANUAL DISC BRAKES	FRONT / POWER
DB43033P	1973-74 E-BODY w/OE POWER DISC BRAKES	FRONT / POWER

Note: Must use at least 17" wheels.

DB4320BR 1970-74 DODGE/PLYMOUTH (w/ 8 3/4" R&P and DANA 60) . REAR

Note: Fits most 15" wheels & all 16" wheels. Call for template to determine proper wheel fitment.

HWC2501 EMERGENCY BRAKE CABLE KT
(Includes 2 cables)



70-74 E-Body Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets, adjustable pedal arm connection and pre-calibrated booster pin.

Note: Boosters require a minimum of 18" of vacuum for proper operation.

BM13203-2



BM13403-2



PART#	DESCRIPTION / FITMENT
70-74 E-Body w/ OE Manual Brakes	
BM13203-1	8" Dual Booster with 1" Bore Dual Master
BM13203-2	8" Dual Booster with 1 1/8" Bore Dual Master
BM13203CH-1	8" Dual Booster with 1" Bore Dual Master (CHROME)
BM13203CH-2	8" Dual Booster with 1 1/8" Bore Dual Master (CHROME)
70-74 E-Body w/ OE Power Brakes	
BM13403-1*	8" Dual Booster with 1" Bore Dual Master
BM13403-2*	8" Dual Booster with 1 1/8" Bore Dual Master
BM13403CH-1*	8" Dual Booster with 1" Bore Dual Master (CHROME)
BM13403CH-2*	8" Dual Booster with 1 1/8" Bore Dual Master (CHROME)

Manual Master Cylinder Kits

Includes new dual reservoir cast-iron master cylinder, push rod with adjustable pedal attachment, valve and master cylinder to valve line kit.



PART#	DESCRIPTION
MC1301K	1" Bore Dual Master Cylinder, Push Rod, Combination Valve & Hardlines
MC1303K	1" Bore Dual Master Cylinder & Push Rod Only (No Valve. No Hardlines.)

See page 66 for Valves & Accessories

1976-95 JEEP

Includes: CJ, YJ & TJ

MODEL SPECIFIC
BRAKE KITS

Booster/Master Cylinder Kits

Includes new booster, new dual reservoir cast-iron master cylinder with firewall brackets, adjustable pedal arm connection and pre-calibrated booster pin.

Note: Boosters require a minimum of 18" of vacuum for proper operation.

BM1402



BM1405



PART#	DESCRIPTION / FITMENT
76-86 Renegade/CJ	
BM14015-1	9" Dual Booster with 1" Bore Dual Master
BM14015-2	9" Dual Booster with 1 1/8" Bore Dual Master
87-95 Wrangler, YJ (Auto/Manual Trans w/ Hydr. Clutch)	
BM14025-1	9" Dual Booster with 1" Bore Dual Master
BM14025-2	9" Dual Booster with 1 1/8" Bore Dual Master
87-95 Wrangler, YJ (Auto Trans only & w/o ABS)	
BM14035-1	9" Dual Booster with 1" Bore Dual Master
BM14035-2	9" Dual Booster with 1 1/8" Bore Dual Master
97-99 TJ	
BM14035-1	9" Dual Booster with 1" Bore Dual Master
BM14035-2	9" Dual Booster with 1 1/8" Bore Dual Master

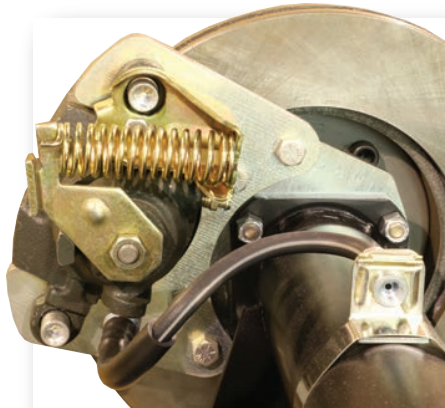
Note: Customer may need to change master cylinder fittings.

Note: 6 cyl. vehicles may require air filter modification.

Tech Rear Caliper Adjustment

The calipers used in the Master Power Brakes Rear Disc Brake Conversion Kit 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.

This requires proper adjustment at initial installation and before use. To maintain proper adjustment, the park brake system needs to 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.



If the park brake is not being set, usually results in 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.

Mopar Universal Rear Disc Brake Kits

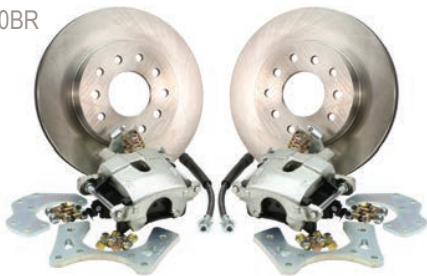
It's possible to convert almost any rear axle to disc brakes... but first you have to identify what kind of axle you have. Even if you already know what size/kind of axle you have, verifying before you order is still a good idea.



TYPICAL LEGEND KIT:

- 11 1/8" Vented Rotors (Optional Slotted & Drilled Rotors Available)
- All Hardware Included
- Calipers With Pads
- Caliper Brackets
- Parking Brake Cables

DB1300BR



PART#	FITMENT
DB1300BR	1965-UP 8.75" & DANA 60 (5 x 4-1/2" BOLT CIRCLE)
DB1306BR	1936-60 8.75"
DB1307BR	7.25", 8.25", 9.25" A-BODY (5 x 4-1/2" BOLT CIRCLE)

Note: Fits most OE 15" wheels. Template available.
Note: Kits come with 5 x 4-1/2" bolt pattern.

PART#	DESCRIPTION
HWC2500	LEGEND EMERGENCY BRAKE CABLE KT (Includes 2 cables)



TYPICAL PRO DRIVER KIT:

- 12" Slotted & Drilled Rotors
- 4-Piston Calipers with Pads
- Drum-In-Hat Parking Brake Design
- All Hardware Included
- Can Be Used With Rallye Series
- Call For Test Fit Template

DB4320BR



PART#	FITMENT
DB4320BR	1965-UP 8.75" & DANA 60 (5 x 4-1/2" BOLT CIRCLE)

Note: Fits most 15" & all 16" wheels. Template available.
Note: Kits come with 5 x 4-1/2" bolt pattern.

PART#	DESCRIPTION
HWC2501	LEGEND EMERGENCY BRAKE CABLE KT (Includes 2 cables)

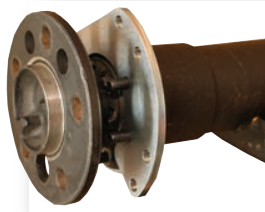
Our rear disc conversion kit brackets install easy as...

1



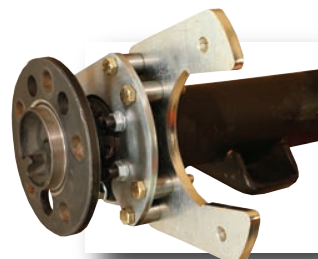
Install rear axle flange...

2



Install primary axle bracket...

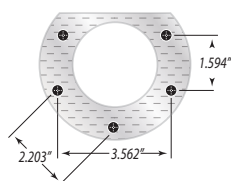
3



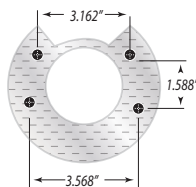
Install spacers & caliper bracket...

Available Universal Mopar Rear Disc Axle Flange Templates

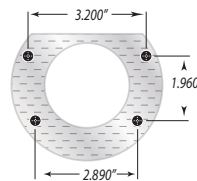
8 3/4" and 9 3/4"
Mopar / Dana 60



8 1/4" and 9 1/4"
Mopar



7 1/4"
Mopar



Street Rod Mustang II

Over **30 YEARS**
QUALITY & SERVICE

Legend SERIES BY MASTER POWER

- Modern performance with OE styling
- Precision machined hub assembly
- Available in 5 x 4-3/4" and 5 x 4-1/2" bolt pattern



PART#
DB1526B

FITMENT POSITION
Mustang II Spindle FRONT

Note: Must use at least 15" wheels.

Rallye SERIES BY MASTER POWER

- High performance 4 piston braking with slotted & drilled rotors inside your 15" wheel
- Precision machined billet aluminum hub assembly
- Available in 5 x 4-3/4" and 5 x 4-1/2" bolt pattern



PART#
DB2520B

FITMENT POSITION
Mustang II Spindle FRONT

Note: Must use at least 15" wheels.

PRO driver SERIES BY MASTER POWER

- 13" rotors provides the ultimate braking performance inside your 17" wheels
- Precision machined billet aluminum hub assembly
- Available in 5 x 4-3/4" and 5 x 4-1/2" bolt pattern



PART#
DB4530B

FITMENT POSITION
Mustang II Spindle FRONT

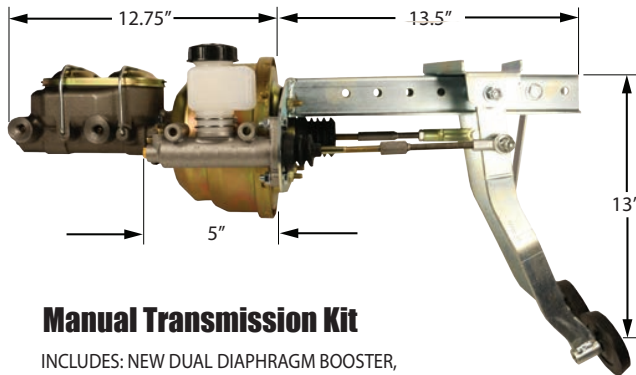
Note: Must use at least 17" wheels.

Street Rod **Universal Pedal Kits**

Firewall Mounted Pedal Kits

Assembled with the correct pre-set pedal ratio, this system offers an adjustable pedal swing point providing the proper pedal position for just about any custom vehicle application.

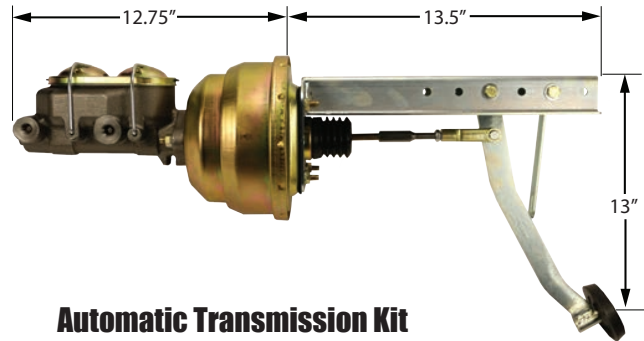
NOTE: All boosters require atleast 18" of vacuum for proper operation.



Manual Transmission Kit

INCLUDES: NEW DUAL DIAPHRAGM BOOSTER, NEW DUAL MASTER CYLINDER, NEW CLUTCH CYLINDER, FIREWALL MOUNTING BRACKET, BRAKE PEDAL W/ FOOT PAD, CLUTCH PEDAL WITH FOOT PAD, VACUUM LINE & HARDWARE

PART#	DESCRIPTION
PA1201K7	7" DUAL BOOSTER, 1 1/8" BORE MASTER
PA1201K8	8" DUAL BOOSTER, 1 1/8" BORE MASTER



Automatic Transmission Kit

INCLUDES: NEW DUAL DIAPHRAGM BOOSTER, NEW DUAL MASTER CYLINDER, FIREWALL MOUNTING BRACKET, BRAKE PEDAL W/ FOOT PAD, VACUUM LINE & HARDWARE

PART#	DESCRIPTION
PA1200K7	7" DUAL BOOSTER, 1 1/8" BORE MASTER
PA1200K8	8" DUAL BOOSTER, 1 1/8" BORE MASTER

Under Floor Mounted Pedal Kits

Assembled with the correct pre-set pedal ratio, this system offers an adjustable pedal swing point providing the proper pedal position for just about any custom vehicle application.

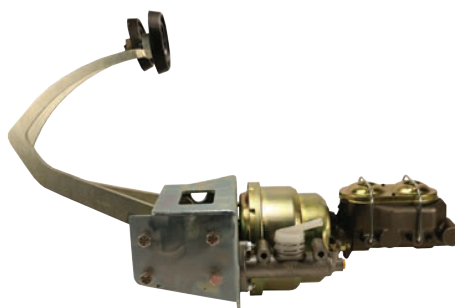
NOTE: All boosters require atleast 18" of vacuum for proper operation.



Automatic Transmission Kit

INCLUDES: NEW DUAL DIAPHRAGM BOOSTER, NEW DUAL MASTER CYLINDER, FIREWALL MOUNTING BRACKET, BRAKE PEDAL WITH FOOT PAD, VACUUM LINE & HARDWARE

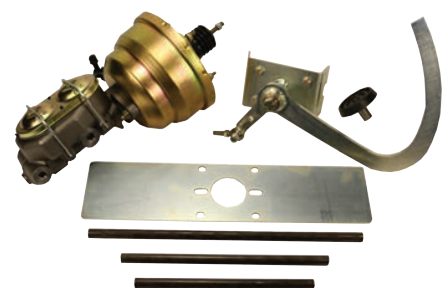
PART#	DESCRIPTION
PA1502K7	7" DUAL BOOSTER, 1 1/8" BORE MASTER
PA1502K8	8" DUAL BOOSTER, 1 1/8" BORE MASTER



Manual Transmission Kit

INCLUDES: NEW DUAL DIAPHRAGM BOOSTER, NEW DUAL MASTER CYLINDER, NEW CLUTCH CYLINDER, INNER FRAME MOUNTING BRACKET, BRAKE PEDAL W/ FOOT PAD, CLUTCH PEDAL WITH FOOT PAD, VACUUM LINE & HARDWARE

PART#	DESCRIPTION
PA1202K7	7" DUAL BOOSTER, 1 1/8" BORE MASTER
PA1202K8	8" DUAL BOOSTER, 1 1/8" BORE MASTER



Universal Mount Pedal Kit

INCLUDES: NEW DUAL DIAPHRAGM BOOSTER, NEW DUAL MASTER CYLINDER, INNER FRAME MOUNTING PLATE BRACKET, BRAKE PEDAL, VACUUM LINE & HARDWARE

PART#	DESCRIPTION
PA1203K7	7" DUAL BOOSTER, 1 1/8" BORE MASTER
PA1203K8	8" DUAL BOOSTER, 1 1/8" BORE MASTER

Street Rod Vacuum Assist



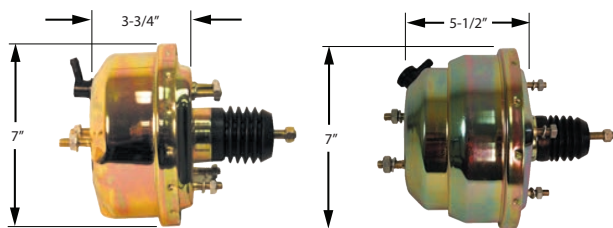
SILENT DRIVE VACUUM PUMP SYSTEM

SUPPLEMENT A LOW VACUUM CONDITION DUE TO A RADICAL CAM. THIS 12-VOLT PUMP WILL GIVE YOUR BOOSTER A CONSTANT 18-20 INCHES OF VACUUM. ITS COMPACT SIZE OFFERS THE ABILITY FOR MULTIPLE MOUNTING LOCATIONS. SYSTEM INCLUDES A RELAY THAT TURNS THE PUMP ON WHEN ADDITIONAL VACUUM IS REQUIRED AND THEN SHUTS THE PUMP OFF TO ELIMINATE CONTINUOUS OPERATION OF THE PUMP WHEN IT IS NOT REQUIRED.

AC9001K

INCLUDES: PUMP, VACUUM LINE (3'), WIRING HARNESS WITH RELAY, MOUNTING HARDWARE AND BILLET SWITCH BLOCK

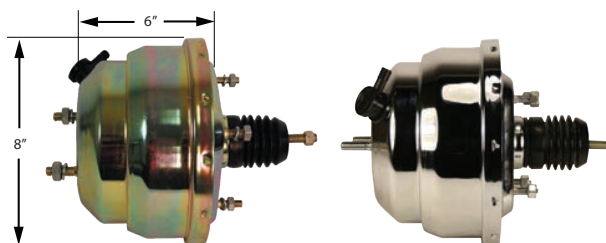
Street Rod Universal Boosters



7" Single Diaphragm & 7" Dual Diaphragm

- BS1007** 7" SINGLE DIAPHRAGM
- BS1007D** 7" DUAL DIAPHRAGM
- BS1007DSS** 7" DUAL DIAPHRAGM - POLISHED STAINLESS STEEL FINISH

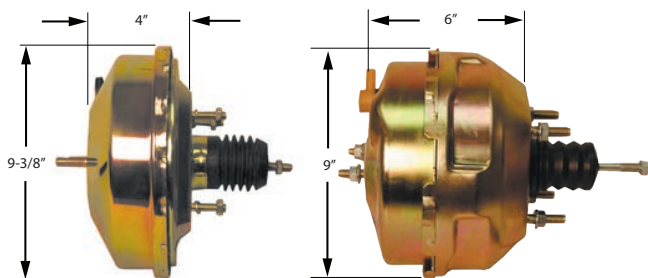
Note: Master cylinder mounting studs are 3-3/8" center to center.
Note: Firewall mounting studs are 3-3/8" high x 3-3/8" across center to center.



8" Dual Diaphragm

- BS1008D** 8" DUAL DIAPHRAGM
- BS1008DSS** 8" DUAL DIAPHRAGM - POLISHED STAINLESS STEEL FINISH

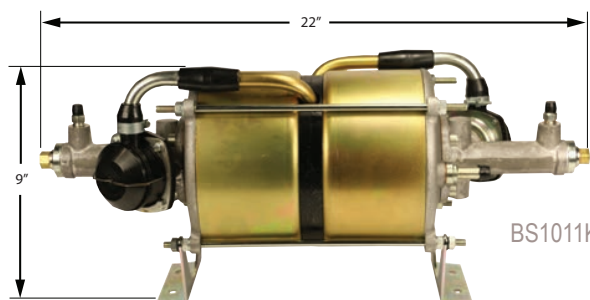
Note: Master cylinder mounting studs are 3-3/8" center to center.
Note: Firewall mounting studs are 3-3/8" high x 3-3/8" across center to center.



9" Single Diaphragm & 9" Dual Diaphragm

- BS1009** 9" SINGLE DIAPHRAGM
- BS1009D** 9" DUAL DIAPHRAGM
- BS1009DCH** 9" DUAL DIAPHRAGM - CHROME

Note: Master cylinder mounting studs are 3-3/8" center to center.
Note: Firewall mounting studs are 3-1/2" high x 3-3/8" across center to center



Remote Single Diaphragm & Remote Dual Diaphragm

WHEN UNDERHOOD SPACE IS LIMITED BUT VACUUM POWERED BRAKES ARE NEEDED. THIS UNIT CAN MOUNT IN THE TRUNK. USE THE SINGLE & DUAL FOR 4-WHEEL DISC BRAKES

- BS1010K** SINGLE DIAPHRAGM FOR POWER FRONT DISC BRAKES
Note: Width-12" x Height- 9" (with mounting bracket) x Diameter 7-1/2"
- BS1011K** DUAL DIAPHRAGM FOR POWER FRONT & REAR DISC BRAKES
Note: Width-22" x Height- 9" (with mounting bracket) x Diameter 7-1/2"

All Master Power boosters require a minimum of 18" of vacuum for proper operation.

Street Rod Master Cylinders

Remote Fill Master Cylinder Kits

Ideal for street rods, classics and customs equipped with under floor mounted power or manual brake set ups. Includes aluminum reservoir or plastic reservoir, master cylinder, hose, and reservoir mounting brackets

MC1001PAKG



MC1002PAKB



- MC1001MAKG** 1"BORE, **LEFT PORTS**- MANUAL - GREY ALUMINUM RES.
- MC1001MAKB** 1"BORE, **LEFT PORTS**- MANUAL - BLACK ALUMINUM RES.
- MC1001MPK** 1"BORE, **LEFT PORTS** - MANUAL - PLASTIC RESERVOIR
- MC1001PAKG** 1"BORE, **LEFT PORTS** - POWER - GREY ALUMINUM RES
- MC1001PAKB** 1"BORE, **LEFT PORTS** - POWER - BLACK ALUMINUM RES
- MC1001PPK** 1"BORE, **LEFT PORTS** - POWER - PLASTIC RESERVOIR

Note: Manual kits include push rod.

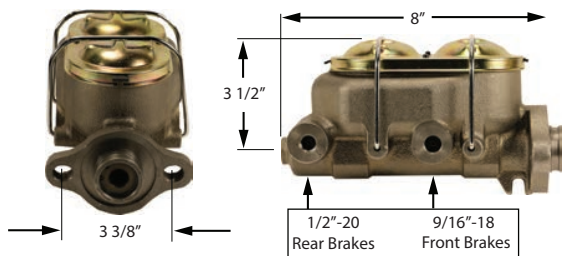
Note: Master cylinder length 7-1/4", height 2-1/2" (center bore to top), mounting hole width 3-3/8" (center to center).

- MC1001MAKG** 1"BORE, **RIGHT PORTS**- MANUAL - GREY ALUMINUM RES.
- MC1001MAKB** 1"BORE, **RIGHT PORTS**- MANUAL - BLACK ALUMINUM RES.
- MC1001MPK** 1"BORE, **RIGHT PORTS** - MANUAL - PLASTIC RESERVOIR
- MC1001PAKG** 1"BORE, **RIGHT PORTS** - POWER - GREY ALUMINUM RES
- MC1001PAKB** 1"BORE, **RIGHT PORTS** - POWER - BLACK ALUMINUM RES
- MC1001PPK** 1"BORE, **RIGHT PORTS** - POWER - PLASTIC RESERVOIR

Note: Manual kits include push rod.

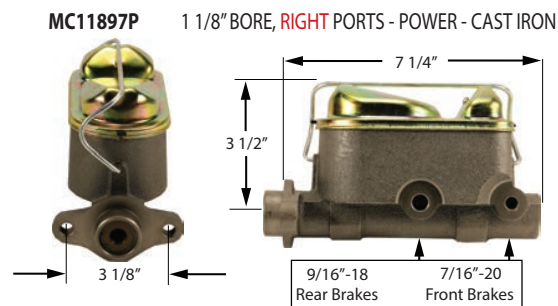
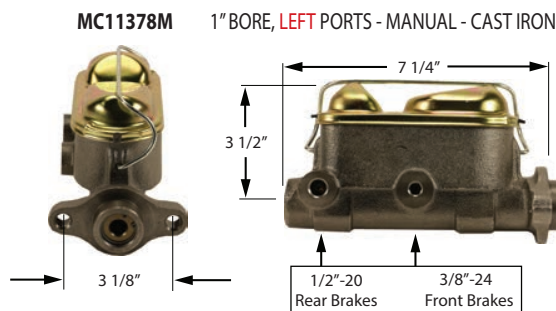
Note: Master cylinder length 6-3/4", height 2-3/4" (center bore to top), mounting hole width 3-3/8" (center to center).

GM Master Cylinders



- MC390360M** 1"BORE, **LEFT PORTS** - POWER/MANUAL - CAST IRON
- MC390360P4** 1"BORE, **LEFT & RIGHT PORTS** - MANUAL - CAST IRON
- MC390360P/MCH** 1"BORE, **LEFT PORTS** - POWER/MANUAL - CHROME FINISH
- MC3900001CH** 1"BORE, **LEFT & RIGHT PORTS** - POWER/MANUAL - SMOOTH TOP LID - CHROME FINISH
- MC390545M** 1 1/8"BORE, **LEFT PORTS** - POWER - CAST IRON
- MC390545P4** 1 1/8"BORE, **LEFT & RIGHT PORTS** - POWER - CAST IRON
- MC390545P/MCH** 1 1/8"BORE, **LEFT PORTS** - POWER/MANUAL - CHROME FINISH
- MC3900002CH** 1 1/8"BORE, **LEFT & RIGHT PORTS** - POWER/MANUAL - SMOOTH TOP LID - CHROME FINISH

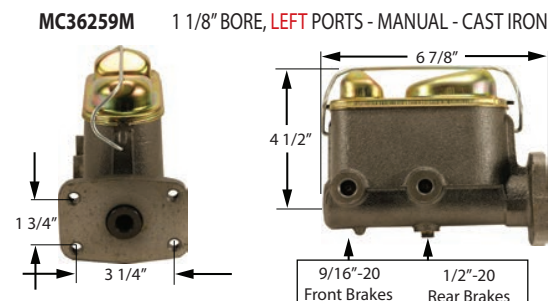
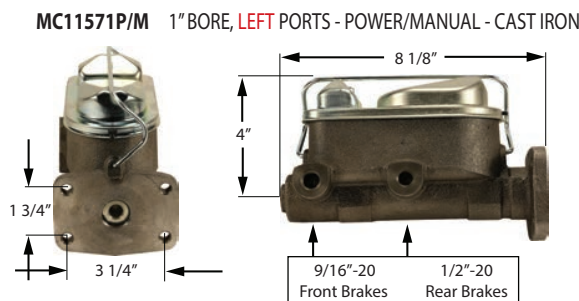
FORD Master Cylinders



MC11378M 1"BORE, **LEFT PORTS** - MANUAL - CAST IRON

MC11897P 1 1/8"BORE, **RIGHT PORTS** - POWER - CAST IRON

MOPAR Master Cylinders



MC11571P/M 1"BORE, **LEFT PORTS** - POWER/MANUAL - CAST IRON

MC36259M 1 1/8"BORE, **LEFT PORTS** - MANUAL - CAST IRON

Accessories Reservoirs, Push Rods

BILLET ALUMINUM RESERVOIR KITS

NEW universal reservoir kits for the street rod and early custom vehicle applications. We placed considerable time in the design and manufacturing of a new CNC machined 6010 billet aluminum reservoir that is available in an anodized grey or black finish. Reservoirs feature an O-ring sealed screw on lid and include additional fittings for rubber or -4AN lines. The flush mounting design provides a clean look on any vehicle's firewall.



AC6801278GK GREY ALUMINUM RESERVOIR KIT



AC6801278BK BLACK ALUMINUM RESERVOIR KIT

MANUAL PUSH ROD KITS



DESIGNED FOR CORRECT FITMENT AND TO OFFER PEDAL ADJUSTMENT FOR YOUR MANUAL BRAKE SYSTEM.

- PR4721K** GM KIT INCLUDES ROD, ADJUSTABLE CLEVIS PEDAL ATTACHMENT & RUBBER FIREWALL BOOT
- PR21368K** FORD KIT INCLUDES ADJUSTABLE ROD WITH PEDAL ATTACHMENT
- PR4722K** MOPAR KIT INCLUDES ADJUSTABLE ROD WITH PEDAL ATTACHMENT

UNIVERSAL PEDAL ATTACHMENTS

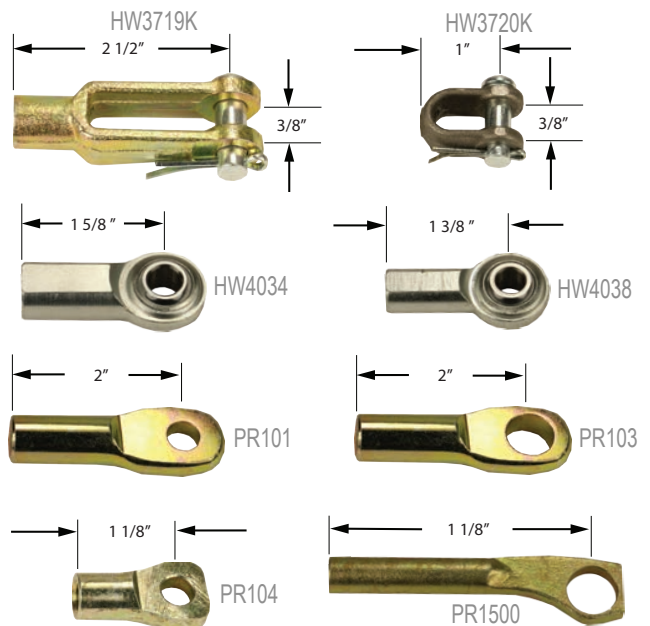
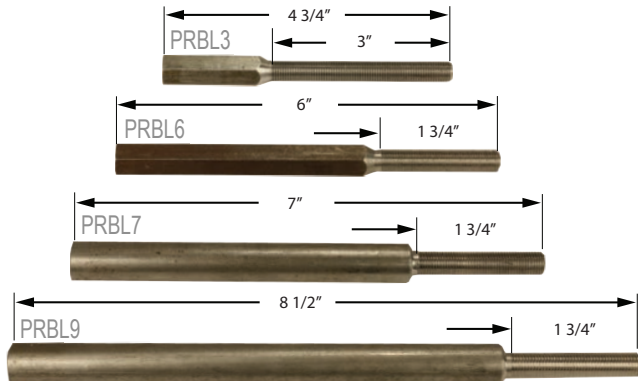
DESIGNED FOR CORRECT PUSH ROD ATTACHMENT TO YOUR PEDAL FOR YOUR CUSTOM APPLICATION.

- HW3719K** 2-1/2" CLEVIS WITH PIN (3/8"-24 FEMALE THREAD)
- HW3720K** 1" CLEVIS WITH PIN (3/8"-24 FEMALE THREAD)
- PR101** 3/8" HOLE (3/8"-24 FEMALE THREAD)
- PR102** 7/16" HOLE (3/8"-24 FEMALE THREAD)
- PR104** 1/2" HOLE (3/8"-24 FEMALE THREAD)
- PR1500** .640" HOLE (3/8"-24 FEMALE THREAD)
- HW4034** 3/8" SWIVEL HOLE (3/8"-24 FEMALE THREAD)
- HW4038** .30" SWIVEL HOLE (5/16"-24 FEMALE THREAD)

UNIVERSAL THREADED PUSH RODS

DESIGNED FOR CORRECT FITMENT AND TO OFFER PEDAL ADJUSTMENT FOR YOUR CUSTOM APPLICATION.

- PRBL3** 4 3/4" LENGTH (3/8"-24 MALE x 3/8"-24 FEMALE THREAD)
- PRBL6** 6" LENGTH (3/8"-24 MALE x 3/8"-24 FEMALE THREAD)
- PRBL7** 7" LENGTH (3/8"-24 MALE x 3/8"-24 FEMALE THREAD)
- PRBL9** 8.5" LENGTH (3/8"-24 MALE x 3/8"-24 FEMALE THREAD)



Accessories **Valves**



ADJUSTABLE PROPORTIONING VALVE

VL3350W



METERING VALVE

VL3526K



VL3360CHK

COMBINATION VALVE KIT

- VL3360K Disc Front/Drum Rear - Brass
- VL3360CHK Disc Front/Drum Rear - Chrome
- VL3359K Disc Front/Disc Rear - Brass
- VL3359CHK Disc Front/Disc Rear - Chrome



10lb RESIDUAL VALVE KIT

VL3710K



2lb RESIDUAL VALVE KIT

VL3702K

There are many different valves used in the conversion from drum brakes to disc brakes and in brake systems in general. Below is a description of what some of those valves are and how they relate to your vehicle and situation.

Metering Valve

For your disc / drum brake system, a metering valve is essential for proper balance. A metering valve will control fluid flow from the master cylinder causing the rear drum brakes to engage just before the front disc brakes. This allows the car to settle evenly under braking instead of nose diving.

Residual Valve

Residual valves are used to maintain constant pressure on the brake system. For drum brakes, a 10 lb. residual valve is used to hold pressure against the springs in the drum. This allows the drum brake to engage more quickly and reduces pedal travel. For an under-the-floor master cylinder brake system, a 2 lb. residual valve is used for disc brakes to keep brake fluid from flowing back down into the master cylinder.

Combination Valve

A combination valve provides everything you need to balance your brake system in one compact unit. Combination valves include a metering valve for disc / drum systems and a proportioning valve plus a pressure differential switch. We also have combination valves for disc / disc systems without the metering valve. The proportioning valve modulates pressure to the rear brakes so that as weight is transferred to the front wheels under heavy braking loads and pressure on the system is increasing, less and less pressure is being applied to the rear

brakes. This minimizes rear wheels lockup as weight is reduced on the rear axle. The pressure differential switch is a safety feature that can block fluid flow to either end of the car if a component becomes damaged and is leaking fluid. This allows you to maintain pressure to part of the brake system at all times.

Adjustable Proportioning Valve

An adjustable proportioning valve is used to set rear brake pressure reducing rear wheel lockup. This valve allows rear brake pressure to be reduced for driver preference. Adjustable proportioning valves are typically used in conjunction with a metering valve.

COMBINATION VALVE INSTALLATION NOTE:

Make sure that you remove the electrical plug from the valve and install the bleeder tool before beginning your brake bleeding procedure. Once bleeding is complete remove the bleeder tool and reinstall the electrical plug. Failure to use the bleeder tool can make the bleeding procedure difficult due to possibility of tripping the valve.

IF YOUR COMBINATION VALVE HAS TRIPPED:

1. Using a test light attach clip to a battery positive and the point of the tester to the valves connector. If the light goes on, the valve has tripped, shutting off fluid flow to either the front or rear.
2. If no light goes on the valve has not tripped.
3. To reset the valve, bleed the system and determine whether the front or rear is not getting flow. Open a bleeder valve on the part of the system with flow and slowly depress the pedal with steady pressure until the light goes out. Re tighten the bleeder.

Accessories **Line, Fittings, Spacers**



AC2000KX

FITTING ADAPTER KITS

AC2000KX 60 PIECE KIT INCLUDES ADAPTERS, COUPLERS, T's & PLUGS.
 AC2000 22 PIECE KIT INCLUDES ADAPTERS, COUPLERS, T's & PLUGS.

WHEEL SPACER SETS



OUR CNC MACHINED BILLET ALUMINUM WHEEL SPACERS OFFER A DUAL DRILLED BOLT PATTERN & ARE A PRECISION FIT IF A LITTLE EXTRA CLEARANCE IS REQUIRED.

AC2000008	.250" SPACER (5x4-1/2", 5x4-3/4")
AC2000009	.375" SPACER (5x4-1/2", 5x4-3/4")
AC2000010	.500" SPACER (5x4-1/2", 5x4-3/4")
AC2000044	.250" SPACER (5x5", 5x5-1/2")
AC2000045	.375" SPACER (5x5", 5x5-1/2")
AC2000045	.500" SPACER (5x5", 5x5-1/2")

Note: Sold in sets of two.

MASTER CYLINDER BRAKE LINE ADAPTERS



HW4006 1/2" - 20 to 3/8" - 24
 HW4007 9/16" - 18 to 3/8" - 24
 Note: These adapters thread into the Master Cylinder & accept regular 3/16" nuts.

HOSE BRACKETS

BR3737K MOUNT RUBBER OR STAINLESS HOSES TO YOUR CAR'S FRAME. THE BRACKET MAY BE WELDED ON OR BOLTED ON.



BRAKE LINE COIL

LN1200 3/16" BRAKE LINE-COPPER/NICKEL ALLOY
 LN1201 1/4" BRAKE LINE-COPPER/NICKEL ALLOY
 Note: Comes in 25' rolls.



HW3001K REAR AXLE "T"
 INCLUDES BRACKET TO BOLT TO REAR AXLE. THREADS ARE 3/8"-24



HW2003 BRAKE LIGHT SWITCH KIT



COMPLETE REAR HOSE KIT

HS3001K PREMIUM RUBBER FLEX LINE KIT FROM BODY TO REAR AXLE
 HS3001KSS STAINLESS STEEL FLEX LINE KIT FROM BODY TO REAR AXLE



HAWK HIGH PERFORMANCE BRAKE PADS

LEGEND SERIES

PD471F.510 FORD 4 PISTON FRONT CALIPER (Kelsey Hayes Style)
 PD103F.590 GM SINGLE PISTON FRONT CALIPER (D52 Style)
 PD119F.594 REAR CALIPER SINGLE PISTON w/ EXTERNAL E-BRAKE

RALLYE SERIES

PD100F.480 RALLYE FRONT CALIPER

PRO-DRIVER SERIES

PD249F.575 PRO-DRIVER FRONT CALIPER
 PD100F.480 PRO-DRIVER REAR CALIPER



BRAIDED STAINLESS STEEL FLEX LINES

HS310308 8" LENGTH FLEX LINE
 HS310312 12" LENGTH FLEX LINE
 HS310316 16" LENGTH FLEX LINE
 HS310318 18" LENGTH FLEX LINE
 HS310320 20" LENGTH FLEX LINE
 HS310322 22" LENGTH FLEX LINE
 Note: Sold individually.



BOOSTER PIN DEPTH GAUGE

AC2003 CORRECTLY MEASURE AND SET YOUR BOOSTER PIN TO YOUR MASTER CYLINDER FOR PROPER OPERATION.



HAND HELD HYDRAULIC FLARING KIT

MAKE PERFECT PUSH CONNECT & 45 DEGREE DOUBLE FLARES. PRODUCE PRODUCTION QUALITY FLARES EVERY TIME. DIE SETS FOR STANDARD & DOUBLE FLARE 3/16", 1/4", 5/16", 3/8" & 1/2" OD / METRIC BUBBLE FLARE 4.75mm, 6mm, 8mm, & 10mm.

AC71300 STANDARD, PUSH CONNECT & DOUBLE FLARE.

AC71400 STANDARD, PUSH CONNECT, DOUBLE & METRIC BUBBLE FLARES.



COMPLETE DIAGNOSTIC KIT

SAVE HOURS OF TIME WITH THIS KIT TO QUICKLY IDENTIFY & DIAGNOSE YOUR CUSTOMER'S BRAKING ISSUE.

AC2004KX INCLUDES AN ASSORTMENT OF FITTINGS & ADAPTERS, 2,000 PSI GAUGE, VACUUM GAUGE, SYNGE BLEEDER & BOOSTER PIN DEPTH GAUGE.

AC2007K VACUUM GAUGE KIT ONLY.

AC2010K PRESSURE GAUGE KIT ONLY (INCLUDES GAUGE WITH 2 SAE & 4 METRIC ADAPTERS).



HEAVY DUTY TUBING BENDER

AC7006 WORKS FOR 3/16", 1/4", 5/16", AND 3/8" TUBING.



MANUAL FLARING KIT

MAKE STANDARD 45 DEGREE FLARES & DOUBLE FLARES. PRODUCE PRODUCTION QUALITY FLARES EVERY TIME. DIE SETS FOR STANDARD 3/16", 1/4", 5/16", 7/8", 1/2", & 5/8" OD / DOUBLE FLARE ADAPTERS 3/16", 1/4", 5/16" & 1/2" OD. INCLUDES 3/16" 45 DEG ADAPTER & HEAVY-DUTY TUBE CUTTER.

AC70092 STANDARD & DOUBLE FLARE.



AC7003

TUBE CUTTERS

AC7002 MINI CUTTER FOR 1/8" TO 5/16" TUBING.

AC7003 HEAVY DUTY CUTTER FOR 1/8" TO 1 1/8" TUBING. GREAT FOR CUTTING STAINLESS STEEL TUBING.

Tech Trouble Shooting

Over **30 YEARS**
QUALITY & SERVICE

BASIC TEST

ENGINE OFF. Depress and release brake pedal several times to remove vacuum from power section

Depress pedal and hold with light pressure, 15 to 25lbs., and **START ENGINE**

If power section is operating, pedal will fall slightly and then hold. Less pressure will be needed to hold pedal down.

IF POWER SECTION IS NOT OPERATING - disconnect vacuum hose from power section vacuum valve. Then, with **ENGINE RUNNING**, check vacuum supply with a vacuum gauge. There should be at least 18 inches of vacuum.

IF VACUUM SUPPLY IS BELOW 18 INCHES OR MORE - replace or repair vacuum hose and vacuum fittings. Also, tune or repair engine as required

When adequate vacuum supply is achieved, repeat **BASIC TEST**

IF VACUUM SUPPLY IS 18 INCHES OR MORE - power section is defective and should be replaced

IF POWER SECTION IS OPERATING - do the following **VACUUM LEAK TEST**

VACUUM TEST

Run engine to medium speed. Release accelerator and turn **ENGINE OFF**. This builds vacuum

Wait 90 seconds and apply brakes. Two or more applications should be power assisted.

IF APPLICATIONS ARE NOT POWER ASSISTED - disconnect vacuum hose from manifold or power section check valve, whichever is easiest. If disconnection is at check valve, attach a short length of hose to valve.

Blow into hose attached to check valve. If air passes through, valve is defective.

IF VALVE IS DEFECTIVE - install new check valve and repeat **VACUUM LEAK TEST**

IF VALVE IS OK - power section is leaking and should be replaced.

IF APPLICATIONS ARE POWER ASSISTED - there is **NO** vacuum leak. Do the following **HYDRAULIC LEAK TEST**.

HYDRAULIC LEAK TEST

Depress and release brake pedal several times. Then hold pedal depressed with medium pressure, 25 to 35lbs.

IF PEDAL DOES NOT FALL AWAY - hydraulic system is not leaking.

IF PEDAL FALLS AWAY - hydraulic system is leaking. Check for external leakage at wheel cylinders, hydraulic lines and hoses. If there is no external leak, there may be an internal leak

Dual Master Cylinder Test Procedure

Disc brake side of master cylinder requires minimum of 700 psi. Drum brake side requires minimum of 400 psi.

Insert "T" fitting in brake line at hose connection.

GOOD PRESSURE. Test other system.

NO LOW PRESSURE

Disconnect "T" fitting. Connect gauge to feed line.

GOOD PRESSURE.
Pedal ratio too high or not enough master cylinder capacity

NO LOW PRESSURE

Connect gauge directly to master cylinder outlet port.

BAD PROPORTIONING VALVE

NO LOW PRESSURE

Bad Master Cylinder

Bleed system and/or gauge line at each step. Make sure bleeder fitting is above gauge to eliminate all the air in the system.

Terms & Conditions

SELECTION & INSTALLATION

At Master Power Brakes, we strive for unparalleled product quality and customer service. While we strive for perfection, every automobile and truck we attempt to outfit has its own set of unique characteristics that may not be readily identifiable. Please bear in mind that in certain, unusual circumstances, vehicle modification may be necessary to successfully install our application.

It is your responsibility to ensure, at a minimum, accurate identification of: vehicle history, vehicle modifications, wheel and tire combination, make, model, original brake configuration, axles, chassis, front end, rear end and bolt patterns. These characteristics must be conveyed to us so we may help identify the proper application.

We can only respond to the information you give us. You are ultimately responsible for detailed review of each kit and component fit and suitability of your vehicle.

SHIPPING

Time

Most orders are shipped within 48 hours of receipt. Shipping typically takes 2 to 5 business days, depending on distance from our Mooresville, North Carolina facility.

Method

We generally ship via United Parcel Service (UPS). UPS will not ship to a post office box or APO address. All orders are shipped via Ground UPS service. Express shipping is an option available at an additional cost to be chosen and paid for by the customer if desired.

Unattended Package Risk

Unless you request otherwise, all orders valued over \$500 are shipped "signature required" and orders of \$500 or less are shipped without a signature requirement. If there is no "signature required," the carrier may leave packages unattended and the risk of loss is yours. If you do not want to take this risk on an order of \$500 or less, please tell your salesperson when you place your order so that we may send your order with "signature required" (additional carrier surcharges may apply).

Missing Parts

Please open and inspect your order as soon as it arrives. If you believe you are missing a part, call us immediately. If a part is missing and you notify us within 10 days, we'll ship it to you at our cost by the same method as your original order.

Incorrect Parts

Please open and inspect your order as soon as it arrives. If you believe it contains an incorrect part, call us immediately. If a part is incorrect and you notify us within 30 days and return the part unused in its original factory condition per our instructions together with a copy of the original invoice, we'll ship you the correct part by the same method as your original order. Master Power Brakes will pay the freight both ways.

RETURNS

Special Orders

Special and custom orders are non-returnable.

Other Returns

Other orders may be returned within 30 days for credit, refund or exchange subject to the following:

- You must first call us and get a Return Authorization number
- A 15% restocking fee will be applied

- You must return a copy of the original invoice
- Returned items must be unused in their original factory condition

Exchanges

New parts will not be shipped in exchange for returned parts until after we verify compliance with our return policy and you have paid the difference in the full retail price of the exchanged items. If the new parts are less than the returned ones, you will be issued a credit for the difference.

If you want to receive new parts before the returned parts can be processed, we require settled payment for:

- The full retail price of the new parts
- The applicable freight
- A \$25 exchange fee

Changes

Master Power Brakes reserves the right to change prices, terms, specifications and other information without notice.

LIMITED WARRANTY - 1 YEAR

Master Power Brakes warrants to the original purchaser that its products are free from defects in material and workmanship under normal use, driving conditions and service for a period of one year after the invoice date.

Our only obligation under this warranty is to repair or replace, at our option, the defective part.

If you suspect a part is defective, you must call us immediately or void the warranty. If we give you a Return Authorization number, you must put the Return Authorization number on the address label, include a copy of the original invoice and return the part freight prepaid. If we determine the part is defective, we will reimburse you for the return freight, repair or replace the part and ship it to you at our cost.

We are not responsible for labor, loss of use, or any other incidental or consequential damages or expenses of any kind.

This warranty is voided by use of silicone fluid or any other misuse, alteration, improper installation, accident or neglect.

This warranty is exclusive and in lieu of all other warranties, oral and written, including merchantability and fitness for a particular purpose.

WARNINGS

Installation of brake parts should only be performed by persons experienced in the installation and proper operation of automotive and truck braking systems.

The braking system is the most critical safety feature on your vehicle. While we pride ourselves on ease of use and ease of installation, please insure you allow sufficient time and tools to properly install your kit or component and allow for sufficient time to adequately test your installation.

BRAKE INSTALLATIONS MUST BE MAINTAINED AND SHOULD BE CHECKED REGULARLY FOR DAMAGE, FATIGUE, SAFETY AND



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Mooresville, NC 28117
Toll Free 888.351.8781



www.mpbrakes.com