



US GM
Service Parts

DISC BRAKE CONVERSIONS — FAQ

Brakes are something you need professional help with .. So seek it.. But here with the help of MBM Brakes are some of the common questions & straight forward answers .

Q1: Why are disc Brakes better than drum brakes?

Q 2: I have drum brakes with 14" wheels now.. If I change to disc brakes can I keep the 14" wheels?

Q 3: Which calipers are better 4 piston or single piston?

Q4: Do disc brakes require more pressure than drum brakes?

Q5: Is a power booster required with disc brakes?

Q6: If I add disc brakes will I need a proportioning valve?

Q7: Can I use my drum brake master for disc brakes?

Q8: Can I re-use the old drum brake valve when I change over to disc

Q9: Converted to disc brakes and can't get a pedal it goes to the floor .

A1: Disc brakes are not subject to fade from heat or water. Disc brakes also do not drift out of adjustment.

A2: In most cases **no**. Typically you will need to go to a 15" wheel when converting to disc brakes. BUT there is an emerging low level supply of bracket kits to allow the use of 14" rims but not always with common GM or Ford engineered and proven matching components.

A3: Single piston calipers are the standard. They are much more reliable since there's only one piston which could possibly leak...not four. Most all have industry backing.

A4: YES & You will need at least 1000 psi to the front wheels

A5: No, No. Although a power booster gives a good pedal feel, manual brakes work fine.

A6: Yes. The addition of a proportioning valve is a must. Without it your braking system will not operate properly.

A7: No, for two reasons. First you will not have enough pressure or volume and second the drum brake master will have a residual valve that will cause the disc brakes to drag.

A8: No. You must use a disc/drum valve.

A9: Check the bleeder screw orientation on the calipers. The bleeder screw must be on top in the 12:00 position. If it is not you will not be able to remove all the air from the system.

HOW TO DIAGNOSE A PROBLEM- BUT Seek PROFESSIONAL HELP

1. Disconnect the brake lines from the master cylinder while leaving the cylinder on the vehicle.
2. Obtain solid plugs for the master cylinder outlets with the correct threads.
3. Plug both master cylinder outlets and try the pedal. If the pedal is very spongy or goes to the floor the master cylinder is bad. If you have a good firm pedal then the master cylinder is fine.
4. If the master is fine, connect the line to the front portion of the system and try the pedal again. If the pedal remains firm then the front part of the system is fine. If the pedal goes to the floor, the problem is with the front half of the system.
5. If the pedal is fine with the front part of the system connected then connect the rear portion . If the pedal goes to the floor then the problem is in the rear
- 6 : Once you know which portion of the system has the problem then it will be easier to fix it.