CURRENT CATALOG

MBM

- BRAKES
- STEERING
- SUSPENSION

THE *POWER* IN POWER BRAKES

GM FORD MOPAR MBMBRAKES.COM 800-231-4125

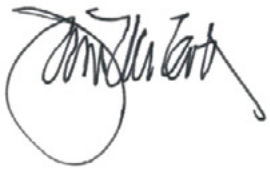
Thank You

for your interest in MBM's quality products and welcome to our catalog. Whether you are a new customer or have been an MBM dealer for many years, we appreciate your business! MBM has been serving the auto parts industry for over 30 years. We ship all of our products from our 50,000 sq. ft. facility located in the beautiful mountains of Asheville, NC. We produce all of the parts you see here and stand behind our products!

MBM continues to provide you with top-quality parts at competitive prices. Our staff strives to bring you the top notch service you expect, and we do it every single day.

It's all part of the MBM Advantage. Thanks for your business and we look forward to the continued opportunity to serve you and your company.

John McLeod - President



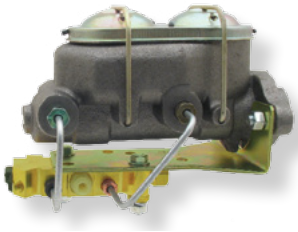
NEW PRODUCTS

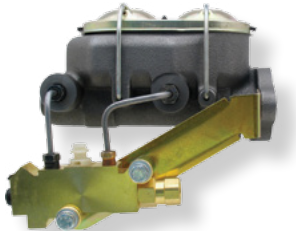
Universal Black Oval Master Cylinder

260-8555-M

MBM is introducing a light weight cost effective performance master cylinder that is sure to turn heads. This powder coated black oval shape master cylinder comes with 9/16" & 1/2" ports on the left side and can be paired with our proportioning valve kits for disc/drum or disc/disc applications.

NEW! Master Cylinder Kits!



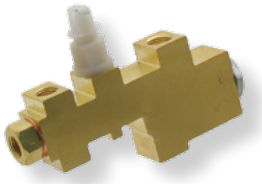


Check out our new master cylinder combination kits on page 12. These kits come complete with a master cylinder, proportioning valve, line kit, mounting bracket & hardware to make it easy for your customers to get the parts they need! We have kits made for disc/drum or disc/disc applications.

These kits are available in chrome, aluminum, cast iron and can be upgraded with stainless steel lines & powdercoated brackets.

NEED VALVES?

Complete set of valves start on page 14



GIVE US A CALL
1-800-231-4125

HOURS: MON-FRI 7:30-4:30 EST.

MOPAR A BODY

DBK6272A-45 (Large Bolt Pattern)
DBK6272A-40 (Small Bolt Pattern)
1962-1972 A Body disc brake kit in stock ready to ship!
MBM carries both small and large bolt pattern.
Fits most original stock 14" rims.

LX kit shown. Standard kits come with solid rotors and rubber brake hoses.

POWDER COATED CALIPERS!

4103-4104PCR
4103-4104PCB
MOPAR

4040-4039PCR
4040-4039PCB
GM/FORD

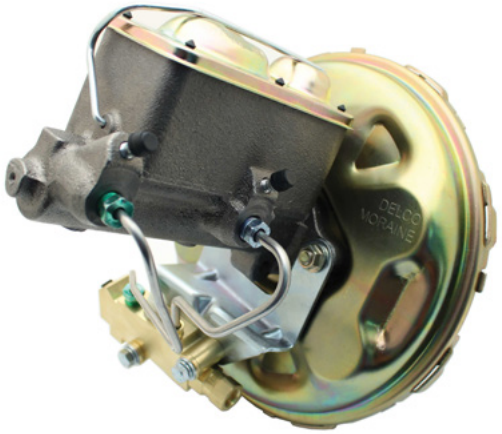
PCR/PCB

Add powder coated red or black calipers to any of the kits we carry Mopar, GM, or Ford disc brake kits!

NEW PRODUCTS!

NEW PRODUCTS

1970-1981 F-Body
O.E. Style Booster Kit
BCK5007



Ford Fairlane
Booster Conversion Kit
FD-200

Aces & Pies

information is now available on new & old part numbers! High resolution photos & fitment data are now downloadable now for SEMA members. You can download full ACES/PIES data from the supplier database at http://semadatacoop.org Not a SEMA member? No worries we will get you the data you need to sell our parts! Just ask your salesman about our new data program!

ACES AUTOMOTIVE PRODUCT CATALOG STANDARD
PIES PRODUCT INFORMATION EXCHANGE STANDARD

Terms & Conditions of Sale.

Shipping
We ship FOB Asheville, NC and use carriers according to customer request or based on the best price available. You may also use your own account.

Ship Notification
Please provide your e-mail address and we will send a shipping notification containing your carrier tracking number.

Damage/Shipping Claims
Make certain you inspect all packages in the presence of the driver/carrier. If you receive a package that has been damaged or open, you must make a claim with the driver/carrier at that time. All claims of loss, damage, or other destruction must be made by you with the carrier. Save all boxes and packing materials, as the carrier may want to inspect them. We apologize for any inconvenience this might cause. This is a UPS policy and not MBM's. **Any shortages not the fault of the carrier must be reported within five (5) days of receiving the order. Absolutely no exceptions.**

Returns
All returns must be filed within five (5) days of receipt of your order. All returns must be accompanied by a copy of the original invoice. No returns will be accepted after 30 days. No returns on parts that have been altered. Any modification is the customers responsibility and is not subject to a return or credit by MBM. A 20% re-stocking fee will apply to any items that were correctly shipped but are being returned within 30 days. This re-stocking fee may be waived if the return is accompanied by an MBM issued RMA number and a new order with a value $25.00 more than the returned order. SORRY NO EXCEPTIONS! We will not accept returns that do not have a full explanation of the problem on the RMA form.

Exchanges
Parts that have been painted, marked, have missing pieces (example: check valve or boots), or have been altered in any way are not subject to a credit by MBM.

Warranty / Guarantee
MBM products are guaranteed to be free of defects and workmanship for the period of one year. This warranty is void in the event of misuse, neglect, improper installation, or misdiagnosis. At our option, we will repair or replace any product found to be defective subject to our inspection and approval.

Payment
For your convenience we accept a variety of payment methods including: Visa, Mastercard, Amex, Discover, Paypal, Cashiers Checks, Money Orders, and Wire Transfers. With approved credit we may also bill net 30 days.

Liability
Neither MBM, our dealers, or agents shall be liable in any way for damage, loss, injury or other claims, resulting from the use, misuse, or inability to use, any of our products. Buyer or user assumes all responsibility of any kind regarding the use or application of our products. MBM's sole responsibility shall be to replace defective parts at their option. After all, the user shall assume all risk and liability whatsoever in connection thereof.

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OPEN & INSPECT IMMEDIATELY!

MAKE CERTAIN YOU INSPECT ALL PACKAGES IN THE PRESENCE OF THE CARRIER. IF YOU RECEIVE A PACKAGE THAT HAS BEEN DAMAGED OR OPENED, YOU MUST MAKE A CLAIM WITH THE CARRIER AT THAT TIME. ALL CLAIMS OF LOSS, DAMAGE, OR OTHER DESTRUCTION MUST BE MADE BY YOU WITH THE CARRIER. SAVE ALL PACKING MATERIALS, AS THE CARRIER MAY WANT TO INSPECT THEM. ANY SHORTAGES NOT THE FAULT OF THE CARRIER MUST BE REPORTED WITHIN FIVE (5) BUSINESS DAYS AFTER RECEIVING THE ORDER. ABSOLUTELY NO EXCEPTIONS!

5 BUSINESS DAYS

THE MBM WEBSITE ALSO PROVIDES YOU WITH EASY ACCESS TO A LOT OF HELPFUL MATERIAL! DEALER APPLICATIONS, ORDER FORMS, RMA FORMS, UP TO DATE INSTRUCTIONS FOR OUR PARTS, MARKETING SUPPORT MATERIALS ON OUR WEBSITE!

MBM DROP SHIPPING PROGRAM

Consider the value of being able to have your products shipped directly from the manufacturer to your customer. It ensures a faster delivery to your customer as well as savings for you by reducing the need for keeping high inventory and eliminating freight costs to get that inventory to you so you can sell it. If you haven't considered the value of drop-shipping, now is the perfect time to get into this program.

- We will always ship to your customer within 3 business days for items that are in stock, but our average time between receiving your order and when it is shipped is only a little over 24 hours!
- All paperwork references ONLY your company.
- Send us your company logo and we include it on the packing list (see example); or we can use generic language about the order being shipped from the factory and use your company name and address.
- The UPS shipping label on the white unmarked cartons has your company name in the return address section (see example).
- With a provided e-mail adress, you receive a same day carrier email notice of the shipment to your customer with the tracking number. We keep you completely informed in the process.
- How much does this cost?

ALL THIS FOR ONLY $5

in addition to the standard handling fee of $7.50.

YOUR CUSTOMERS CAN RECEIVE FULLY BRANDED ORDERS LIKE THIS FROM YOUR COMPANY TODAY!
CALL, EMAIL, OR FAX YOUR MBM SALES REPRESENTATIVE WITH YOUR DROP-SHIP ORDER!

MBM PRIVATE LABEL PROGRAM

Higher profits and the increase of your hard-won customer loyalty are two of the greatest benefits of selling private-label products. You can make higher profits with your own branded products over the cost of nationally advertised brands, a sure way to increase your bottom line.

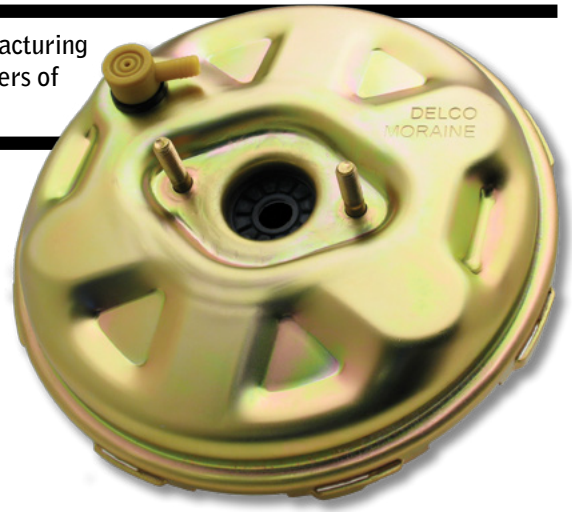
Are you giving your customers enough reasons to come back to you with repeat business? Consider offering MBM products with your own private label to bring back business through lower prices while increasing profitability.

- Increase your company's name recognition by offering your own signature products.
- MBM's low pricing helps grow your profits while increasing your company's brand awareness.
- You choose the packaging, so when your order arrives it is ready to ship to your customers.
- MBM can use your labels on our cartons. If needed we can also your lables that you provide, your part numbers, bar coding (if necessary), and any other information you provide.
- MBM ships your products ready to go, with no re-labeling or other prep work necessary. This reduces your in-house costs and saves you money!
- We can include your promotional material, monthly specials, instruction sheets, or any other collateral material already packed with your product.
- **MBM can do it all for you!**

These are just a few examples of how MBM private label parts can save you money.
CALL YOUR MBM SALES REPRESENTATIVE TODAY AND FIND OUT HOW YOU CAN BE A PART OF THE PRIVATE LABEL PROGRAM!

POWER BRAKE BOOSTERS

Brake Boosters are where MBM began. We started over 30 years ago manufacturing brake boosters. Over the years have grown to be one of the leading manufacturers of new boosters in our industry today!



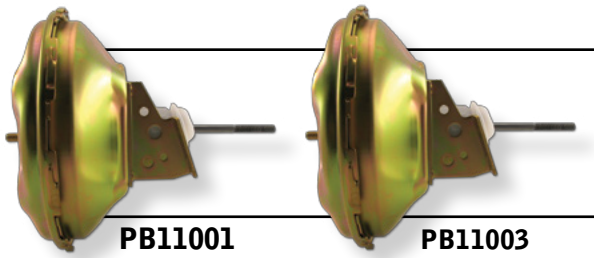
All of our Delco Moraine booster's are assembled with quality you can count on. Our Delco style boosters come complete with the Delco Moraine stamp, rivited brackets just like the original.

GM Restoration Parts

DELCO MORAINE Original Equipment

GM A, F, X Body 1967-1972

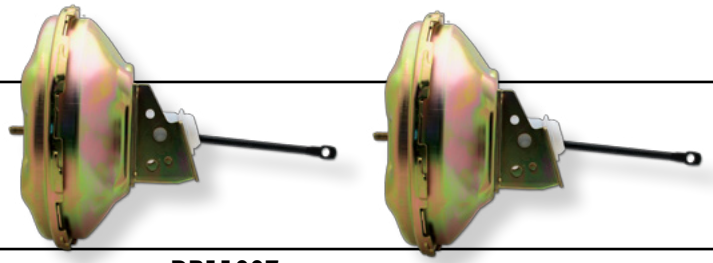
11" Delco Single Diaphragm Power Brake Booster stamped with Delco Moraine on the Front. GM Restoration Part. Without stamp PB11003 12lbs.



PB11001 **PB11003**

Camaro 1970-1981

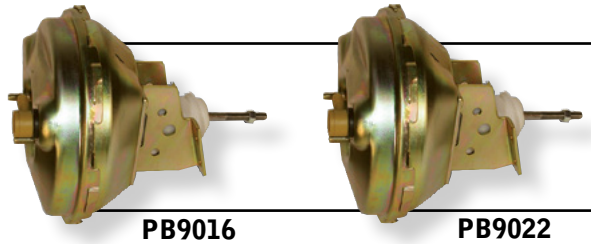
Camaro 1970-81 11" Delco Single Diaphragm Power Brake Booster w/ Delco Moraine on the Front. GM Restoration Part. Without Stamp PB11006 12lbs.



PB11007 **PB11006**

GM A Body 1964-1966

9" Delco Single Diaphragm Power Brake Booster stamped with Delco Moraine on the Front. GM Restoration Part. Without stamp PB9022 7lbs.



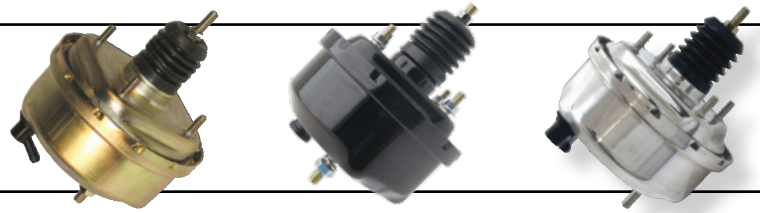
PB9016 **PB9022**

BRAKE BOOSTERS FOR ANY APPLICATION!

7" Single Universal Series

7" single diaphragm booster.

PB7001 Zinc
PB7001PC Powder Coated
PB7001C Chrome 6lbs.

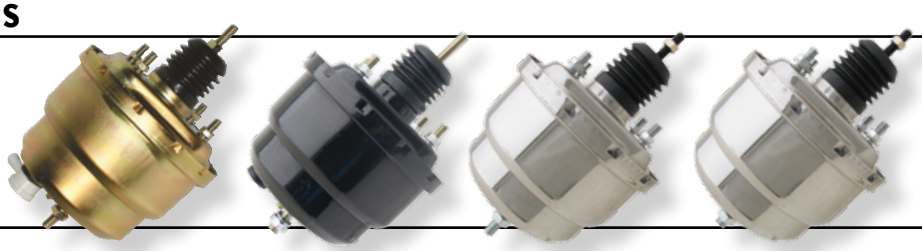


PB7001 **PB7001PC** **PB7001C**

Call 1-800-231-4125 today!

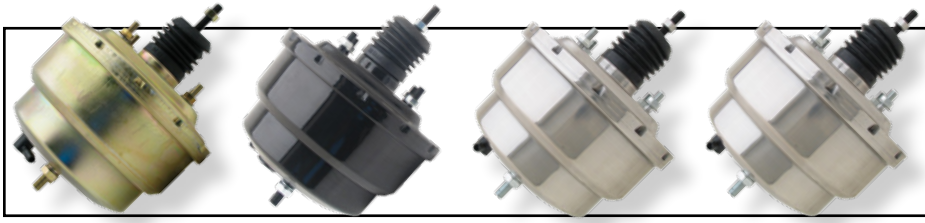
7” Dual Universal Series

7” dual diaphragm booster.
PB7537 Zinc
PB7537PC Powder Coated
PB7537C Chrome
PB7537SS Stainless Steel 7lbs.



PB7537 **PB7537PC** **PB7537C** **PB7537SS**

8” Dual Universal Series

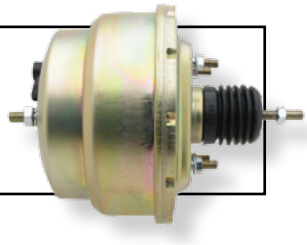


PB8531 **PB8531PC** **PB8531C** **PB8531SS**

Universal 8” dual diaphragm booster.
PB8531 Zinc
PB8531PC Powder Coated
PB8531C Chrome
PB8531SS Stainless Steel 8lbs.

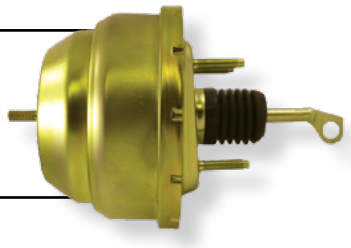
PB8532

Universal 8” dual-diaphragm booster identical to PB8531 and features a manual master cylinder pin. 8 lbs.

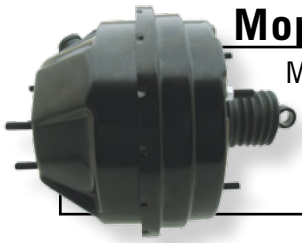


PB8535

Ground Support Equipment 8” dual-diaphragm booster. 9 lbs.

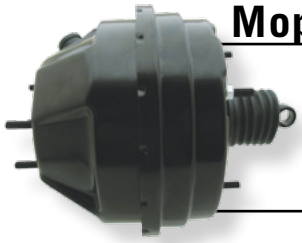


Mopar 1966-1970



Mopar 1966-70 B Body Bendix style trapezoid booster. O.E.M Style
PB8536-1
8 lbs.

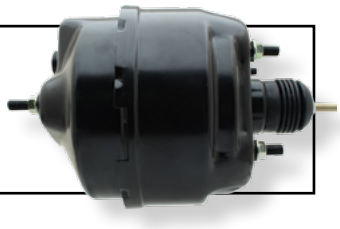
Mopar 1970-1974



Mopar 1971-1974 B Body, 1970-1974 E Body Bendix style trapezoid booster. O.E.M Style
PB8536-2 8 lbs.

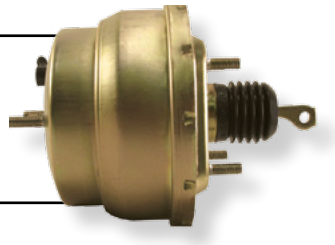
Ford Truck/ Bronco

Universal Bendix style 8” dual-diaphragm booster.
12 lbs. **PB8537**

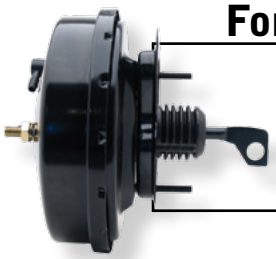


Ford Bronco

Ford Bronco 8” dual diaphragm booster.
Approx 7lbs.
PB8503

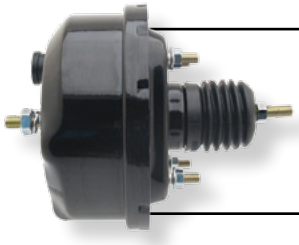


Ford Mustang 1967-1970



9” single-diaphragm booster.
Mounting Plate Included. 7 lbs.
PB9007

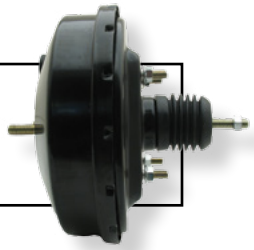
Universal Ford 7”



Accepts Ford master cylinder pattern w/ 3-3/16” Stud Pattern. Powder Coated Black
7 lbs. **PB7081**

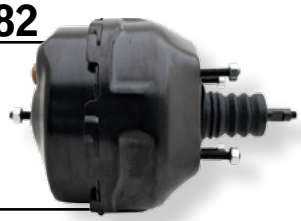
POWER BRAKE BOOSTERS

PB9002B



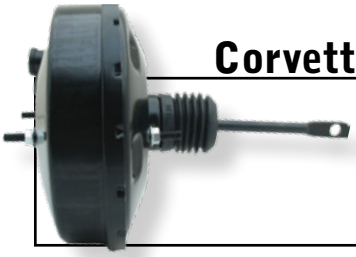
Universal 9″ single-diaphragm booster. 7 lbs.

Corvette 1968-1982



9″ Delco style dual booster w/Y7 rod. Replacement for Bendix style booster. Exact reproduction of original. 10 lbs.
PB9512

Corvette 1985-1991

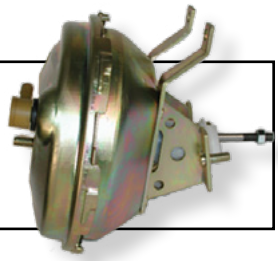


9″ single-diaphragm booster. Steel construction. 7 lbs
PB9013B

GM 1973-1994

9″ Delco style dual-diaphragm booster w/ threaded rod. Exact reproduction of original. 10 lbs.
PB9513

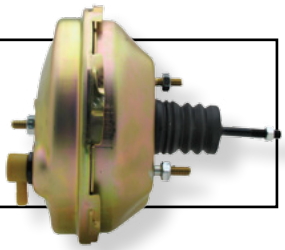
Corvette 1963-1967



9″ Delco style single-diaphragm booster w/ riveted bracket. 9 lbs.
PB9018

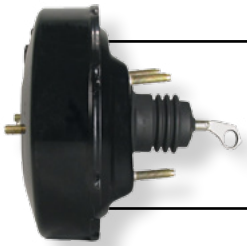
SPECIAL ORDER ONLY

Chevy Nova 1964-1967



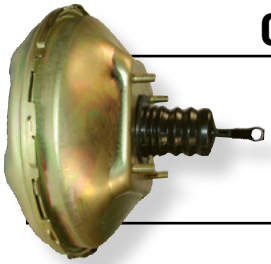
9″ Single Delco style booster. Exact reproduction of original. Rear can has 3 stud bolt pattern. 9 lbs.
PB9029

PB9011



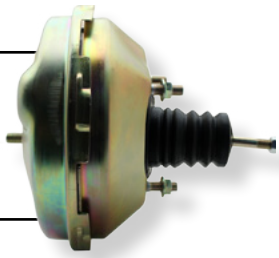
Ground Support Equipment 9″ single-diaphragm brake booster. 8 lbs.

Chevy Trucks 1967-1972



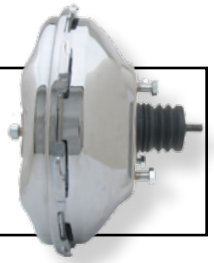
Delco style 11″ single-diaphragm booster w/ KZ rod. No Stamp. 12 lbs.
PB11004

GM 1964-1966



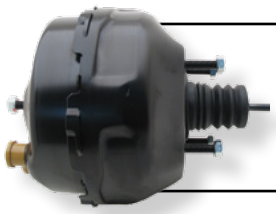
9″ Delco style single-diaphragm booster. Exact copy without bracket. Fits many applications with rod change. 9 lbs. **PB9021**

PB11002C



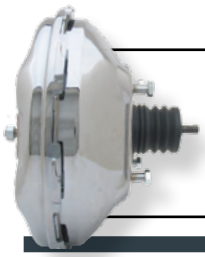
Universal 11″ single-diaphragm Chrome booster. Has GM stud pattern. 12 lbs.
PB11002C

GM 1967-94



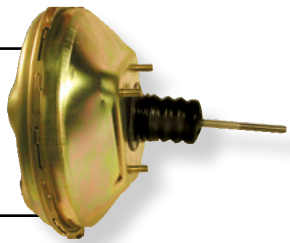
9″ Delco style dual-diaphragm brake booster w/ short threaded rod. Exact reproduction of original. 10 lbs.
PB9515

PB9021C



Universal 9″ single-diaphragm Chrome booster. Has GM stud pattern. 12 lbs.
PB9021C

PB11002



Universal 11″ single-diaphragm booster. Has Delco style stud pattern. No bracket included. No Stamp. 12 lbs.

REMEMBER

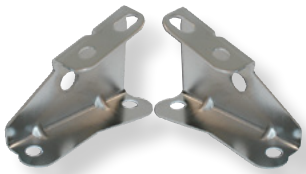
You can always find more information in the tech section on our website. Download instructions, charts and our helpful tech guide for more in-depth technical information.
AND IT'S ALL FREE!
www.mbmbrakes.com

Call 1-800-231-4125 today!

BOOSTER BRACKETS

650 / 650-SS

Yellow Zinc

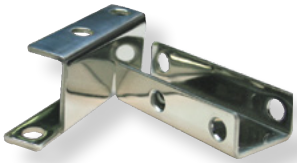


Stainless Steel

GM 1964-72. 1 lb.

PBB7004B / PBB7004BSS

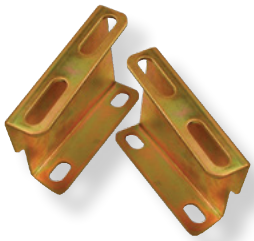
Yellow Zinc



Stainless Steel

GM 1955-58 Universal Straight.1 lb.

CT6372BK / 651A / 651A-SS



Yellow Zinc

Stainless Steel

Fits GM 1955-64 1 lb.

B7495

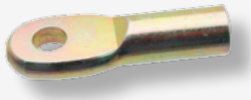
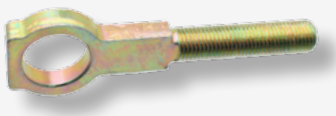
Fits 1974-95 Jeep. Booster bracket.
5 lbs.

SPECIAL ORDER ONLY

BOOSTER BRACKETS ALSO AVAILABLE IN BLACK POWDERCOAT.

651PC 650PC PBB7004PC

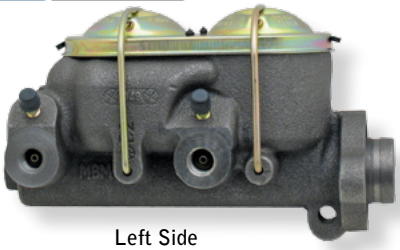
PEDAL RODS

	TRKPRE Universal truck pedal rod extension. 3/8″ x 24″. 1 lb.
	3750 Clevis pin, 3/8″ x 1″. 1 lb.
	6772-18 Universal clevis. Used on PB11001 & PB11003. 3/8″ x 24″. 1 lb.
	P-105 Master cylinder pin. For deep/manual master cylinder. 65mm. 1 lb.
	**PRE101** Universal pedal rod extension. 2 1/2″ long, 3/8″ hole. 3/8″ x 24″ 1 lb
	PRE104 Universal pedal rod extension. 1 1/2″ long, 3/8″ hole. 1 lb.
	PRE106 Universal 1 1/8″ pedal rod extension. Both ends female 3/8″ x 24. 1 lb
	**PRE107** Universal pedal rod extension. 4 1/8″ length. 3/8″ x 24 rod. Eyelet ID 5/8″. 1 lb
	PRE5564 Universal pedal rod extension. 4 3/4″ long rod. Male & Female = 3/8″ x 24″. 1 lb.
	PRE9 Universal pedal rod extension. 9″ long. Male & Female = 3/8″ x 24″. 1 lb.
	PRE7486 **Jeep Style** 3/8″ x 24″ thread. 1 lb.

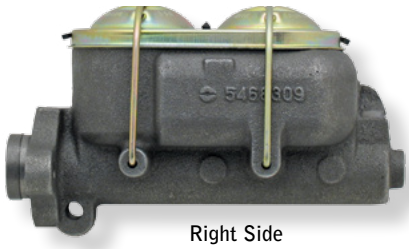
MASTER CYLINDERS

A high quality master cylinder is critical to proper braking. When you use master cylinders made by MBM you know you are getting a quality part that will meet the demands of your customer, resulting in higher satisfaction and lower returns. We have a large selection of master cylinders to choose from and also carry officially licensed GM Restoration master cylinders.

GM Restoration Parts



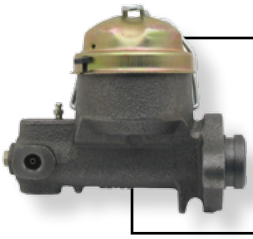
Left Side



Right Side

MC309

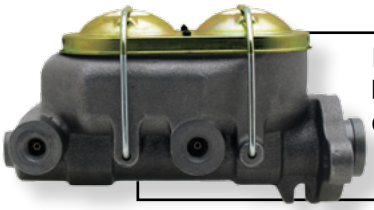
Licensed GM Restoration master cylinder includes the casting number 5468309 and bleeder screws just like the original! For 1967-77 Dual reservoir; 1-1/8" bore; deep hole; 9/16" and 1/2" ports on left side. 10 lbs.



MCGW-86

GM Reproduction master cylinder. Single bail design. For 1955-64; 1" bore; 7/16-24" port. For manual or power applications. Exact copy of original. 5 lbs.

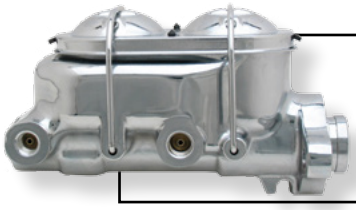
DRUM/DRUM



MC2912H

Double bail cast Iron 1-1/8" bore. 9/16" and 1/2" ports on left side. 10 lbs.

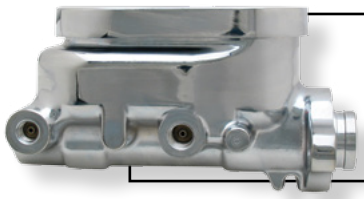
DISC/DISC



MC2912ACH

Aluminum chrome double bail 1-1/8" bore with 9/16" and 1/2" ports on left side. 5 lbs.

DISC/DISC



MC2912ACHFT

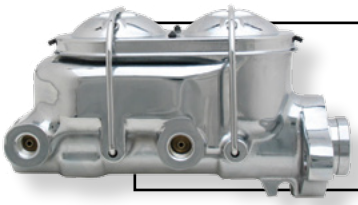
Aluminum chrome flat-top 1-1/8" bore with 9/16" and 1/2" ports on left side. 5 lbs.

DISC/DISC

MC1321H

Double bail cast iron 1" bore with 9/16" and 1/2" ports on each side. 10 lbs.

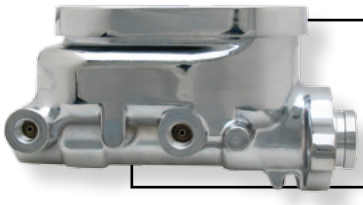
DISC/DRUM



MC1321ACH

Double bail aluminum chrome 1" bore with 9/16" and 1/2" ports on each side. 5 lbs.

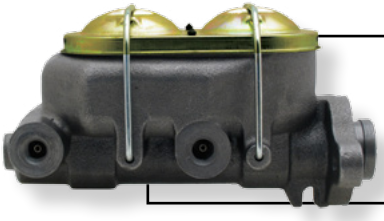
DISC/DRUM



MC1321ACHFT

Aluminum chrome flat-top 1" bore with 9/16" and 1/2" ports on left and right sides. 5 lbs.

DISC/DRUM



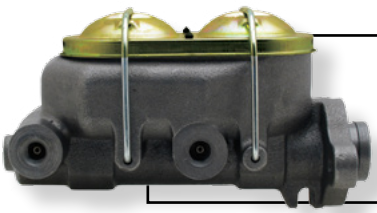
MC1322H

Double bail cast iron 1" bore with 3/8" ports on both sides. 10 lbs.

DISC/DRUM

Call 1-800-231-4125 today!

MC1921H



Double bail cast iron 1" bore with 9/16" and 1/2" ports on left side. 10 lbs.

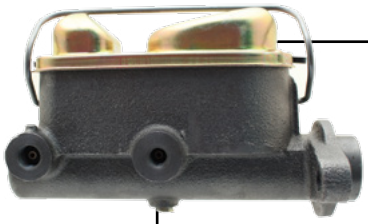
MC7074

Cast iron single bail for disc/drum applications 1-1/8" bore; 9/16" and 1/2" ports on left side. Includes bleeders on left side. 10 lbs.

MC36352H

Cast iron single bail Dual well; 1-1/4" bore; deep hole; 9/16" and 1/2" ports on left side. Exact copy of original. Ground Support Equipment 10 lbs.

MC7161



Cast Iron single bail dual well; 1-1/8" Bore Ford "Teardrop" Disc/Drum 1/2"-20 & 3/8"-24 ports Built in residual valve for rear port. Fits Ford bolt pattern only. #227161 Casting 10 lbs.

O.E.M Style Lid Complete With Stamping Available

MC11525

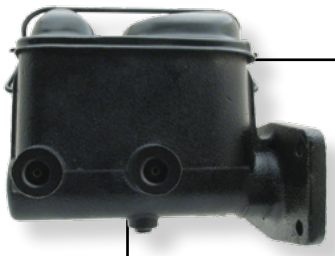
Cast Iron single bail dual well; 1" Bore 1976-1979 Ford (Right Side) 9/16" &1/2" ports Fits Ford & GM bolt pattern boosters. 10 lbs.

BLEEDER KIT

345

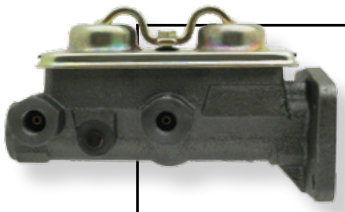
Master cylinder bleeder kit. Tapered fittings

MC5621



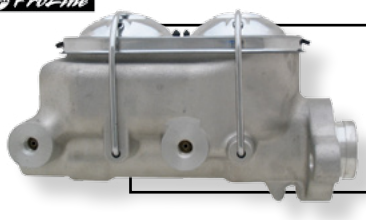
Cast iron for 1960-1970's Mopar disc/drum applications same as 2225621 casting. 1.125" bore. Ports are 9/16"-20 INV & ½"-20 INV, with internal residual valve. 8 lbs.

MC1323



Cast iron for Mopar drum/drum applications. 1960-1970's. 1" bore. Ports are 9/16"-20 INV & ½"-20 INV, with internal residual valves. Cast finish. 7 lbs.

MC1312A



Aluminum double bail w/ chrome top 1" bore with four(4) 3/8-24 ports. 5 lbs.

260-8555-M

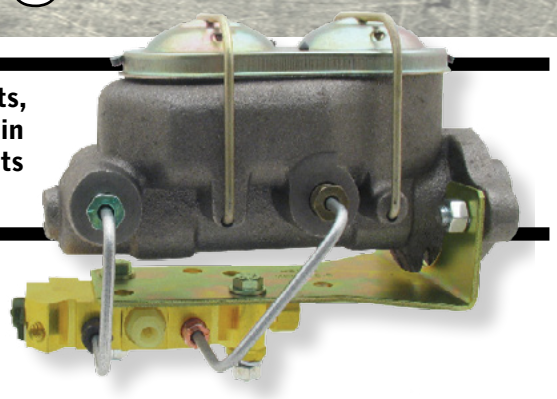
Aluminum light weight performance "Oval" master cylinder. Screw top lid 1" bore with 9/16"-18 & 1/2"-20 ports. 5 lbs.

TECH TIP

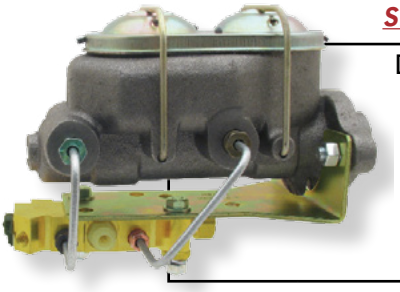
Several MBM master cylinders are equipped with a piston adapter making them more versatile. This allows MBM masters to be used for power brake and manual brake applications. When installing a MBM master on power brakes, insert the piston adapter with the concave pocket facing the booster pin. On manual brake applications remove the piston adapter. (If the booster being used has a long front pin, remove the piston adapter.)

MASTER CYLINDER KITS

These master cylinder combination kits come complete with brackets, lines, mounting hardware and proportioning valve. They are easily sold in kits making it easy for your customers to choose what they need. These kits are designed for use with disc/drum or disc/disc applications.

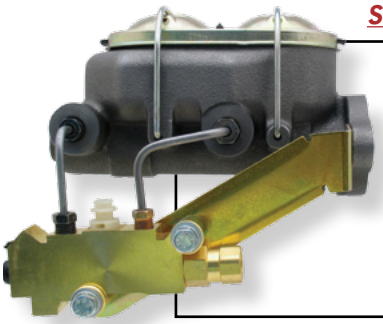


DISC/DRUM



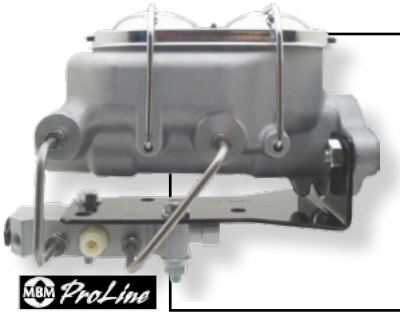
TOP SELLER! **MCK111BM**

Double bail cast iron 1" bore with 9/16" and 1/2" ports on each side. Zinc coated bottom mount bracket, steel lines, zinc proportioning valve & mounting hardware. 14 lbs. **DISC/DRUM**



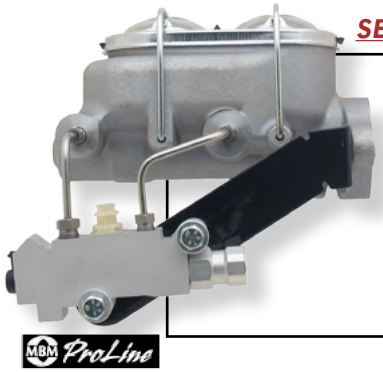
TOP SELLER! **MCK111LM**

Double bail cast iron 1" bore with 9/16" and 1/2" ports on each side. Zinc coated left mount bracket, steel lines, zinc proportioning valve & mounting hardware. 14 lbs. **DISC/DRUM**



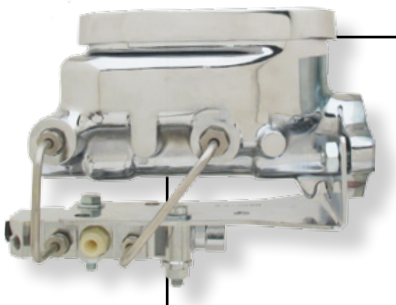
MCK112BM

Double bail aluminum 1" bore with 3/8"-24 ports on each side & powder coated black bottom mount bracket aluminum proportioning valve, stainless steel lines & mounting hardware. 9 lbs. **DISC/DRUM**



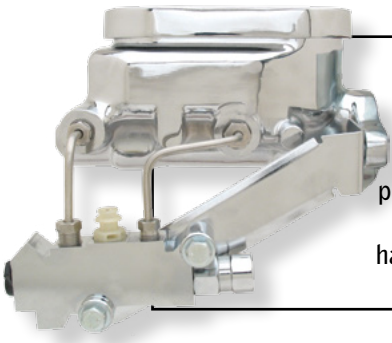
TOP SELLER! **MCK112LM**

Double bail aluminum 1" bore with 3/8"-24 ports on each side & powder coated black left mount bracket aluminum proportioning valve, stainless steel lines valve & mounting hardware. 9 lbs. **DISC/DRUM**



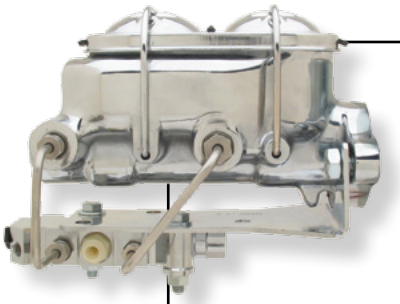
MCK113BM

Chrome flat top 1" bore master with 9/16" & 1/2" ports on both sides. Chrome bottom mount bracket chrome proportioning valve, stainless steel lines & mounting hardware. 9lbs. **DISC/DRUM**



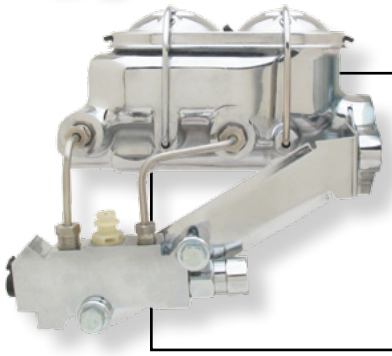
MCK113LM

Chrome flat top 1" bore master with 9/16" & 1/2" ports on both sides. Chrome left mount bracket, chrome proportioning valve, stainless steel lines & mounting hardware. 9lbs. **DISC/DRUM**



MCK114BM

Double bail chrome 1" bore master with 9/16" & 1/2" ports on left side. Chrome bottom mount bracket chrome proportioning valve, stainless steel lines & mounting hardware. 9 lbs. **DISC/DRUM**



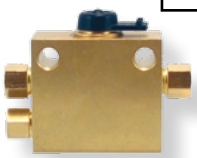
MCK114LM

Double bail chrome 1" bore master with 9/16" & 1/2" ports on left side. Chrome left mount bracket chrome proportioning valve, stainless steel lines & mounting hardware. 9lbs. **DISC/DRUM**

Call 1-800-231-4125 today!

MCK115BM

Double bail aluminum 1" bore with 3/8"-24 ports on each side & chrome bottom mount bracket chrome adjustable proportioning valve, stainless steel lines & mounting hardware. 9 lbs. **DRUM/DRUM**



PVM

NOTE: The MCK115BM can be used for **DISC/DRUM** by adding the PVM. PVM sold seperately.

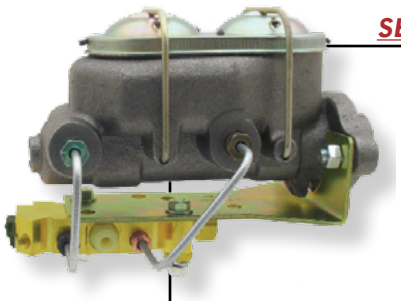
DISC/DISC

TECH TIP

All braking systems with a master cylinder mounted under floor require residual valves. Residual line pressure maintains pressure on wheel cylinder pistons. When the pedal is released the retracting master cylinder piston creates a pressure drop in the lines. If pressure were to drop low enough air can be drawn into the system. Residual pressure prevents this from happening. The residual pressure gives a faster pedal response time when the brakes are applied.

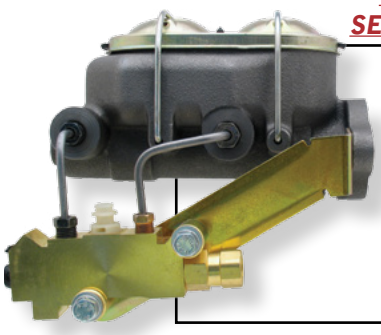
** Do not use residual valves in conjunction with master cylinders with internal residual valves.

Use 10 lb. (RPV10) residual valves drum brakes.
Use 2 lb. (RPV2) residual valves for disc brakes.



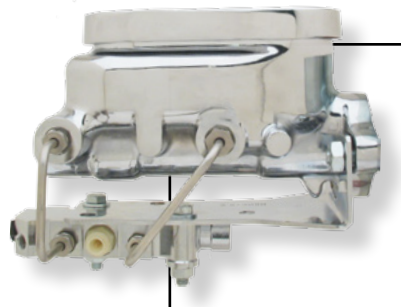
TOP SELLER! **MCK111DBM**

Double bail cast iron 1-1/8" bore with 9/16" and 1/2" ports on left side. Zinc coated bottom mount bracket, steel lines, zinc proportioning valve & mounting hardware. 14 lbs. **DISC/DISC**



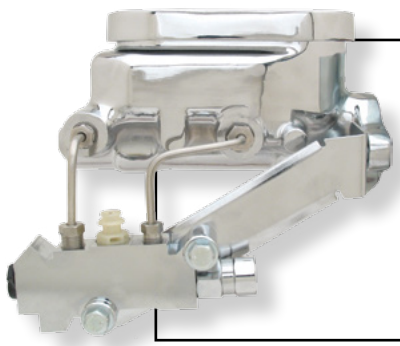
TOP SELLER! **MCK111DLM**

Double bail cast iron 1-1/8" bore with 9/16" and 1/2" ports on left side. Zinc coated left mount bracket, steel lines, zinc proportioning valve & mounting hardware. 14 lbs. **DISC/DISC**



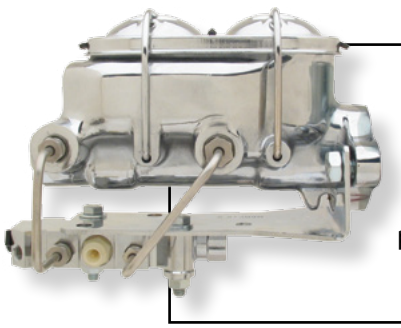
MCK113DBM

Chrome flat top 1-1/8" bore master with 9/16" & 1/2" ports on left side. Chrome bottom mount bracket chrome proportioning valve, stainless steel lines & mounting hardware. 9lbs. **DISC/DISC**



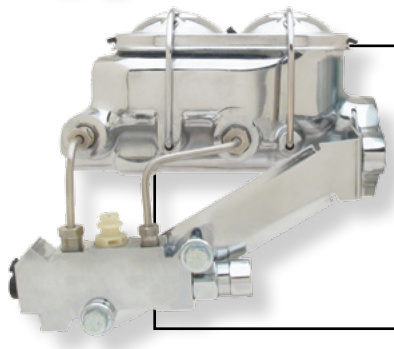
MCK113DLM

Chrome flat top 1-1/8" bore master with 9/16" & 1/2" ports on left side. Chrome left mount bracket, chrome proportioning valve, stainless steel lines & mounting hardware. 9lbs. **DISC/DISC**



MCK114DBM

Double bail chrome 1-1/8" bore master with 9/16" & 1/2" ports on left side. Chrome bottom mount bracket chrome proportioning valve, stainless steel lines & mounting hardware. 9 lbs. **DISC/DISC**

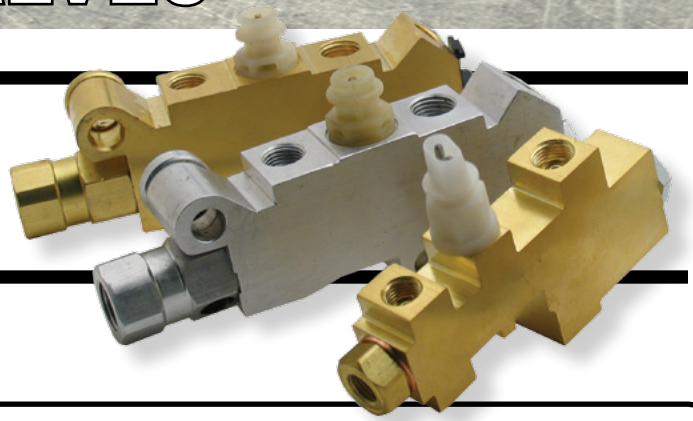


MCK114DLM

Double bail chrome 1-1/8" bore master with 9/16" & 1/2" ports on left side. Chrome left mount bracket chrome proportioning valve, stainless steel lines & mounting hardware. 9lbs. **DISC/DISC**

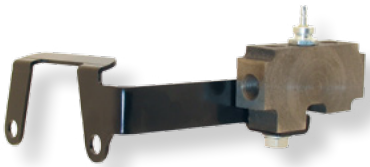
PROPORTIONING VALVES

A brake system is only as good as the sum of the parts. That's why MBM has a full selection of top-quality proportioning valves, metering blocks, and distribution blocks for you to choose from. Don't forget our full selection of kits that make installation a snap!



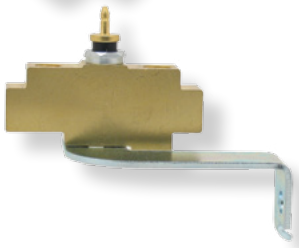
GM Restoration Parts

PV5
Camaro 1969 Distribution Block with bracket. Exact copy of original. 1 lb.



PV67C
Fit Corvette 1967-68. Proportioning valve w/ bracket. Exact copy of original. 2 lbs.

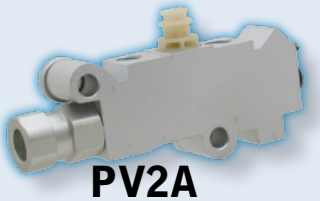
PV68
Fits Camaro 1967-69. proportioning valve with mounting bracket. 2 lbs.



PV69C
Corvette 1969 Distribution Block. Exact copy of original. 2 lbs.

TOP SELLER!

PV2
Brass Combination valve for disc/drum application. 2 lbs.

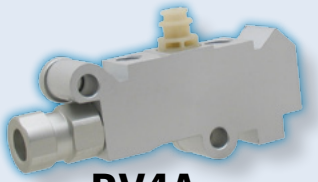


PV2A
Aluminum Combination valve for disc/drum application. 1 lb.

PV2C
Chrome Combination valve for disc/drum application. 2 lbs.

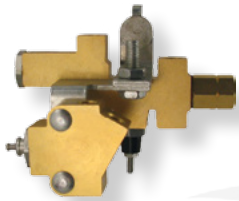
TOP SELLER!

PV4
Brass Combination valve for disc/disc application. 2 lbs.

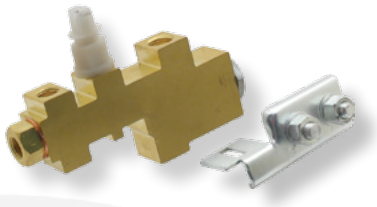


PV4A
Aluminum Combination valve for disc/disc application. 1 lb.

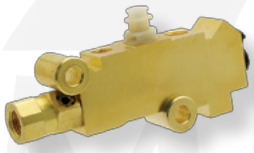
PV4C
Chrome Combination valve for disc/disc application. 2 lbs.



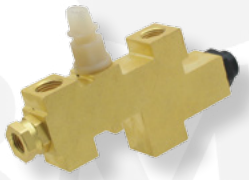
PV6070MOP
Brass Mopar disc/drum proportioning Valve. 3 lbs.



PV6070FD
1965-73 Ford disc/drum OEM-Style. 2 lbs.



PV14041636
DOT 5 COMPATIBLE
Brass Govt. Vehicle proportioning valve. 2 lbs.



PV8796J
Fits 87-96 Jeep Wrangler disc/drum & YJ. 2 lbs.

PVC-B
Black adjustable proportioning valve and distribution block all in one. 2 lbs.

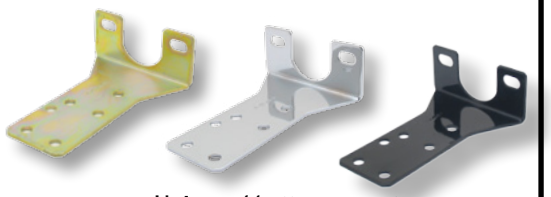
PVC-C
Chrome adjustable proportioning valve and distribution block all in one. 2 lbs.

Call 1-800-231-4125 today!

PROPORTIONING VALVE KITS

BRACKETS

PVB-B **PVB-BC** **PVB-PC**



Universal bottom-mount proportioning valve bracket. 1 lb.

PVB L **PVBL-C** **PVBL-PC**

Universal left side proportioning valve bracket. Available in zinc, chrome, or powdercoated 1lb.

172-2069
Aluminum Disc/Drum
S-10/ GM Valve 2 lbs.

Don't have a smart phone or tablet? No worries go to **www.mbmbrakes.com** to find instructions, how-to's and other helpful information for installation and troubleshooting!

RPV2 disc residual check valve Inverted flare female. 3/8-24" fittings 2 lb. (blue)

RPV10 drum residual check valve. Inverted flare female. 3/8-24" fittings 10 lb. (red)

APV1
Universal adjustable proportioning valve. Inverted flare female. 3/8-24" fittings 1 lb.

PVM
Disc/ Drum Metering Block. Inverted flare female 3/8-24" fittings. 1 lb

PVP
Sensor wire for PV2/ PV4 prop valves. For Dashboard light.1lb.

PVT00L
Prevents valve from tripping during bleeding. Use on PV2, PV4, PV14041636 1lb.

PLUMBING

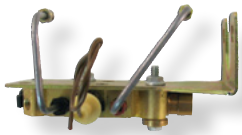
LET MBM SUPPLY YOU WITH THE CORRECT LINES FOR YOUR PRODUCT. CHOOSE FROM STAINLESS OR MILD STEEL.

PVB-BT-2	Bottom mount steel lines: 9/16" and 1/2" ports.
PVB-BT-SS-2	Bottom mount stainless steel lines: 9/16" and 1/2" ports.
PVB-LT-2	Left-side mount steel lines: 9/16" and 1/2" ports.
PVB-LT-SS-2	Left-side mount stainless steel lines: 9/16" and 1/2" ports.
PVB-LT-1	Left mount steel lines for 3/8" ports.
PVB-BT-SS-1	Bottom mount stainless steel lines for 3/8" ports.
BCK5005 Line Set	Includes all lines that come in our BCK5005. PVB-LT-3095, PVB-LT-30968, PVB-LT-6768, PVB-LT-69

PROP VALVE KITS

COMPLETE KITS FOR LEFT SIDE, RIGHT SIDE, AND BOTTOM MOUNTING. INCLUDES PROP VALVE, MOUNTING BRACKET & LINES

LEFT MOUNT



BOTTOM MOUNT

RIGHT MOUNT

PV2 KITS - FOR DISC/DRUM SET-UP. FITS 9/16" AND 1/2" PORTS.	
PV2K-2	Brass left side mount kit. 4lbs.
PV2K-2BM	Brass bottom mount kit. 4lbs.
PV2AK-2	Aluminum left side mount kit. 3lbs.
PV2AK-2BM	Aluminum bottom mount kit. 3lbs.
PV2CK-2	Chrome left side mount kit. 4lbs.
PV2CK-2BM	Chrome bottom mount kit. 4lbs.
PV4 KITS - FOR DISC/DISC SET-UP. FITS 9/16" AND 1/2" PORTS.	
PV4K-2	Brass left side mount kit. 4lbs.
PV4K-2BM	Brass bottom mount kit. 4lbs.
PV4K-2RM	Brass right side mount kit. 4lbs.
PV4AK-2	Aluminum left side mount kit. 3lbs.
PV4AK-2BM	Aluminum bottom mount kit. 3lbs.
PV4CK-2	Chrome left side mount kit. 4lbs.
PV4CK-2BM	Chrome bottom mount kit. 4lbs.

MOPAR B & E BODY CONVERSIONS

E-BODY: **Challenger, Cuda** B-BODY : **Charger, Coronet, Roadrunner, Satellite, Belvedere, GTX, Super Bee & Superbird**

For E-Brake cables see chart on p. 28

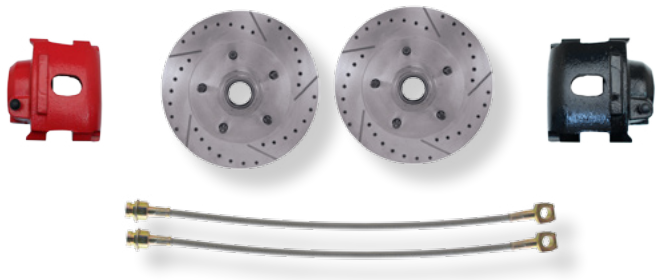
Front Kit Includes:
Forged Spindles, Rotors, (Standard or Drilled/ Slotted) Kelsey-Hayes Style Slider Type Calipers, Pads, Caliper Brackets, Backing Plates, Rubber Brake Hoses, Banjo Bolts w/ Crush Washers, Grease Seals, Bearings, & Dust Caps.
Fits most 14" rims. Works with with 5x4.5" Bolt Pattern

Rear Kit Includes:
E-Brake Calipers, Pads, & Caliper Brackets (Standard or Drilled/ Slotted), Rubber Brake Hoses, & intermediate E-brake cable.
Fits 15" and larger rims. Works with 5x4 & 5x4.5" Bolt Pattern

LX PERFORMANCE UPGRADES

POWDER COATED RED / BLACK CALIPERS NOW AVAILABLE! REAR CALIPERS ALSO AVAILABLE POWDER COATED RED/ BLACK!

COMBINE PART NUMBERS FOR A FRONT AND REAR DISC BRAKE PACKAGE IE: DBK6272834



UPGRADE! Drilled Slotted Rotors, Stainless Steel Brake Hoses, & Powder Coated Red or Black Calipers.

UPGRADE! Drilled Slotted Rotors, Stainless Steel Brake Hoses, & Powder Coated Red or Black Calipers.

MOPAR B&E BODY DISC FRONT BRAKE KITS

DBK6272	Standard Kit Plain Rotors
DBK6272LX	High Performance
DBK6272R	Standard Kit Red Calipers
DBK6272B	Standard kit Black Calipers
DBK6272LXR	High Performance Red Calipers
DBK6272LXB	High Performance Black Calipers

MOPAR B&E BODY REAR DISC REAR BRAKE KITS

DBK834	Standard Kit Plain Rotors
DBK834LX	High Performance
DBK834R	Standard Kit Red Calipers
DBK834B	Standard kit Black Calipers
DBK834LXR	High Performance Red Calipers
DBK834LXB	High Performance Black Calipers

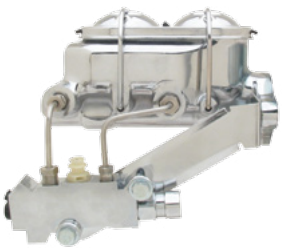
CORRECT PROPORTIONING VALVE WILL BE NEEDED FOR DISC/DRUM AND DISC/ APPLICATIONS

MANUAL KITS
O.E.M STYLE

Retain the O.E.M Look and go manual with the Bendix style MC5621 & PV6070M0P Disc/Drum Applications
MCK116- Disc/Drum

CHROME UPGRADE

Add some shine under the hood with this chrome manual master cylinder kit! Made for disc/drum or disc/disc applications.
MCK114LM - Disc/Drum
MCK114DLM - Disc/Disc



Call 1-800-231-4125 today!

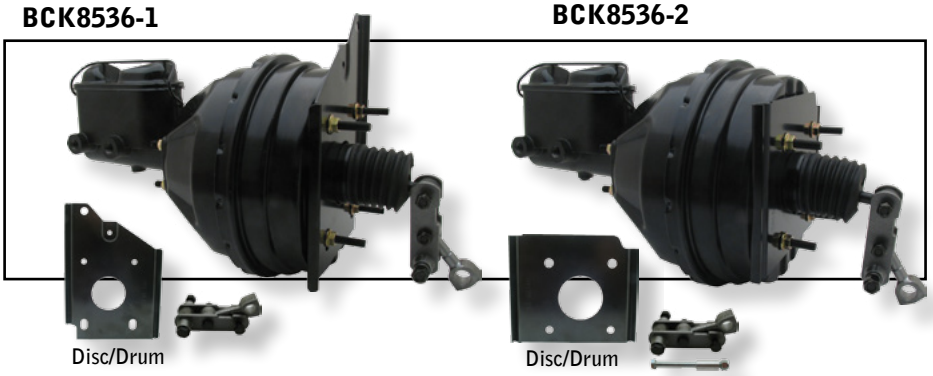
POWER REPLACEMENT KITS

O.E.M STYLE

If you are looking for an O.E.M. Style booster conversion kit that looks and operates like the orignial, you have come to the right place. MBM's booster conversion kits come complete with period correct backing plate, Bendix style master cylinder & the Bendix style massive stopping power brake booster! We offer the stock version proportioning valve with either unit for disc/drum applications.

1966-1970 B Body
BCK8536-1

1970-1974 E Body
1971-1974 B Body
BCK8536-2



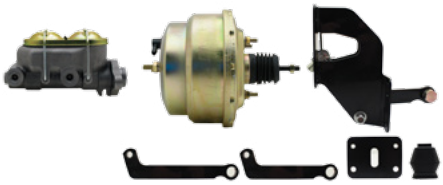
OEM STYLE KITS WITH VALVE

BCK8536-1PV - OEM BOOSTER KIT W/ PV6070MOP Disc/ Drum
BCK8536-2PV - OEM BOOSTER KIT W/ PV6070MOP Disc/ Drum

1970-1974 E Body / 1966-1974 B Body Aftermarket Booster Conversion Kits

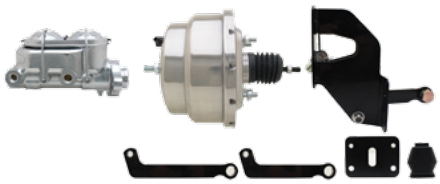
FOR CONVERTING A FACTORY MANUAL BRAKE CAR TO POWER BRAKES

MP-200



MP-714

MP-300



MBM's MP series booster conversion kits come complete with firewall bracket, correct pedal linkage, 8" Dual brake booster, & master cylinder. Each kit comes with installation instructions and ready to bolt on to your firewall. ****Remember the correct valve is needed for disc/drum & disc/disc applications, available on p.14**

MOPAR B&E BODY DISC/ DRUM CONVERSION KIT

MP-200 Zinc Booster & Cast Iron Master Kit
MP-714 Powder Coated Black Booster & Aluminum Master Kit
MP-300 Chrome Booster & Chrome Master Kit
MP-301 Chrome Booster & Flat Top Chrome Master

MOPAR B&E BODY DISC/ DRUM With PV2-Valve Kit

MP-202 Zinc Booster & Cast Iron Master Kit
MP-711 Powder Coated Black Booster & Aluminum Master Kit
MP-307 Chrome Booster & Chrome Master Kit
MP-306 Chrome Booster & Flat Top Chrome Master

MOPAR B&E BODY DISC/DISC CONVERSION KIT

MP-205 Zinc Booster & Cast Iron Master Kit
MP-715 Powder Coated Black Booster & Aluminum Master Kit
MP-324 Chrome Booster & Chrome Master Kit
MP- 325 Chrome Booster & Flat Top Chrome Master

MOPAR B&E BODY DISC/ DRUM With PV4 Valve Kit

MP-207 Zinc Booster & Cast Iron Master Kit
MP-716 Powder Coated Black Booster & Aluminum Master Kit
MP-331 Chrome Booster & Chrome Master Kit
MP-330 Chrome Booster & Flat Top Chrome Master

1967-72 B BODY/ 1970-74 E BODY

MOPAR B&E BODY UPPER CONTROL ARMS

While you have your front end taken apart it is a great time to look into your ball joints & bushings on your control arms. If they look worn or need to be replaced now is the time. Replace the lower arms at the same time and freshen up your front end!
UCA856/857

MOPAR A BODY CONVERSION KITS

A-BODY: 1962-1972 **Dart, Demon, Valiant, Barracuda, Duster, Scamp**

LARGE BOLT PATTERN 5x4.5"

SMALL BOLT PATTERN 5x4"

WITH MBM'S NEW A-BODY KIT YOUR CUSTOMER DOES NOT HAVE TO CHANGE OUT THE UPPER CONTROL ARMS!

Front Kit Includes:

DBK6272A-45 Forged Spindles, Rotors, (Standard or Drilled/ Slotted) Kelsey-Hayes Style Slider Type Calipers, Pads, Caliper Brackets, Backing Plates, Lower Ball Joint Steering Arm, Upper Ball Joint Adapters, Rubber Brake Hoses, Banjo Bolts w/ Crush Washers, Grease Seals, Bearings, & Dust Caps.

Fits most 14" rims. Works with with 5x4.5" Large Bolt Pattern

Front Kit Includes:

DBK6272A-40- Forged Spindles, Rotors, (Standard only) Kelsey-Hayes Style Slider Type Calipers, Pads, Caliper Brackets, Backing Plates, Lower Ball Joint Steering Arm, Upper Ball Joint Adapters, Rubber Brake Hoses, Banjo Bolts w/ Crush Washers, Grease Seals, Bearings, & Dust Caps.

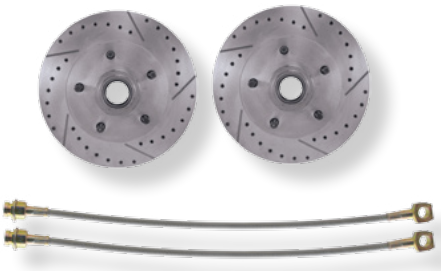
Fits most 14" rims. Works with with 5x4 Small Bolt Pattern

LX PERFORMANCE UPGRADES

POWDER COATED RED / BLACK CALIPERS NOW AVAILABLE! REAR CALIPERS ALSO AVAILABLE POWDER COATED RED/ BLACK!

COMBINE PART NUMBERS FOR A FRONT AND REAR DISC BRAKE PACKAGE IE: DBK6272A-45834

UPGRADE! Drilled Slotted Rotors, Stainless Steel Brake Hoses, & Powder Coated Red or Black Calipers.



MOPAR A BODY 5x4.5" DISC FRONT BRAKE KITS

DBK6272A-45	Standard Kit Plain Rotors
DBK6272LX-45	High Performance
DBK6272R-45	Standard Kit Red Calipers
DBK6272B-45	Standard kit Black Calipers
DBK6272LXR-45	High Performance Red Calipers
DBK6272LXB-45	High Performance Black Calipers

MOPAR A BODY 5x4" DISC FRONT BRAKE KITS

DBK6272A-40	Standard Kit Plain Rotors
DBK6272R-40	Standard Kit Red Calipers
DBK6272B-40	Standard kit Black Calipers

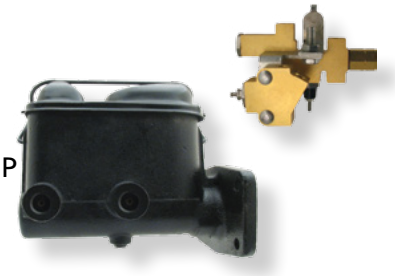
CORRECT PROPORTIONING VALVE WILL BE NEEDED FOR DISC/ DRUM AND DISC/ DISC APPLICATIONS AVAILABLE P.14

MANUAL KITS

O.E.M STYLE

Retain the O.E.M Look and go manual with the Bendix style MC5621 & PV6070M0P Disc/Drum Applications

MCK116- Disc/Drum

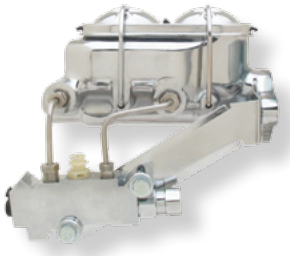


CHROME UPGRADE

Add some shine under the hood with this chrome manual master cylinder kit! Made for disc/drum or disc/disc applications.

MCK114LM - Disc/Drum

MCK114DLM - Disc/Disc



Call 1-800-231-4125 today!

MOPAR A BODY CONVERSION KITS

DANA 60 / 8-3/4" REAR END

Rear Kit Includes:
E-Brake Calipers, Pads, & Caliper Brackets (Standard or Drilled/ Slotted), Rubber Brake Hoses, & intermediate E-brake cable.
Fits 15" and larger rims. Works with 5x4 & 5x4.5" Bolt Pattern

MOPAR A BODY REAR DISC REAR BRAKE KITS

DBK834	Standard Kit Plain Rotors
DBK834LX	High Performance
DBK834R	Standard Kit Red Calipers
DBK834B	Standard kit Black Calipers
DBK834LXR	High Performance Red Calipers
DBK834LXB	High Performance Black Calipers

COMBINE PART NUMBERS FOR A FRONT AND REAR DISC BRAKE PACKAGE IE: DBK6272A-45834

LX PERFORMANCE UPGRADES

POWDER COATED RED / BLACK CALIPERS NOW AVAILABLE! REAR CALIPERS ALSO AVAILABLE POWDER COATED RED/ BLACK!

UPGRADE! Drilled Slotted Rotors, Stainless Steel Brake Hoses, & Powder Coated Red or Black Calipers.

A-Body Brake Cables

Part #	Length	Application
ECRE-561	34 3/4"	1967-76 Chrysler/Dodge A-Body
ECRE-562	73 3/4"	1967-74 Chrysler/Dodge A-Body

MOPAR A Body Compact Series

MP-750- This Mopar A- Body kit uses the Bendix style 8" dual black booster, 1" bore disc/drum master cylinder w/ built in residual pressure valve for the rear brakes, & adjustable valve kit with lines. This is our most compact conversion kit with the most boost assist. Perfect for V8 engines. Total lenghth measuring 16.5" off the firewall.

MP-755- Gain even more clearance 14.5" off the firewall with unit which includes a 7" single powder coated black booster in place of the Bendix 8" ideal for V6 cars.

1962-1972 A Body Aftermarket Booster Conversion Kits

FOR CONVERTING A FACTORY MANUAL BRAKE CAR TO POWER BRAKES
DOES NOT COME WITH PROPORTIONING VALVE SEE P.14

MOPAR A BODY DISC/DRUM CONVERSION KIT

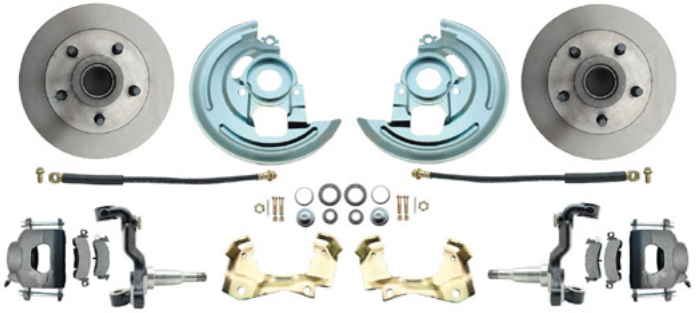
MP-200- Zinc Booster & Cast Iron Master Kit
MP-300- Powder Coated Black Booster & Aluminum Master Kit
MP-300- Chrome Booster & Chrome Master Kit
MP-301 Chrome Booster & Flat Top Chrome Master

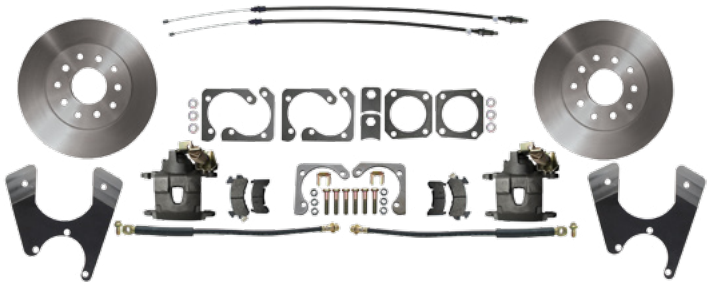
MOPAR A BODY DISC/DISC CONVERSION KIT

MP-202- Zinc Booster & Cast Iron Master Kit
MP-302- Powder Coated Black Booster & Aluminum Master Kit
MP-302- Chrome Booster & Chrome Master Kit
MP-301 Chrome Booster & Flat Top Chrome Master

1967-1969 CAMARO / FIREBIRD (F-BODY)

F-BODY : **Chevy Camaro, Pontiac Firebird**





ONLY FOR USE WITH 15" OR LARGER RIMS. THE REAR KIT IS FOR STAGGERED SHOCKS ONLY!

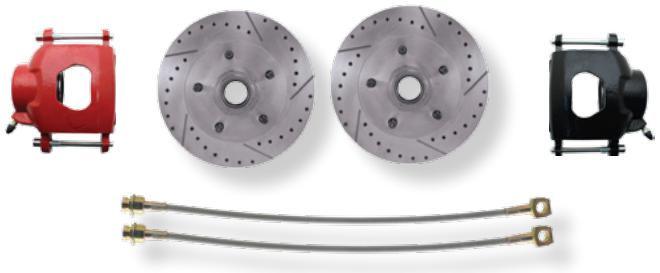
Front Kit Includes:
Forged Spindles, Rotors, (Standard or Drilled/ Slotted) GM Large Single Bore Calipers, Pads, Caliper Brackets, Backing Plates, Rubber Brake Hoses, Banjo Bolts w/ Crush Washers, Grease Seals, Bearings, & Dust Caps.
For use with 15" rims or larger. Works with with 5x4.75" Bolt Pattern.

Rear Kit Includes:
Staggered E-Brake Calipers, Pads, & Staggered Caliper Brackets (Standard or Drilled/ Slotted), Rubber Brake Hoses, Intermediate Cable & Rear E-brake cable set.
Fits 15" and larger rims. Works with 5x4.75" Bolt Pattern.

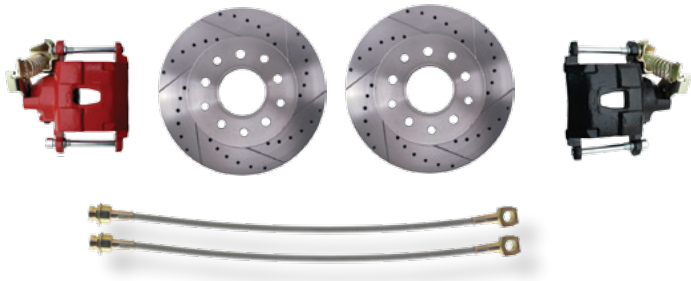
LX PERFORMANCE UPGRADES

POWDER COATED RED / BLACK CALIPERS NOW AVAILABLE! REAR CALIPERS ALSO AVAILABLE POWDER COATED RED/ BLACK!

COMBINE PART NUMBERS FOR A FRONT AND REAR DISC BRAKE PACKAGE IE: DBK64721012S



UPGRADE! Drilled Slotted Rotors, Stainless Steel Brake Hoses, & Powder Coated Red or Black Calipers.



UPGRADE! Drilled Slotted Rotors, Stainless Steel Brake Hoses, & Powder Coated Red or Black Calipers.

1967-1969 CAMARO/ FIREBIRD (GM F BODY) FRONT

DBK6472-	Standard Kit Plain Rotors
DBK6472LX-	High Performance
DBK6472R-	Standard Kit Red Calipers
DBK6472B-	Standard kit Black Calipers
DBK6472LXR-	High Performance Red Calipers
DBK6472LXB-	High Performance Black Calipers

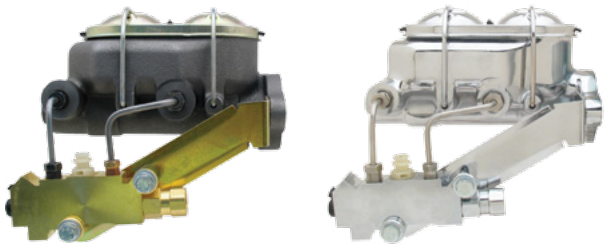
1967-1969 CAMARO/ FIREBIRD (GM F BODY) REAR

DBK1012S-	Standard Kit Plain Rotors
DBK1012SLX-	High Performance
DBK1012SR-	Standard Kit Red Calipers
DBK1012SB-	Standard kit Black Calipers
DBK1012SLXR-	High Performance Red Calipers
DBK1012SLXB-	High Performance Black Calipers

CORRECT PROPORTIONING VALVE WILL BE NEEDED FOR DISC/DRUM AND DISC/DISC APPLICATIONS AVAILABLE P.14

Manual Kits Available in many different styles/patterns.
Left mount shown. Bottom mount available See more on P.12

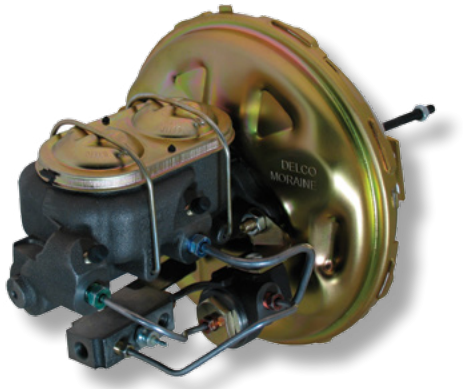
MCK111LM-	Cast Iron Disc/Drum
MCK111DLM-	Cast Iron Disc/Disc
MCK112LM-	Aluminum Disc/Drum
MCK112DLM-	Aluminum Disc/Disc
MCK114LM-	Chrome Disc/Drum
MCK114DLM-	Chrome Disc/Disc



Call 1-800-231-4125 today!

O.E.M STYLE 1967-1969 Camaro O.E.M. Style Booster Conversion Kit

The GM Delco Moraine stamped booster conversion kit comes complete with high quality parts you could expect from MBM. The GM Restoration master cylinder includes correct 5468309 casting numbers and bleeder screws just like the original. The 11" Delco Moraine Stamped booster comes in zinc with the brackets rivited on the back of the booster and not bolt on like many other units out in the market. Period correct two piece distribution & metering block included with pre bent lines for an easy install! Kit comes complete with everything you need and period correct for your Camaro.

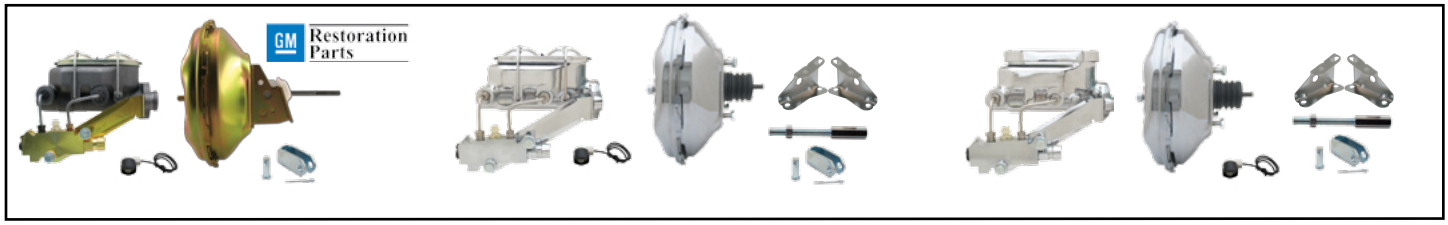


BCK5005

GM Restoration Parts

1967-1969 Camaro Style 9" & 11" Booster Conversion Kits

MBM's after market booster conversion kits uses the original 11" & 9" Delco style booster, cast iron master cylinder, & brass proportioning valve. Kits come in disc/drum or disc/disc and option of a stamped or non-stamped GM Delco brake booster.

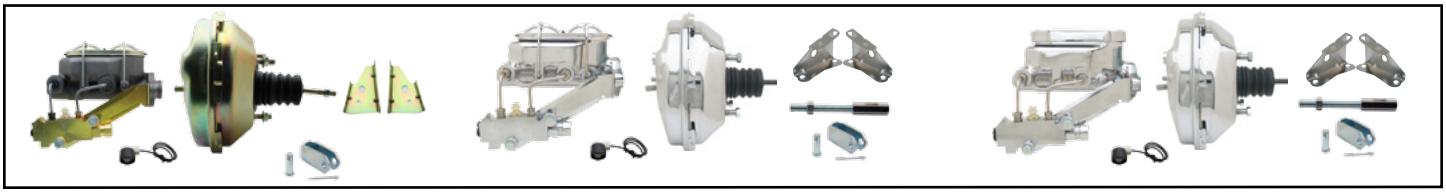


11" BOOSTER CONVERSION KIT DISC/ DRUM

GM-224 11" Zinc (Delco Stamp)Booster Conversion Kit (Disc/Drum)
GM-342 11" Chrome Booster Conversion Kit (Disc/Drum)
GM-350 11" Chrome Flat Top Master Conversion Kit (Disc/Drum)

11" BOOSTER CONVERSION KIT DISC/ DISC

GM-219 11" Zinc (Delco Stamp) Booster Conversion Kit (Disc/Disc)
GM-343 11" Chrome Booster Conversion Kit (Disc/Disc)
GM-351 11" Chrome Flat Top Conversion Kit (Disc/Disc)



9" BOOSTER CONVERSION KIT DISC/ DRUM

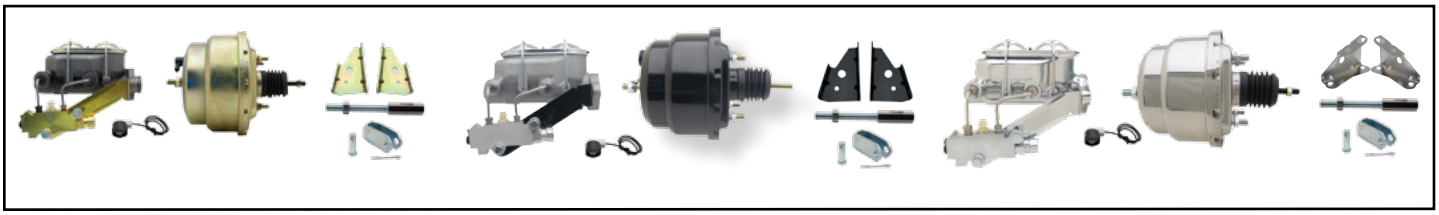
GM-209 9" Zinc Booster Conversion Kit (Disc/Drum)
GM-340 9" Zinc Booster Conversion Kit (Disc/Drum)
GM-352 9" Chrome Flat Top Master Conversion Kit (Disc/Drum)

9" BOOSTER CONVERSION KIT DISC/ DISC

GM-211 9" Zinc Booster Conversion Kit (Disc/Disc)
GM-341 9" Zinc Booster Conversion Kit (Disc/ Disc)
GM-353 9" Chrome Flat Top Master Conversion KitKit (Disc/Disc)

1967-1969 Camaro Style 8" Booster Conversion Kit

Got tall headers or a big block and don't have the room for the 11" booster conversion? Drop down to the popular 8" dual booster conversion kit. Available in zinc, chrome & powder coated black.



8" DUAL BOOSTER CONVERSION KIT DISC/ DRUM

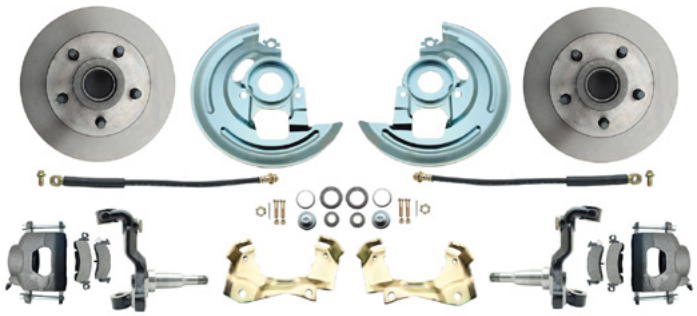
GM-207 8" Zinc Booster Conversion Kit (Disc/Drum)
GM-311 8" Chrome Booster Conversion Kit (Disc/Drum)
GM-709 8" Powder Coated Black Aluminum (Disc/Drum)
GM-309 8" Chrome Flat Top Master Conversion Kit (Disc/Drum)

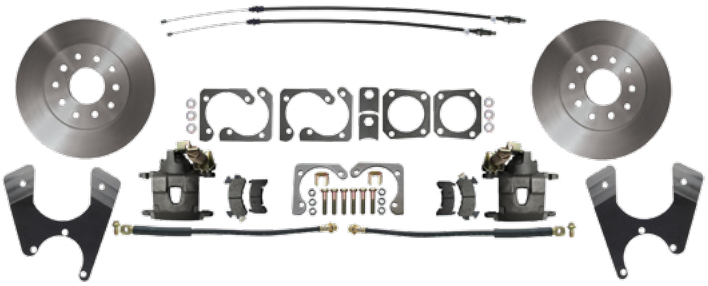
8" DUAL BOOSTER CONVERSION KIT DISC/ DISC

GM-215 8" Zinc Booster Conversion Kit (Disc/Disc)
GM-311 8" Chrome Booster Conversion Kit (Disc/Disc)
GM-729 8" Powder Coated Black Aluminum (Disc/Disc)
GM-328 8" Chrome Flat Top Master Conversion Kit (Disc/Disc)

1964-1972 CHEVELLE, EL CAMINO, GTO

A-BODY : A-BODY: **Chevy Chevelle, Chevy El Camino, Chevy Monte Carlo, Oldsmobile Vista Cruiser, Oldsmobile Cutlass, Oldsmobile 442, Oldsmobile F-85, Pontiac Tempest, Pontiac LeMans, Pontiac GTO, Buick Special, Buick Skylark.**





ONLY FOR USE WITH 15" OR LARGER RIMS.

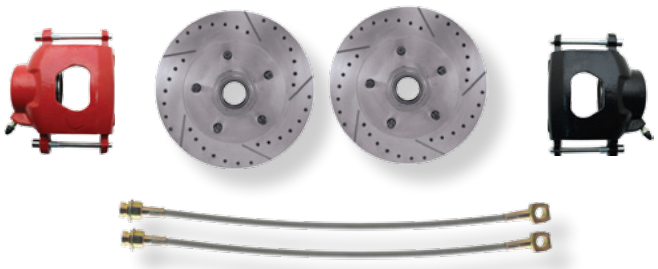
Front Kit Includes:
Forged Spindles, Rotors, (Standard or Drilled/ Slotted) GM Large Single Bore Calipers, Pads, Caliper Brackets, Backing Plates, Rubber Brake Hoses, Banjo Bolts w/ Crush Washers, Grease Seals, Bearings, & Dust Caps.
For use with 15" rims or larger. Works with with 5x4.75" Bolt Pattern.

Rear Kit Includes:
Staggered E-Brake Calipers, Pads, Caliper Brackets (Standard or Drilled/ Slotted), Rubber Brake Hoses, Intermediate Cable & Rear E-brake cable set.
Fits 15" and larger rims. Works with 5x4.75" Bolt Pattern.

LX PERFORMANCE UPGRADES

POWDER COATED RED / BLACK CALIPERS NOW AVAILABLE! REAR CALIPERS ALSO AVAILABLE POWDER COATED RED/ BLACK!

COMBINE PART NUMBERS FOR A FRONT AND REAR DISC BRAKE PACKAGE IE: DBK64721012



UPGRADE! Drilled Slotted Rotors, Stainless Steel Brake Hoses, & Powder Coated Red or Black Calipers.

UPGRADE! Drilled Slotted Rotors, Stainless Steel Brake Hoses, & Powder Coated Red or Black Calipers.

1964-1972 A BODY

DBK6472-	Standard Kit Plain Rotors
DBK6472LX-	High Performance
DBK6472R-	Standard Kit Red Calipers
DBK6472B-	Standard kit Black Calipers
DBK6472LXR-	High Performance Red Calipers
DBK6472LXB-	High Performance Black Calipers

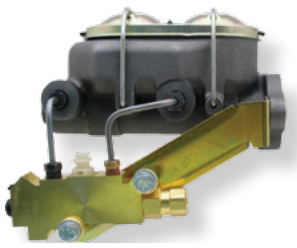
1967-1969 A BODY

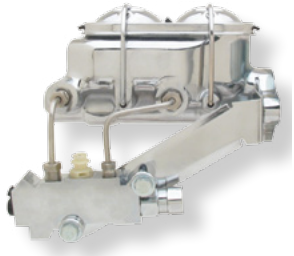
DBK1012-	Standard Kit Plain Rotors
DBK1012LX-	High Performance
DBK1012R-	Standard Kit Red Calipers
DBK1012B-	Standard kit Black Calipers
DBK1012LXR-	High Performance Red Calipers
DBK1012LXB-	High Performance Black Calipers

CORRECT PROPORTIONING VALVE WILL BE NEEDED FOR DISC/DRUM AND DISC/ DISC APPLICATIONS AVAILABLE P.14

Manual Kits Available in many different styles/patterns.
Left mount shown. Bottom mount available See more on P.12

MCK111LM-	Cast Iron Disc/ Drum
MCK111DLM-	Cast Iron Disc/ Disc
MCK112LM-	Aluminum Disc/ Drum
MCK112DLM	Aluminum Disc/ Disc
MCK114LM-	Chrome Disc/ Drum
MCK114DLM-	Chrome Disc/ Disc

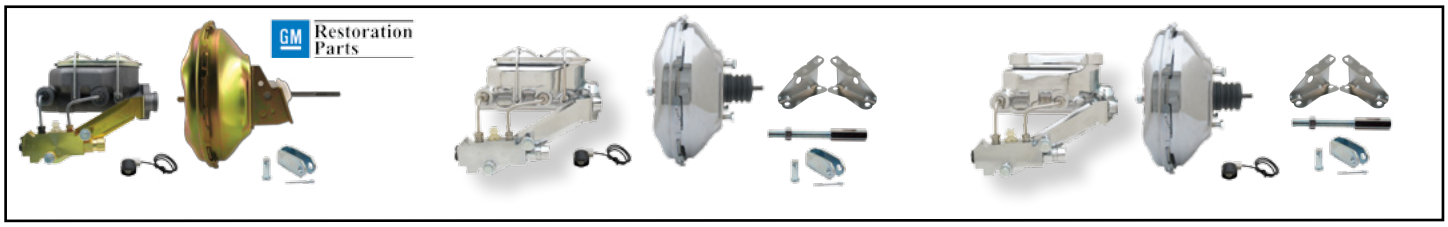




Call 1-800-231-4125 today!

1964-1972 GM A BODY 9" & 11" Booster Conversion Kits

MBM's after market booster conversion kits uses the original 11" & 9" Delco style booster, cast iron master cylinder, &complete w/ proportioning valve kit. Kits come in disc/drum or disc/disc and your option of a stamped or non-stamped GM Delco booster.

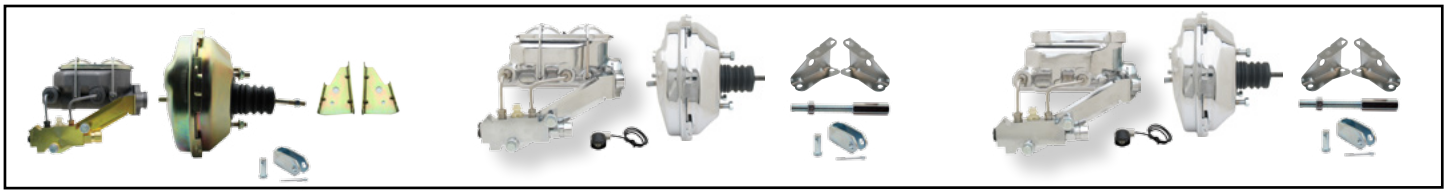


11" BOOSTER CONVERSION KIT DISC/ DRUM

GM-224 11" Zinc (Delco Stamp)Booster Conversion Kit (Disc/Drum)
GM-342 11" Chrome Booster Conversion Kit (Disc/Drum)
GM-350 11" Chrome Flat Top Master Conversion Kit (Disc/Drum)

11" BOOSTER CONVERSION KIT DISC/ DISC

GM-219 11" Zinc (Delco Stamp) Booster Conversion Kit (Disc/Disc)
GM-343 11" Chrome Booster Conversion Kit (Disc/Disc)
GM-351 11" Chrome Flat Top Conversion Kit (Disc/Disc)



9" BOOSTER CONVERSION KIT DISC/ DRUM

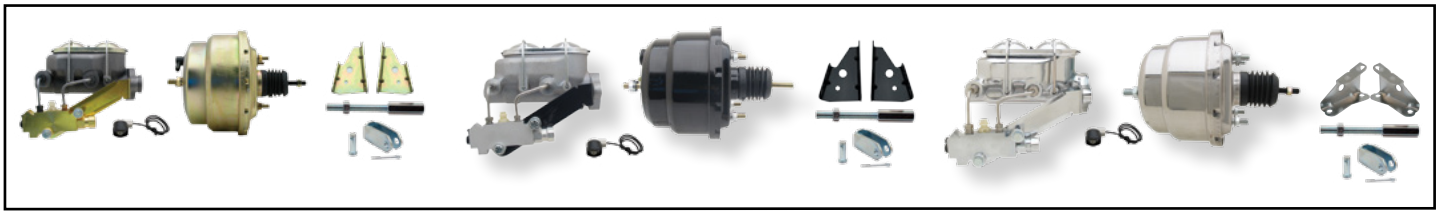
GM-209 9" Zinc Booster Conversion Kit (Disc/Drum)
GM-340 9" Zinc Booster Conversion Kit (Disc/Drum)
GM-352 9" Chrome Flat Top Master Conversion Kit (Disc/Drum)

9" BOOSTER CONVERSION KIT DISC/ DISC

GM-211 9" Zinc Booster Conversion Kit (Disc/Disc)
GM-341 9" Zinc Booster Conversion Kit (Disc/ Disc)
GM-353 9" Chrome Flat Top Master Conversion KitKit (Disc/Disc)

1964-1972 GM A BODY 8" Booster Conversion Kit

Got tall headers or a big block and don't have the room for the 11" booster conversion? Drop down to the popular 8" dual booster conversion kit. Available in zinc, chrome & powder coated black.



8" DUAL BOOSTER CONVERSION KIT DISC/ DRUM

GM-207 8" Zinc Booster Conversion Kit (Disc/Drum)
GM-311 8" Chrome Booster Conversion Kit (Disc/Drum)
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8" DUAL BOOSTER CONVERSION KIT DISC/ DISC

GM-215 8" Zinc Booster Conversion Kit (Disc/Disc)
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GM-729 8" Powder Coated Black Aluminum (Disc/Disc)
GM-328 8" Chrome Flat Top Master Conversion Kit (Disc/Disc)

GM 2" DROP

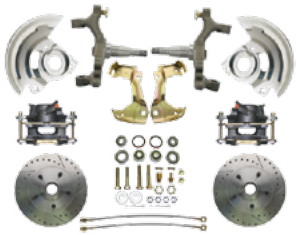
THESE KITS FEATURE A 2" DROP SPINDLE

GM A, F, X Body 1964-1972

Fits A-Body 1964-72, F-Body 1967-69, X-Body 1968-74 Complete 2" drop kit includes: 11" rotors, loaded large GM calipers, 2" drop spindles w/ nuts & washers, brake lines w/ banjo bolts, vacuum hose w/ intake manifold fittings, bearings, seals, dust caps, and hardware. Upgrade to the LX kit and receive cross-drilled & slotted rotors and stainless steel braided hoses. 100 lbs. **DBK6472D/ DBK6472DLX**

2" DROP

STANDARD KIT



LX KIT

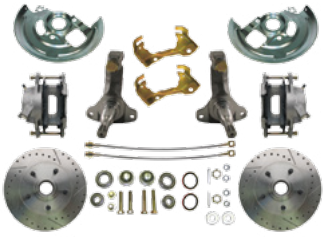
GM CONVERSION KITS

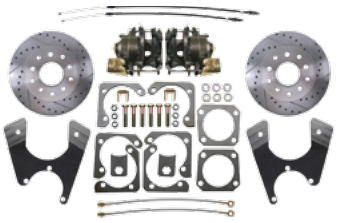
1962-1967 CHEVY II

DBK6267/DBK6267LX FRONT
DBK1012 REAR

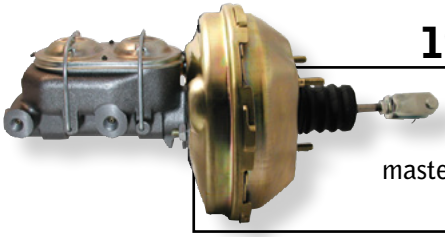
DISC BRAKE KITS FRONT/REAR

1962-67 Chevy ii Front disc brake kits come with either standard rotors with rubber brake hoses **DBK6267** or upgraded to LX versions **DBK6267LX** with stainless steel braided brake hoses and drilled slotted rotors. Rear disc brake kit comes complete with emergency brake cables. Also easily upgraded to LX versions.



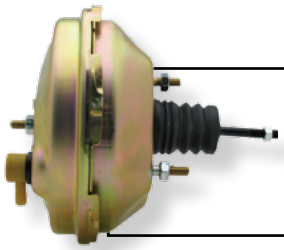


*NOTE: When converting to disc/disc you will need a MC2912H 1-1/8" bore master cylinder and a PV4 to complete the install.



1962-1967 NOVA

9" Delco style single diaphragm booster, master cylinder, & clevis. 23lbs
BCK1033-9029



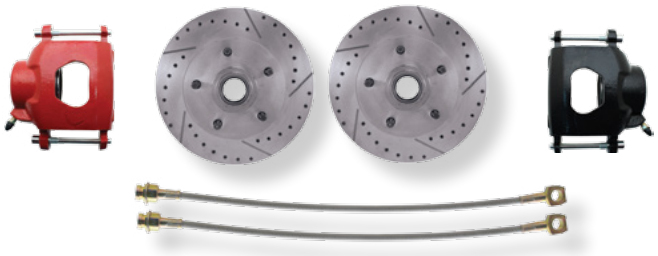
1962-1967 NOVA

9" Delco style booster. Exact reproduction of original. Rear can has 3 stud pattern. 9 lbs.
PB9029

*NOTE: Master cylinder kits and proportioning valve kits can be seen on pages 12-15.

LX PERFORMANCE UPGRADES

POWDER COATED RED / BLACK CALIPERS NOW AVAILABLE! REAR CALIPERS ALSO AVAILABLE POWDER COATED RED/ BLACK!

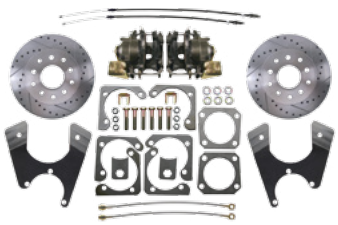


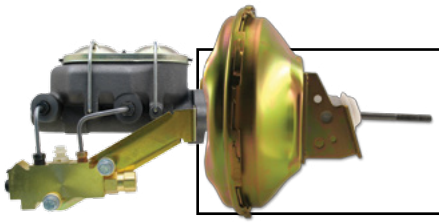
1968-1974 CHEVY NOVA

DBK6472/DBK6472LX FRONT
DBK1012 REAR

DISC BRAKE KITS FRONT/REAR

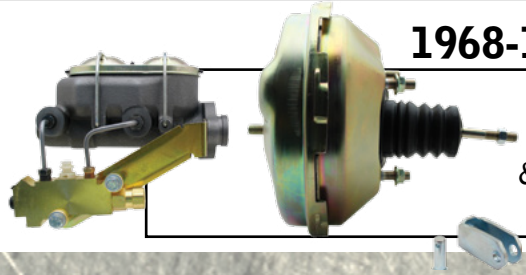
1968-1974 Nova Front disc brake kits come with either standard rotors with rubber brake hoses **DBK6472** or upgraded to LX versions **DBK6472LX** with stainless steel braided brake hoses and drilled slotted rotors. Rear disc brake kit comes complete with emergency brake cables. Also easily upgraded to LX versions.





1968-1974 Nova

11" Delco style single diaphragm booster, master cylinder, valve & clevis. 23lbs
DB-119



1968-1974 Nova

9" Delco style booster, master & valve kit 9 lbs.
GM-209

Call 1-800-231-4125 today!

GM FULL SIZE CONVERSION KITS

1955-1958 GM Full Size

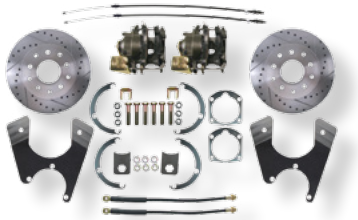
Chevy Impala, Chevy Bel Air, Chevy Biscayne, Chevy ,Del Ray, Chevy 150, Chevy 210.

DBK5558/DBK5558LX FRONT
DBK1012FS/DBK1012FSLX

DISC BRAKE KITS FRONT/REAR

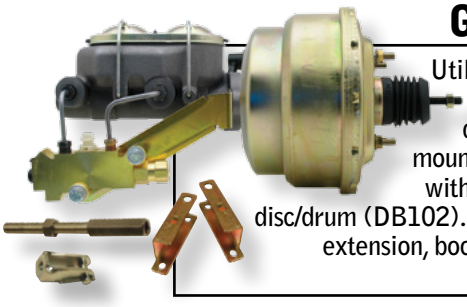
1955-1958 Full Size Chevy Front disc brake kits come with either standard rotors with rubber brake hoses **DBK5558** or upgraded to LX versions **DBK5558LX** with stainless steel braided brake hoses and drilled slotted rotors. **DBK1012FS / DBK1012FSLX** Rear disc brake kit comes complete with emergency brake cables and are available in standard and LX versions.

FRONT LX KIT



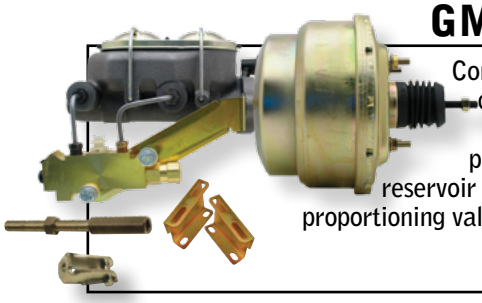
REAR LX KIT

GM 1955-1957



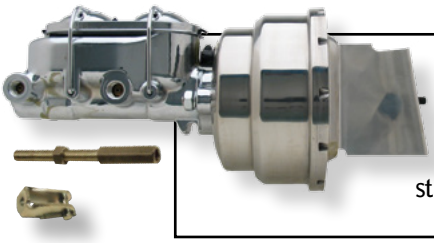
Utilizes a dual-well master cylinder and 8″ dual-diaphragm booster. Left mounted prop valves for use with disc/disc (DB102D) or disc/drum (DB102). Also includes pedal rod extension, booster bracket and clevis. **DB116/DB116D**

GM 1958-1970



Complete power brake conversion assembly featuring a 8″ dual power booster, a dual reservoir master cylinder and proportioning valve kit for disc/drum. **DB117-DB117D**

GM 1955-1970



Universal street rod cars 8″ dual-diaphragm polished chrome booster, chrome 1″ master cylinder, stainless steel bracket. 23lbs **DB117C**

GM 1958-1970

9″ Single power booster, double reservoir 1″ master cylinder and proportioning valve kit for disc/drum. **PL5564**

1959-1964 GM Full Size

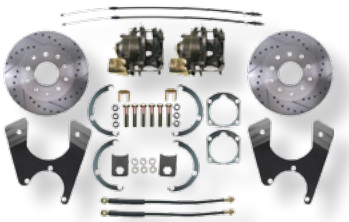
Chevy Impala, Chevy Bel Air, Chevy Biscayne, Chevy ,Del Ray, Chevy 150, Chevy 210.

DBK5964/DBK5964LX FRONT
DBK1012FS/DBK1012FSLX REAR

DISC BRAKE KITS FRONT/REAR

1959-1964 Full Size Chevy Front disc brake kits come with either standard rotors with rubber brake hoses **DBK5964** or upgraded to LX versions **DBK5964LX** with stainless steel braided brake hoses and drilled slotted rotors. **DBK1012FS / DBK1012FSLX** Rear disc brake kit comes complete with emergency brake cables and are available in standard and LX versions.

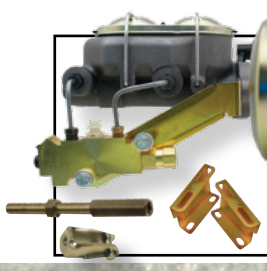
FRONT LX KIT



REAR LX KIT

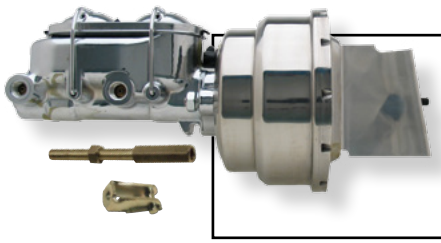
*NOTE: When purchasing a booster conversion kit and disc brake kit together please specifiy if you are disc/drum or disc/disc.

GM 1958-1970



Complete power brake conversion assembly featuring a 8″ dual power booster, a dual reservoir master cylinder and proportioning valve kit for disc/drum. **DB117-DB117D**

GM 1955-1970



Universal street rod cars 8″ dual-diaphragm Chrome booster, chrome master cylinder, stainless steel bracket. 23lbs **DB-117C**

1965-1968 GM Full Size

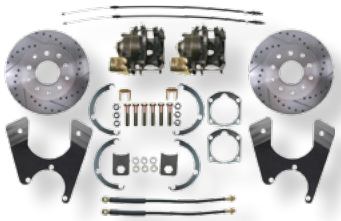
Chevy Impala, Chevy Bel Air, Chevy Biscayne, Chevy ,Del Ray, Chevy 150, Chevy 210.

DBK6568/DBK6568LX FRONT
DBK1012FS/DBK1012FSLX REAR

DISC BRAKE KITS FRONT/REAR

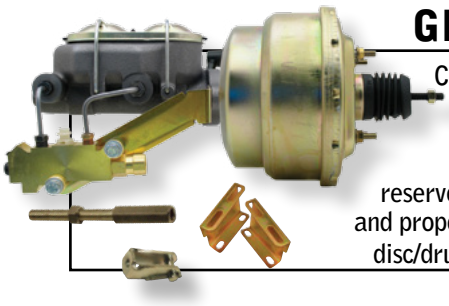
1965-1958 Full Size Chevy Front disc brake kits come with either standard rotors with rubber brake hoses **DBK6568** or upgraded to LX versions **DBK6568LX** with stainless steel braided brake hoses and drilled slotted rotors. **DBK1012FS / DBK1012FSLX** Rear disc brake kit comes complete with emergency brake cables and are available in standard and LX versions.

FRONT LX KIT



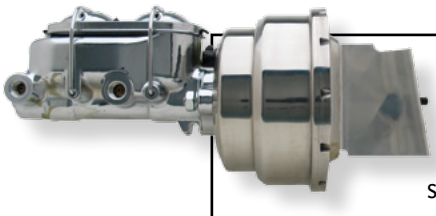
REAR LX KIT

*NOTE: When purchasing a booster conversion kit and disc brake kit together please specifiy if you are disc/drum or disc/disc.



GM 1958-1970

Complete power brake conversion assembly featuring a 8" dual power booster, a dual reservoir 1"master cylinder and proportioning valve kit for disc/drum. **DB117-DB117D**



GM 1955-1970

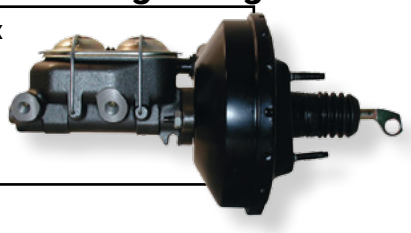
Universal street rod cars 7" dual-diaphragm polished stainless steel booster, chrome 1" master cylinder, stainless steel bracket. 23lbs **BCK5002**

1970-1973 MUSTANG

Cougar, Torino & Montego

1967-1970 Ford Mustang/Cougar

9" single-diaphragm Bendix style booster with firewall bracket & master cylinder. Pedal available on P.27
20 lbs. **PBU9007MC**



Ford Mustang 1970-1973

NEW ITEM!

FRONT DISC BRAKE KIT

Includes 11" rotors, 4 piston calipers, pads, caliper brackets, brake lines w/ banjo bolts bearings, seals, dust caps, and hardware. Upgrade to the LX kit and receive cross-drilled & slotted rotors and stainless steel braided hoses. 125lbs

Kit will also fit:

1970-1973 Cougar
1970-1971 Torino, Montego

DBK7073

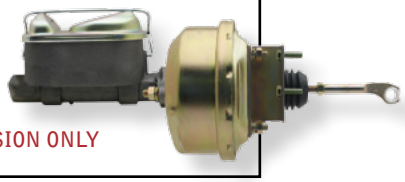
Call 1-800-231-4125 today!

1964.5-1969 MUSTANG

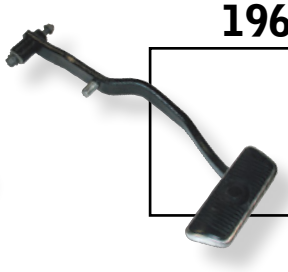
Falcon, Fairlane, Ranchero, Comet, Cyclone, Cougar, Montego

1964-1966 Ford Mustang

7" single-diaphragm booster & bracket, Ford style single bail master cylinder. 19 lbs
PBUF6466D
*FOR AUTOMATIC TRANSMISSION ONLY



1967-1969 Ford Mustang



1967-69 Ford Mustang brake pedal for automatic cars. For use with PBU9007MC p.28 4 lbs.
BPAF6769PED

Ford Mustang 1964.5-1969

NEW ITEM!

FRONT DISC BRAKE KIT

Includes 11" rotors, 4 piston calipers, pads, caliper brackets, brake lines w/ banjo bolts bearings, seals, dust caps, and hardware. Upgrade to the LX kit and receive cross-drilled & slotted rotors and stainless steel braided hoses. 125lbs

Kit will also fit:

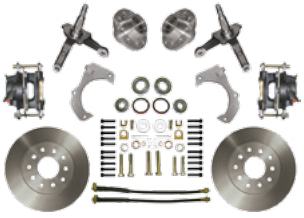
1963-1969 Falcon
1964-1969 Fairlane, Ranchero, Comet, Cyclone
1967-1969 Cougar
1968-1969 Torino, Montego

DBK6469

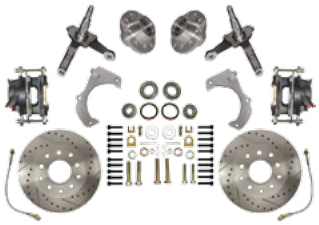
Ford Mustang II DBK7478/DBK7478LX

FRONT DISC BRAKE KIT

Includes stock height spindles w/ nuts& washers, 11" rotors, large GM calipers, caliper brackets, hubs, brake lines w/ banjo bolts bearings, seals, dust caps, and hardware. Upgrade to the LX kit and receive cross-drilled & slotted rotors and stainless steel braided hoses. 125lbs



STANDARD KIT



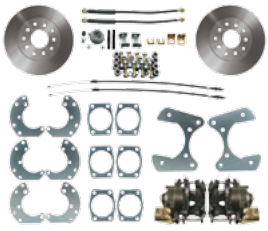
LX KIT

REAR DISC BRAKE KITS

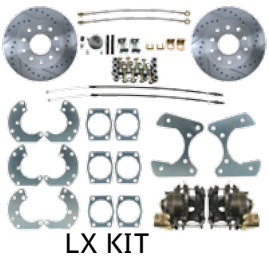
FORD 9" REAR

FORD 9" REAR-END

Fits pre-1980 Ford passenger 9" rear-end. Includes brackets and flanges that fit the three most popular sizes of the small bearing 9" rear end (3-3/8" x 2", 3-1/2" x 2-3/8", 3-9/16 " x 2"), 11" GM rotors, loaded calipers, caliper brackets, hardware & spacers, brake lines & line brackets, and emergency brake cables. Upgrade to the LX kit and receive cross-drilled & slotted rotors and stainless steel braided hoses. 64 lbs. **DBK9/ DBK9LX**



STANDARD KIT



LX KIT

LX PERFORMANCE UPGRADES

REAR CALIPERS AVAILABLE POWDER COATED RED/ BLACK!

MBM now offers Red and Black powder coated calipers for all our rear disc brake conversions. These calipers are the same castings as our NR172/NR173 and include the E-Brake option. Any rear kit can now be upgraded to include the Powder Coated Calipers just add "-R" For red or "-B" For black to any rear kit to include rear coated calipers!

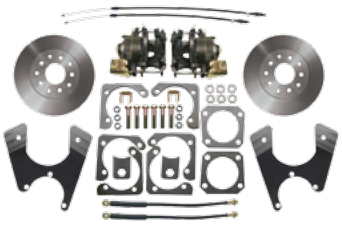
NR172-NR173PCR

NR172-NR173PCB

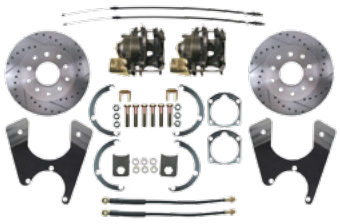
GM A, F, X, Non-Staggered & GM Full Size

REAR

Non-staggered shock F-Body 1967-69, A-Body 1964-72, X-Body 1968-74. Includes 11" rotors, loaded calipers, caliper brackets, hardware & spacers, brake lines & brackets, and e-brake cables. Upgrade to the LX kit and get cross-drilled & slotted rotors and stainless steel braided hoses. 65 lbs. **DBK1012/ DBK1012LX** Also available in FS kits for full size cars 1955-64. **DBK1012FS/DBK1012FS**



STANDARD KIT

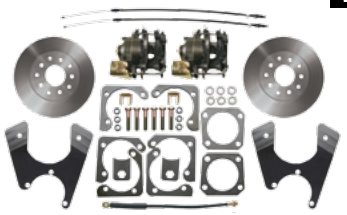


FULL SIZE

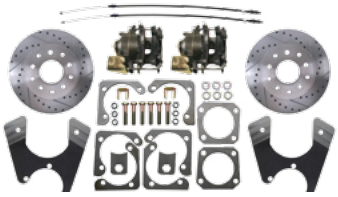
GM, A, F, X Staggered Shock

REAR - STAGGERED

Staggered shock kit for F-Body 1967-69, A-Body 1964-72, X-Body 1968-74. Includes 11" rotors, loaded calipers, caliper brackets, hardware & spacers, brake lines & line brackets, and emergency brake cables. Upgrade to the LX kit and receive cross-drilled & slotted rotors and stainless steel braided hoses. 65 lbs. **DBK1012S/DBK1012SLX**



STANDARD KIT



LX KIT

FORD 9" TRUCK REAR *NEW ITEM!*

FORD TRUCK 9" REAR-END

Pre-1987 Ford 9" rear-end light truck to disc brake performance. Fits the three most popular sizes of the 9" rear end (3-3/8" x 2", 3-1/2"x 2-3/8", 3-9/16" x 2"). Includes 5 on 5 1/2 bolt pattern rotors. Standard only. LX coming soon. **DBK9TRK**

STANDARD KIT

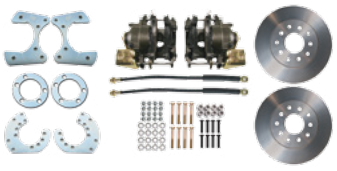
MOPAR A, B & E Body

MOPAR 8 3/4" REAR-END

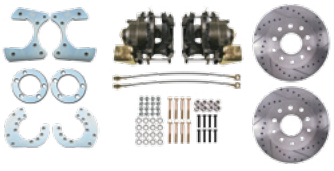
Converts the Mopar 8 3/4" rear end 1957-1974 & Mopar 9 3/4" (Dana 60) 1966-1971 to rear disc brakes. Upgrade to the LX kit and receive cross-drilled & slotted. ONLY FOR USE WITH 15" WHEELS. 65 lbs. **DBK834/ DBK834LX**

DBK834/DBK834LX KIT E-BRAKE CABLES

Part #	Length	Application
ECRE-561	34 3/4"	1967-76 Chrysler/Dodge A-Body
ECRE-562	73 3/4"	1967-74 Chrysler/Dodge A-Body
ECRE-552A	35"	1970-74 Chrysler/Dodge E-Body
ECRE-553	72 3/4"	1970-74 Chrysler/Dodge E-Body
ECRE-512	35 5/8"	1966-70 Chrysler/Dodge B-Body
ECRE-513	75 3/4"	1966-70 Chrysler/Dodge B-Body



STANDARD KIT



LX KIT

Due to the wide variety of cars the DBK834 kit is compatible with, there is no single length E-Brake cable which will work universally. MBM overcomes this problem by offering several different sizes of cables for seperate purchase, so you can tailor fit it to your application! Fits large and small bolt patterns.

Call 1-800-231-4125 today!

MBM ProLine

POWER BRAKE CONVERSION KITS

High quality show look with our premium powder coated parts. Upgrade yourself to the latest non-corrosive line on the market. Our complete power brake conversions include a master, booster and necessary brackets for an easy installation. We are designing new conversion kits every day! Contact your salesman today!

Universal - Street Rod

Universal bolt-on power unit. Includes: Firewall mount bracket, master cylinder, choice of 7" Dual(PL-6002) or 7" single (PL-6003) booster.
PL6001

Pedal pivot point adjusts to 7", 8.5", 10", 11.5", & 13"

1955-1959 Chevy

Trucks only. Comes with 7" dual booster, master, lines, valve, pedal rod extension and clevis
PL5559

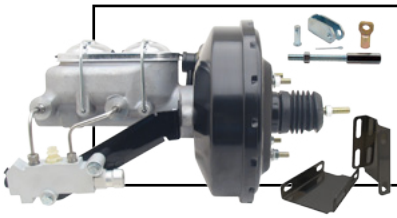
1964-1972 Chevelle

Chevelle 64-72 & Camaro 67-69; 7" dual booster, master, lines, valve, pedal rod extension and clevis
PL6472

1947-1954 Ford

Ford Cars with 7" dual booster, master, lines, valve, pedal rod extension and clevis
PL4754

1960-1966 Chevy Trucks



9" booster,master, brackets, lines, valve pedal rod extension and clevis
PL6066

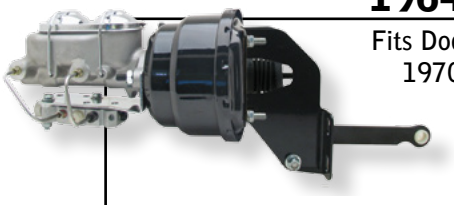
1955-1972 Ford

For passenger cars with 7" dual booster, bottom mount valve, master, firewall bracket & clevis
PL5572

1974-1986 CJ Jeep

7" dual booster, proportioning valve, bracket lines, & clevis
PL7486

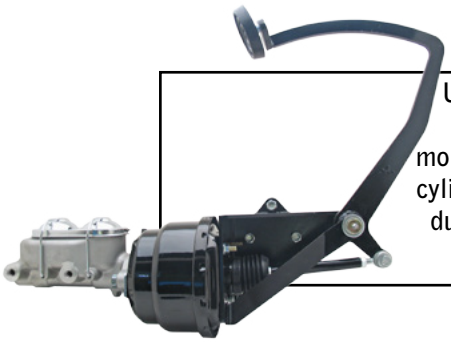
1964-1974 Mopar



Fits Dodge/ Plymouth 1965-1970 A Body, 1965-1974 B- Body & E Body. Includes 7" Dual booster & Prop valve kit. **PL6570**

Only for use when converting a manual car to power.

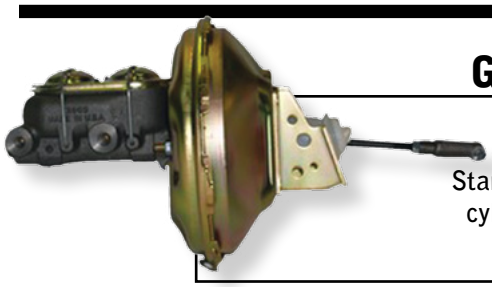
Universal



Universal bolt-on power unit. Includes: Frame mount bracket and master cylinder. Available with 7" dual or 7" single booster.
PL2831

BOOSTER CONVERSION KITS

Even perfectly operating manual brakes can't achieve the performance of a power brake system. MBM makes converting to a power system easy, with ready-to-go kits that reduce part number guess work while increasing safety and performance.

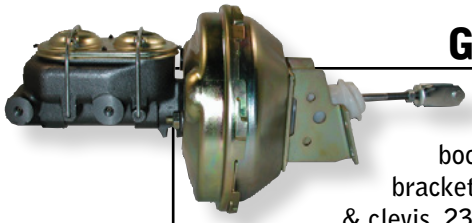


GM 1964-1972

11" GM restoration Delco Moraine Stamped booster, master cylinder & clevis. 23 lbs. **BCK1000-1003**

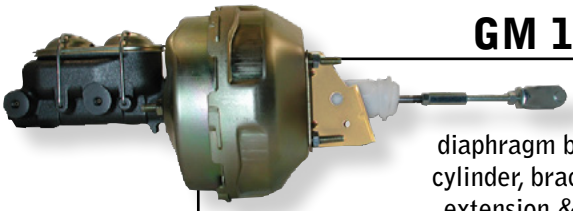
GM 1964-1972

9" single diaphragm booster, master cylinder, bracket, pedal rod extension & clevis. 23 lbs. **BCK1001-9002**



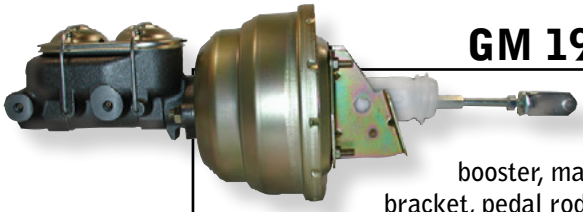
GM 1964-1972

9" Delco style single diaphragm booster, master cylinder, bracket, pedal rod extension & clevis. 23 lbs. **BCK1001-9022**



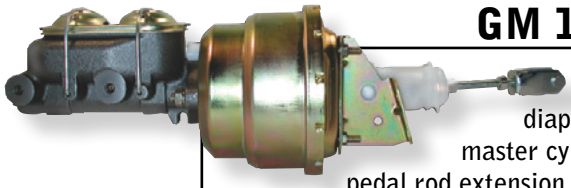
GM 1964-1979

9" Delco style dual diaphragm booster, master cylinder, bracket, pedal rod extension & clevis. 23 lbs. **BCK1002-9513**



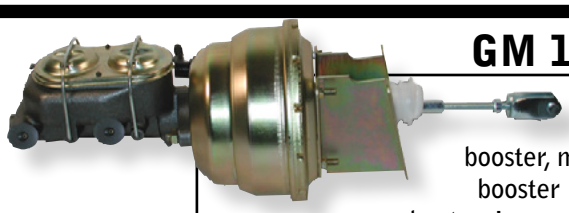
GM 1964-1979

8" dual-diaphragm booster, master cylinder, bracket, pedal rod extension & clevis. 23 lbs. **BCK1003-8531**



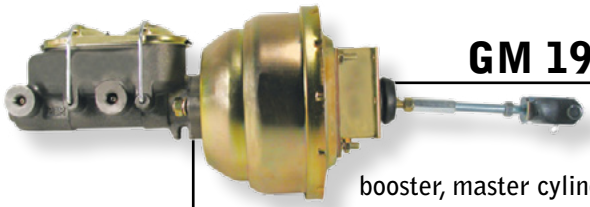
GM 1964-1972

7" dual-diaphragm booster, master cylinder, bracket, pedal rod extension & clevis. 23lbs **BCK1004-7537**



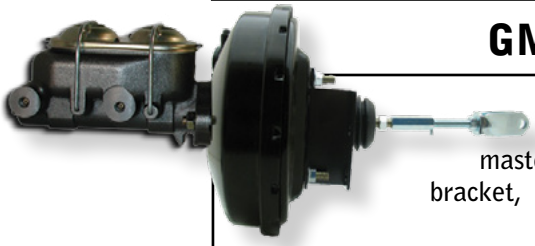
GM 1955-1970

8" dual diaphragm booster, master cylinder, booster bracket, pedal rod extension and clevis. 23 lbs. **BCK1005-8531**



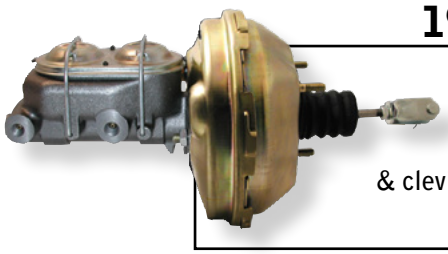
GM 1964-1972

8" dual-diaphragm booster, master cylinder, bracket, pedal rod extension & clevis. 23lbs **BCK1006-8531**



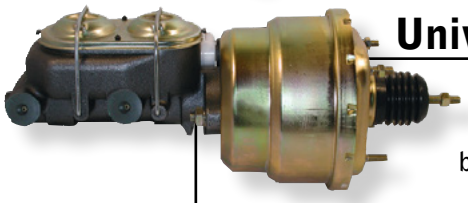
GM 1955-1970

9" single diaphragm booster, master cylinder, booster bracket, pedal rod extension and clevis. 23 lbs. **BCK1006-9002**



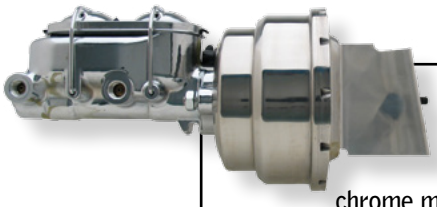
1962-1967 NOVA

9" Delco style single, 3 stud diaphragm booster, master cylinder, & clevis. 23lbs **BCK1033-9029**



Universal -Street Rod

Universal application. 7" dual diaphragm booster, master cylinder. 23 lbs. **BCK5001**

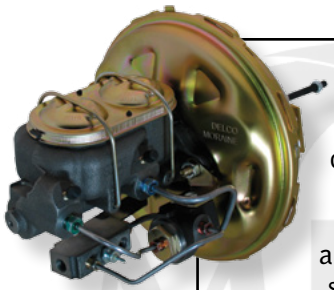


GM 1955-1970

Universal street rod cars 7" dual-diaphragm polished stainless steel booster, chrome master cylinder, stainless steel bracket. 23lbs **BCK5002**

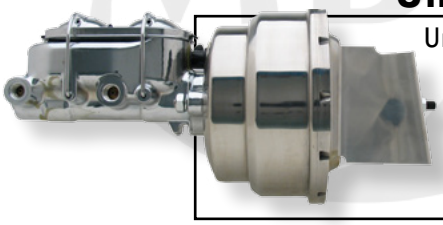
Call 1-800-231-4125 today!

1968-1969 Camaro



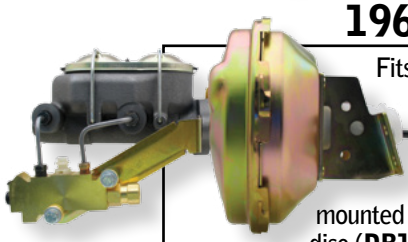
11" Delco-Moraine stamped single diaphragm booster, a GM Restoration cast iron master cylinder with casting numbers. Prop valve and distribution block crafted to look like the original equipment and 4 lines to accommodate multiple setups. 26lbs. Disc/Drum **BCK5005**

Universal -Street Rod



Universal street rod. Includes dual 8" polished stainless steel booster, stainless steel bracket and chrome master cylinder. 23 lbs. **BCK5003**

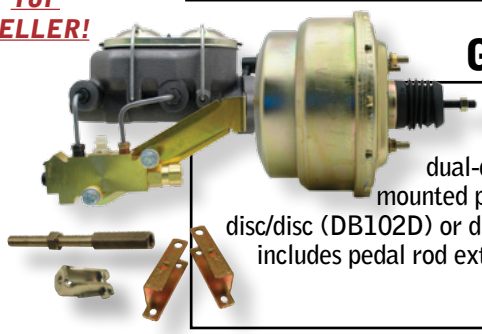
1964-1966 Chevelle



Fits 1964-1966 Chevy Chevelle. Utilizes an MC1322H dual-well master cylinder and 9" diaphragm booster. Comes with side-mounted prop valves for use with disc/disc (**DB114D**) or disc/drum (DB114).

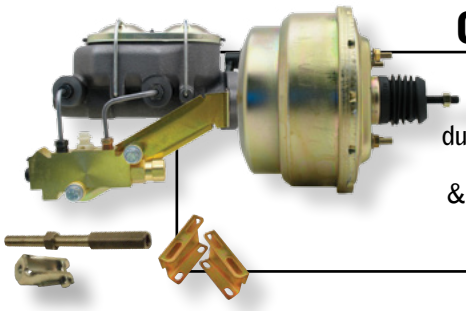
TOP SELLER!

GM 1955-1957



Includes dual-well master cylinder and 8" dual-diaphragm booster. Left mounted prop valves for use with disc/disc (DB102D) or disc/drum (DB102). Also includes pedal rod extension, booster bracket and clevis. **DB116/DB116D**

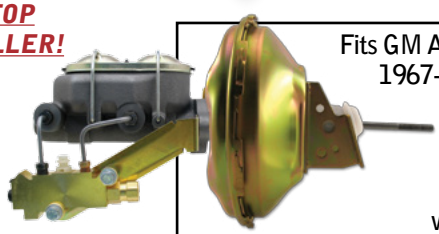
GM 1958-1970



GM Power brake assembly featuring a 8" dual power booster, a dual master cylinder & proportioning valve kit. **DB117** Disc/Drum **DB117D** Disc/Disc

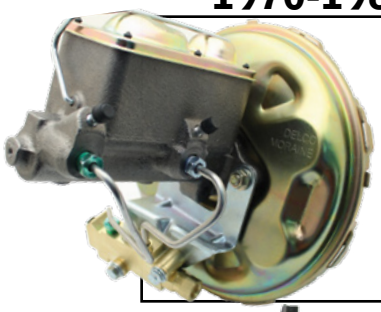
TOP SELLER!

GM A, F, X



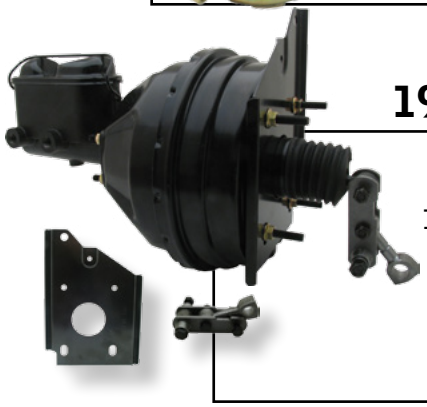
Fits GM A-body's 1964-72, F- Body's 1967-69, & X-body 1968-74. Kit includes an 11" Delco style power booster, a dual reservoir master cylinder and proportioning valve kit. **DB119** Disc/Drum **DB119D** Disc/Disc

1970-1981 Camaro/ Firebird



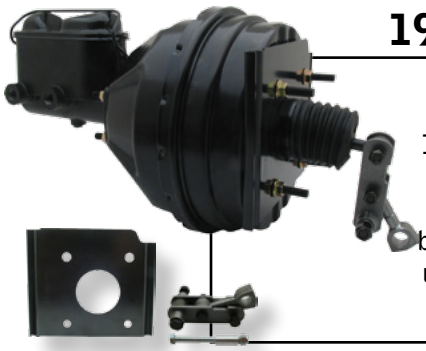
11" Delco-Moraine stamped single diaphragm booster, complete with dual bail master with bleeder screws & proportioning valve kit like O.E.M. Period Correct **BCK5007** Disc/Drum **BCK5007D** Disc/Disc

1966-1970 MOPAR



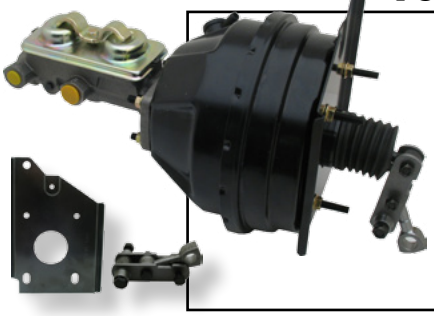
Mopar Bendix style trapezoid nose booster fits 1966-70 B bodies. Includes the 4 stud disc/drum 1.125" bore master. To be used with HWK8536-1. 16 lbs. **BCK8536-1**

1971-1974 MOPAR



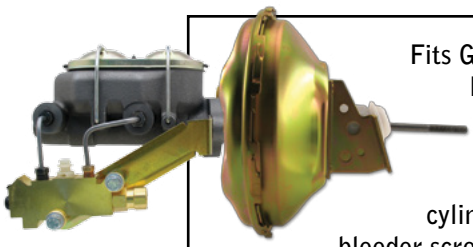
Mopar Bendix style trapezoid nose booster fits 1971-74 B bodies & 1970-74 E Bodies. Includes the 4 stud disc/drum 1.125" bore master cylinder. To be used with HWK8536-2. 16 lbs. **BCK8536-2**

1966-1970 MOPAR



Mopar Bendix style trapezoid nose booster 1966-70 B bodies. Includes the 4 stud drum/drum 1" bore master cylinder. To be used w/ HWK8536-1. 15 lbs. **BCK8536-1D**

GM A, F, X

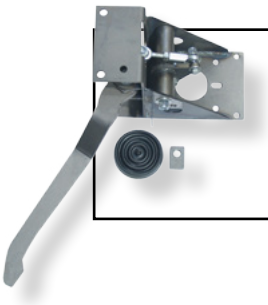


Fits GM A-body's 1964-72, F- Body's 1967-69, & X-body 1968-74. 11" Delco Moraine booster, dual master cylinder, casting numbers, bleeder screws and proportioning valve kit. **DB120** Disc/Drum **DB120D** Disc/Disc

PEDAL BRACKETS

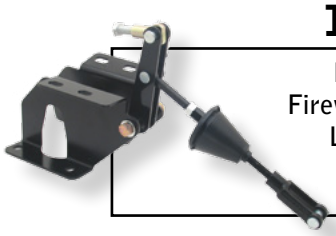
Mbm has a wide selection of pedals available to convert your car or truck to power brakes. Avoid headaches and use a MBM pedal for your conversion! Most pedals come with pedal pad and any hardware you might need for installation.

PRAUD



Universal right angle booster bracket for use under dash. Perfect for tight spaces Non-coated for easier welding. 7 lbs

1955-1964 Impala



Fits Chevy Impala 1955-64. Firewall mount booster bracket. Laser cut with black powder coated finish. 3 lbs. **CI5564**

NEW DESIGN!

PRAUF1

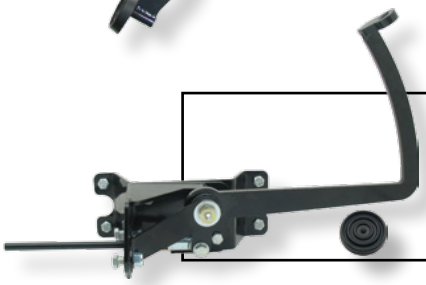
Universal under-dash mount pedal. Laser cut with black powder-coated finish. Now Drilled for power or manual. 8 lbs.

1964-1974 MOPAR

Fits Dodge/Plymouth 1965-74 B & E-Body. & 1962-1974 A Body Firewall mount booster bracket. Laser cut with black powder-coated finish. 4 lbs. **BPRP6570**

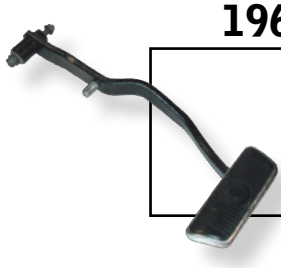
*Note: For factory manual brake cars only.

PRAUM



Universal frame mount manual brake pedal. Laser cut with black powder-coated finish. 10 lbs.

1967-1969 Ford Mustang



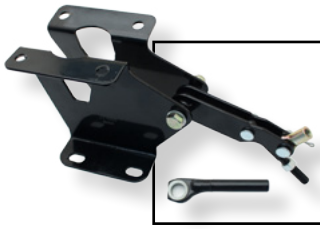
1967-69 Ford Mustang brake pedal for automatic cars. For use with PBU9007MC p.28 4 lbs. **BPAF6769PED**

NEW DESIGN!

1949-1954 GM

Fits Chevy car 1949-54. Frame mount assembly. New design helps to eliminate fitment issues. Laser cut. Black powder coat. 10 lbs. **PRAC4954**

1974-1986 Jeep



Fits Jeep CJ 1974-86. Firewall mount booster bracket. Laser cut with black powder coated finish. 4 lbs. **J7486**

TOP SELLER!

1928-1931 Ford

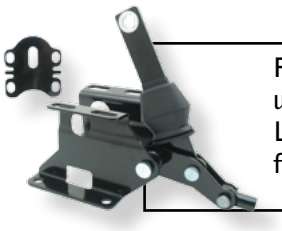
Universal frame mount pedal based on early Ford 1928-31 design. Laser cut with black powder-coated finish. This design also used in many other applications. 10 lbs. **PRAU2831**

1955-1959 GM Truck

Fits Chevy truck 1955-59. Frame mount assembly. Laser cut with black powder-coated finish. 8 lbs. **PRAFMCT5559**

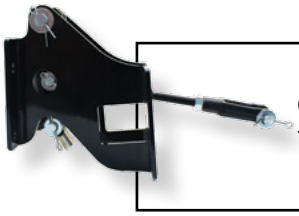
Call 1-800-231-4125 today!

PEDAL BRACKETS



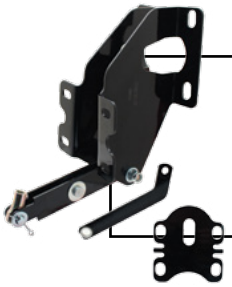
1957-1972 Ford Truck

Fits Ford 1957-72. Booster bracket. use with PBU5772 & PBUFT5772. Laser cut with black powder-coated finish. 3 lbs. **FT5772BPR**



1967-1972 GM Truck

Fits Chevy Truck 1967-72. Laser cut with black powder-coated finish. 4 lbs.
BPRCT6772

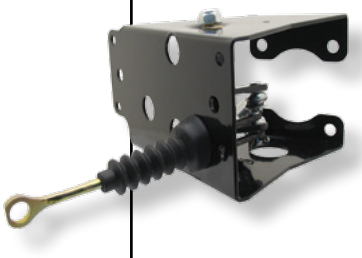


1966-1971 Fairlane

1966-1971 Ford Fairlane, Ranchero, Torino Booster Bracket For use with MBM MC11525
7 lbs.
BP6673FLTR

1947-1954 GM Truck

Fits Chevy truck 1947-54. Frame mount assembly. Includes mounting bracket. Laser cut with black powder-coated finish.
8 lbs. **PRAFMCT4754**



1966-1977 Ford Bronco

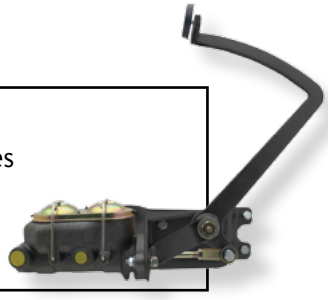
Fits Ford Bronco 1966-1977. Designed for use without modifying your Bronco and to allow clearance when used with fiberglass and low profile hoods. Includes firewall dust boot. Laser cut with black powder-coated finish.
10 lbs. **BRFT12504**

POWER BRAKE UNITS

Whether bringing an existing manual brake system back to original performance or upgrading to a power system, MBM has your customers covered with our complete power and manual brake units.

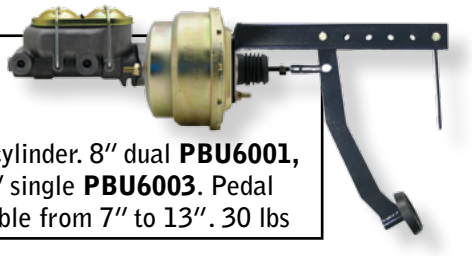
PBUPRAUM

Universal bolt-on frame mount manual pedal assembly. Includes bolt-on pedal assembly and master cylinder.
23 lbs.



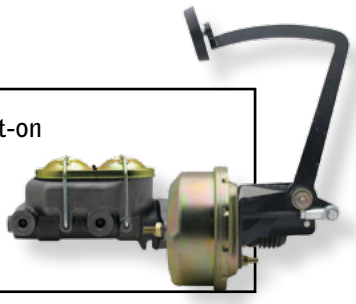
PBU6001

Universal bolt-on power unit. Firewall mount booster bracket and master cylinder. 8″ dual **PBU6001,** 7″ dual **PBU6002** 7″ single **PBU6003**. Pedal pivot point is adjustable from 7″ to 13″. 30 lbs



PBUU2831-7S

Universal frame mount bolt-on power unit w/bracket. 7″ single-diaphragm booster, master cylinder and pedal assembly. 29 lbs.



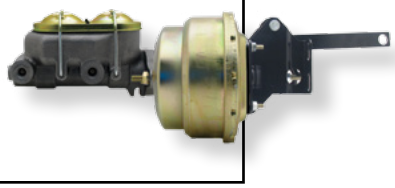
PBUU2831

Universal frame mount bolt-on power unit w/bracket. 7″ dual-diaphragm booster, master cylinder and pedal assembly. 30 lbs.

POWER BRAKE UNITS

1957-1972 Ford Mercury*

8" dual-diaphragm booster, master cylinder, booster bracket and pedal rod extension. 26 lbs.
PBUF5772



*Note: will not fit 292/312 engines with original exhaust manifolds or big block cars from 1957-59

1957-1972 Ford Mercury*

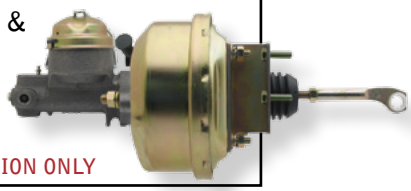
8" Chrome dual-diaphragm booster, master cylinder, booster bracket and pedal rod extension. 26 lbs.
PBUF5772C

*Note: will not fit 292/312 engines with original exhaust manifolds or big block cars from 1957-59

1964-1966 Ford Mustang

7" single-diaphragm booster & bracket, drum brake master cylinder & pedal assembly. 19 lbs **PBUF6466A**

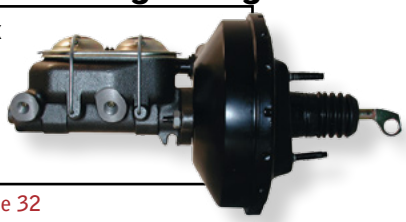
*FOR AUTOMATIC TRANSMISSION ONLY



ALSO AVAILABLE WITH 7" DUAL AS PBUF6466B OR CHROME BOOSTER AS PBUF6466C

1967-1970 Ford Mustang/Cougar

9" single-diaphragm Bendix style booster with firewall bracket & master cylinder. Pedal available on P.27
20 lbs. **PBU9007MC**

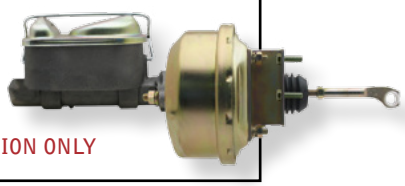


Pedal part #BPAF6769PED on Page 32

1964-1966 Ford Mustang

7" single-diaphragm booster & bracket, Ford style single bail master cylinder. 19 lbs
PBUF6466D

*FOR AUTOMATIC TRANSMISSION ONLY

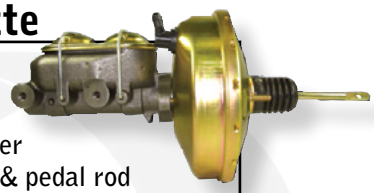


1966-1971 Ford Fairlane

8" Dual-diaphragm Bendix style booster & bracket, Ford style single bail master cylinder. 19 lbs
FD-200

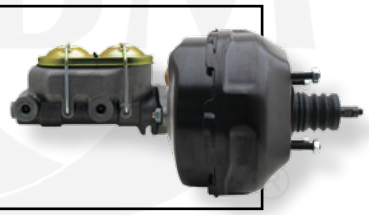
1985-1991 Corvette

Exact duplicate of original. Includes: 9" single-diaphragm Delco style booster w/ bracket, master cylinder, & pedal rod extension. 13 lbs.
PBU9013



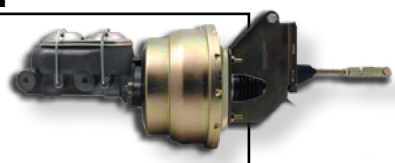
1977-1982 Corvette

9" dual-diaphragm Delco style booster (black can) & master cylinder. 16 lbs.
PBU9512



1955-1964 Bel Air *

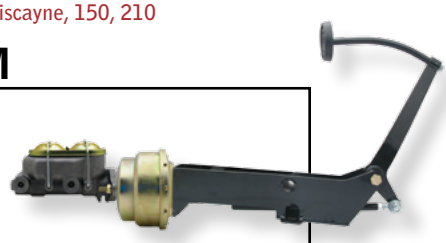
Includes: 8" dual-diaphragm booster w/ bracket, master cylinder & pedal assembly. 21 lbs.
PBUC5564



* Includes - Bel Air, Impala, Biscayne, 150, 210

1949-1954 GM

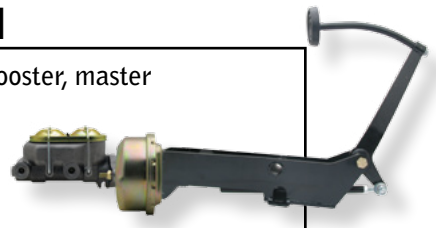
7" dual-diaphragm booster, master cylinder & Frame mount pedal assembly. 30 lbs
PBUC4954



Designed for automatic cars.

1949-1954 GM

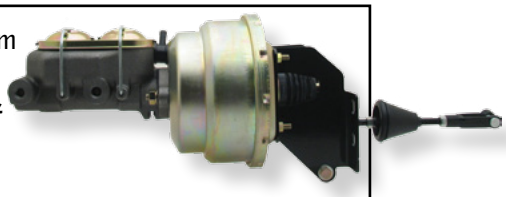
7" single diaphragm booster, master cylinder & frame mount pedal assembly. 30 lbs.
PBUC4954-7S



Designed for automatic cars.

1955-1964 Impala

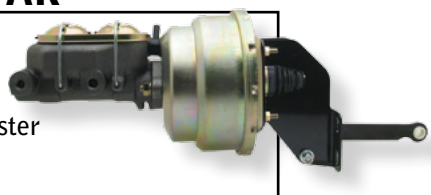
7" Dual-diaphragm booster, cast iron master cylinder & bracket.
21 lbs. **DB123**



Call 1-800-231-4125 today!

1965-1974 MOPAR

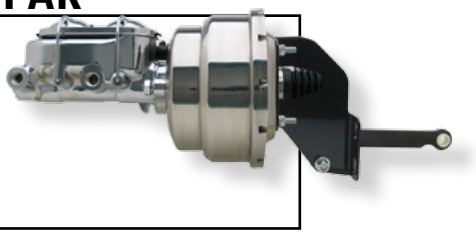
1965-70 A-Body,
1965-74 B & E-Body.
8" dual-diaphragm booster w/bracket, & master cylinder. 27 lbs.
PBUP6570



Only for use when converting a manual car to power. O.E. Power cars require firewall plate modification in order to work with this kit.

1965-1974 MOPAR

1965-70 A-Body,
1965-74 B &E-Body.
Includes: 8" dual booster w/bracket, & master cylinder.
27 lbs. **PBUP6570C**

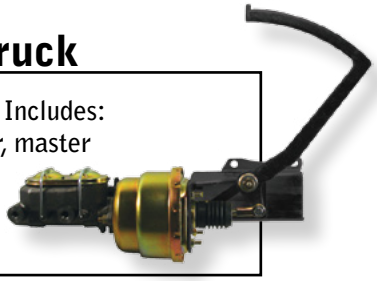


Only for use when converting a manual car to power. O.E. Power cars require firewall plate modification in order to work with this kit.

TRUCK UNITS

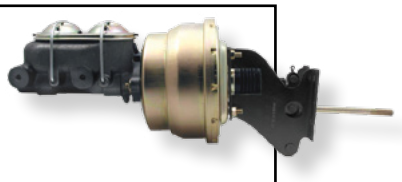
1947-1954 GM Truck

Fits Chevy truck 1947-54. Includes: 7" dual-diaphragm booster, master cylinder, & frame mount pedal assembly. 29 lbs.
PBUFMCT4754



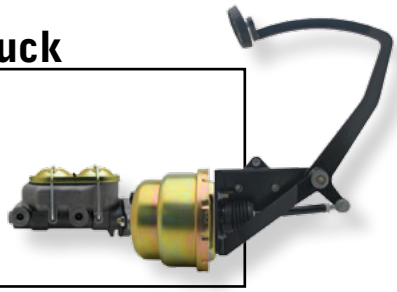
1967-1972 GM Truck

Includes: 8" dual-diaphragm booster w/ bracket, master cylinder, & pedal rod extension.
26 lbs. **PBUCT6772**



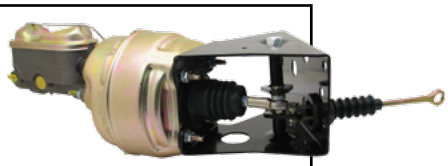
1955-1959 GM Truck

7" dual-diaphragm booster w/ pedal, master cylinder, and frame mount pedal & rod extension. 25 lbs.
PBUFMCT5559



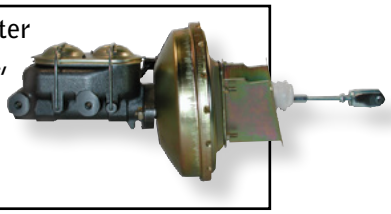
1966-1977 Ford Bronco

Includes a bendix style booster with Ford style master & firewall mount bracket. 30 lbs.
PBUFT12504



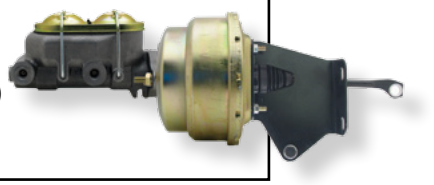
1960-1972 GM Truck

9" single-diaphragm booster w/ firewall mount bracket, master cylinder, & pedal rod extension. 29 lbs.
PBUCT6072



1974-1986 Jeep CJ

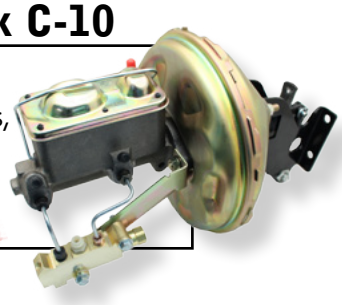
8" dual-diaphragm booster w/ firewall mount bracket assembly, master cylinder.
Disc/ Drum **(PBUJ7486D)**
Disc/ Disc **(PBUJ7486)**



1967-1972 GM Truck C-10

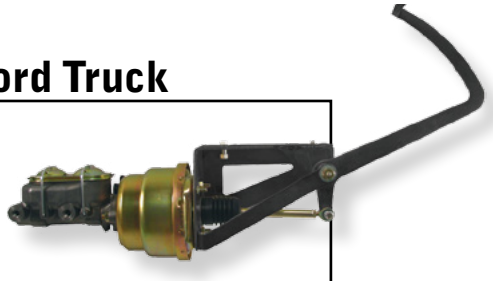
11" Single-diaphragm booster, square master w/ bleeder screws, Proportioning valve & bracket
CT-200

NEW PRODUCTS



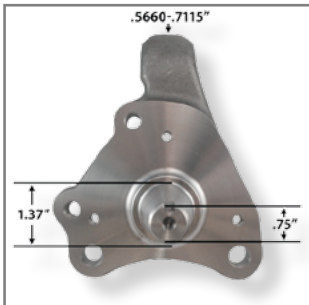
1953-1956 Ford Truck

7" dual-diaphragm booster. Master Cylinder and frame mount pedal assembly. 29 lbs.
PBUFMFT5356A



SPINDLES

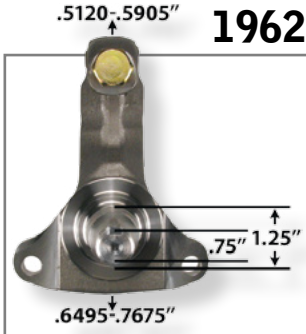
1962-1974 MOPAR



Fits 1962-74 Mopar B & E-Body. Stock height w/ caliper brackets. 3/4"-20 16 nut. Exact reproduction of original. 18lbs.

2627

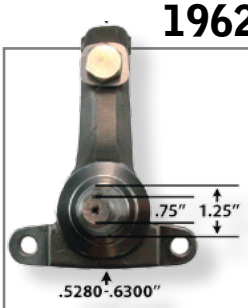
1962-1974 GM



Fits 1962-74 GM A,F, & X Body. Chevell 64-72, Nova 68-74, Camaro 67-72. Stock height. 3/4"-20 nut. Exact Copy. 26 lbs.

3966151

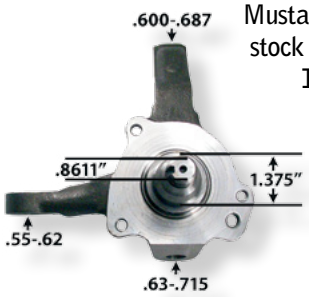
1962-1967 NOVA



Fits 1962-67 Chevy Nova. Stock height. 3/4"-20 nut. Exact reproduction of original. 24 lbs.

3966152

MUSTANG II



Mustang II universal stock height spindle. 13/16"-20 Nut 32 lbs.

155/156

1970-1973 MUSTANG

Mustang 1970-1973 stock height disc brake spindles. 32 lbs.

1521

GM A, F, X 2" DROP

2" drop spindle fits 1964-74 GM A-Body. 3/4"-20 nut. 26 lbs.

3966155

DISC BRAKE HARDWARE KITS

HWK5558

Fits Full-Size Chevy 1955-64 stock height and 1955-57 2" drop kits. 3 lbs.

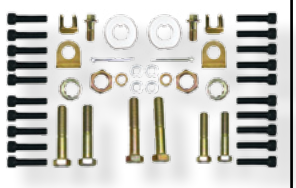
HWK6272

Fits Mopar E-Body 1970-74 and B-Body 1962-74 height and drop height. 3 lbs.

HWK6472

Fits GM A-Body 1964-72, F-Body 1967-69, X-Body 1968-74 stock and drop height. 3 lbs.

HWK7478

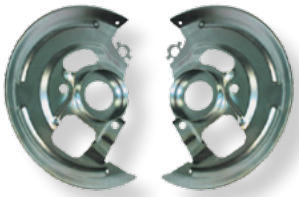


Mustang II stock and 2" drop kits. Includes GM and Ford hardware. 3 lbs.

DUST SHIELDS

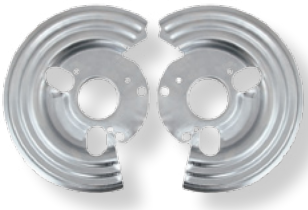
3966155DS

Dust Shield specifically designed for use with our 3966155 drop spindle.



BP151

Fits 1964-72 GM A, F, & X-Body w/3966151 spindle. Exact reproduction of original. 2 lbs.



BP302

Mopar backing plates for 2627 spindle. Exact reproduction of original. 2lbs.

Call 1-800-231-4125 today!

WHICH BEARINGS AND SEALS FIT WHICH SPINDLE SET?

Spindle	Inner Bearing	Outer Bearing	Seal
3966151	A6	A2	8705-S
3966152	A6	A2	8705-S
3966155	A6	A3	8871
2-5557HD	A6	A3	8871
2627	A17	A2	5121
155/156	A13	A12	6815
1521	A13	A12	6815

TECH NOTES

When wheel bearings are serviced, the old grease should first be removed and the bearings cleaned and inspected before being repacked with fresh grease. This will remove any contaminants from the hub that may cause problems later on, and eliminate any risk of incompatibility between the old and new grease. Don't forget to install new seals, as the old ones may have been damaged during removal.

SEALS

Check our chart on Pg.28 in the Spindle section for an easy guide on which bearings to select for your spindle.

7934

Inner Diameter: 1.87"

5121

Inner Diameter: 1.94"

8871

Inner Diameter: 2.00"

6815

Inner Diameter: 1.94"

8705-S

Inner Diameter: 1.73"

REMEMBER

You can always find our most up-to-date instructions for our products available for download at our website. Look in the "downloads" section at **www.mbmbrakes.com.**

SCAN

BEARINGS

A2

Bore: 0.75", OD: 1.78", Cone part # LM11949, Cup part #: LM11910. 1 lbs.

A3

Bore: 0.843", OD: 1.95", Cone part #: M12649, Cup part #: M12610. 1 lbs.

A6

Bore: 1.25", OD: 2.32", Cone part # LM67048, Cup part #: LM67010. 1 lbs.

A12

Bore: .861", OD: 1.78", Cone part # LM12749, Cup part #: LM12710. 1 lbs.

A13

Bore: 1.37", OD: 2.32", Cone part # LM68149, Cup part #: LM68110. 1 lbs.

A17

Bore: 1.37", OD: 2.36", Cone part # L68149, Cup part #: L68110. 1 lbs.

A34

Bore: .843", OD: 1.78", Cone part # LM12748, Cup part #: LM12710. 1 lbs.

WHEEL SERVICE KITS

A great item to add when your selling your customers new spindle kits, seals, or bearings. Our wheel service kits provide new dust caps, castle nuts, spindle washers, and cotterpins.

WSK5558

WSK6472

WSK6272

WSK7478

ROTORS

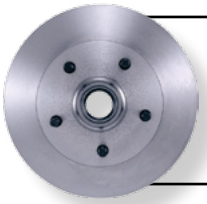
GM A, F, X

11" Fits GM A-Body 1964-72, F-Body 1967-69, X-Body 1968-74, & GM 1955-64. 5x4.75" 7/16" Studs
26 lbs. **(Front)**
5514

1962-1974 MOPAR

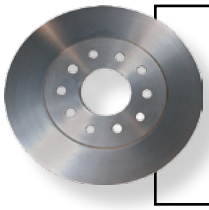
11" Rotor Fits Mopar 1962-74 Large Bolt Pattern 5x4.5" 1/2"Studs
26 lbs.
5314 **(Front)**

1962-1974 MOPAR



11" Rotor Fits Mopar 1962-74 Small Bolt Pattern 5x4" 1/2" Studs
26 lbs.
5314A **(Front)**

Mustang II/ Ford 9"



11" Rotor Ford,/GM Plain Rotor
Fits Ford 5x4.5" w/ 1/2" Studs
Fits GM 5x4.75" w/ 7/16" Studs
Studs sold seperately
26 lbs. **5560-10** **(Front/Rear)**

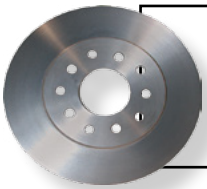
GM, A, F, X

11" Cross-drilled and slotted. A-Body 1964-72, F-Body 1967-69, X-Body 1968-74, and Full-Size GM 1955-64.
5x4.75" 7/16" Studs 26 lbs.
5514LX+5514RX **(Front)**

1962-1974 MOPAR

11" Cross-drilled and slotted. Mopar 1962-74 as well as many early Ford applications. 26 lbs.
5314LX+5314RX **(Front)**

MOPAR 8"-3/4 & Dana 60



11" Mopar Large/ Small Bolt Pattern
Plain Rotor For Mopar 5x4.5" & 5x4"
Accepts 1/2" Studs. 26lbs
(Rear) **5560-834**

Mustang II/ Ford 9"

11" Cross-drilled/ slotted Ford/GM
Fits Ford 5x4.5" w/ 1/2" Studs
Fits GM 5x4.75" w/ 7/16" Studs
5560-10LX+5560RX-10
(Front/ Rear)

STEERING ARMS

SA6974

Steering arms for 1969-74 Chevy Nova/ Camaro. 4 lbs.

SA6472

Steering arms for use with 1964-72 GM A Body. 4 lbs.

BRAKE HOSES

HSDBK-7/16 (Front)
HSDBK-10MM (Rear)

Comes with banjo bolts & crush washers.
Sold in sets. 1 lb.

HSDBKSS-7/16 (Front)
HSDBKSS-10MM (Rear)

Comes with banjo bolts & crush washers.
Sold in sets. 1 lb.

Call 1-800-231-4125 today!

CALIPER BRACKETS

1955-1958 CHEVY FS

Full -size: Bel Air,Biscayne, Impala, 150, 210. 2 lbs.
CB/CBS5558

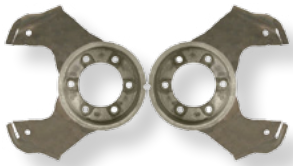
1959-1964 CHEVY FS

Full-size: Bel Air, Biscayne, Impala, 150, 210. 2 lbs
CB/CBS5964

GM A, F, X

For use with our 3699155 and 3966151 spindles.
3966155B

1971-1991 BRONCO

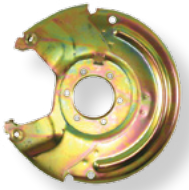


Fits 1971-91 Ford Bronco, Jeep Ranchero, and Jeep. 8 lbs.
CB7191

MUSTANG II

Fits 155/156 spindles using 7" GM caliper. 2 lbs.
CB7478

1966-75 FORD BRONCO



Each bracket is 7.1 lbs.
CB6675

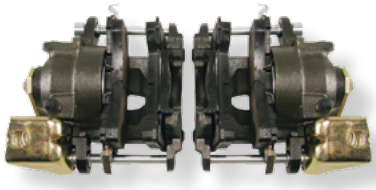
7" GM A, F, X FRONT

Loaded Single piston. GM 1964-72 A-Body, 1967-69 F-Body, 1968-74 X-Body, Mustang II, and 1955-64 full-size Chevy stock height. 24 lbs. D52 Pad
4039+4040

MOPAR B&E FRONT

B-Body 1967-72, E-Body 1970-74 Kelsey-Hayes slide-type single piston caliper. Loaded. 24 lbs. D84Pad
4103+4104

GM A, F, X REAR



GM A, F, X-Body. Rear single-piston calipers. 1979 Eldarado Style. Loaded. D154 Pad 24 lbs.
NR172+NR173
METRIC

7" GM A, F, X FRONT

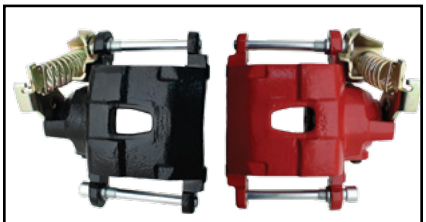
NEW PRODUCTS

GM 1964-72 A-Body, 1967-69 F-Body, 1968-74 X-Body, Mustang II, and GM 1955-64 Loaded. Single piston. Powder Coated Black/Red 24 lbs.
4039PCR/B 4040PC R/B

MOPAR B&E FRONT

MOPAR B-Body 1967-72, E-Body 1970-74 Kelsey-Hayes slide-type single piston caliper. Loaded. Powder Coated Red/Black 24 lbs.
4103PCR/B 4104PC R/B

GM A, F, X REAR



GM A, F, X-Body. Rear single-piston calipers. Red/Black Loaded. 24 lbs.
NR172PC B/R NR173PC B/R
METRIC

MUSTANG II

Mustang II Upper and Lower Control Arms.
Tubular steel with black finish. 8 lbs. **CA7478**

UCA7478

LCA7478

1967-1972 MOPAR B & E BODY Upper Control Arms

1967-1972 Challenger, Cuda, Charger, Coronet, Roadrunner, Satellite, Belvedere & GTX
Upper control arms. Includes Bushings, Ball Joints, Castle Nuts. Sold in sets Left & Right. 15 lbs.
UCA856/857

TUBULAR STEEL CONTROL ARMS CAMARO, FIREBIRD, CHEVELLE,

MBM's Tubular Steel Control Arm's are a great addition to your restoration. Correct the geometry of the front end and give your ride better handling with a more up to date suspension. All arms come complete with polyurathane bushings, ball joints, cross shafts & bump stops. Use your choice of shocks; either standard or coil over and accpets your stock springs.

LCA6769

UCA6769

1967-1967 F Body

Camaro/Firebird

Upper tubular steel control arms come complete with chrome cross shafts, bump stops, polyurethane bushings, & a high quality ball joint with dust boot & castle nut set. Lower tubular steel control arms come complete with polyurethane bushings, high quality ball joint with dust boot and castle nut set, grease fittings, bump stops and deep spring pockets. Can be used with coil over or standard shocks. Sold in sets. Adjustable ride height shims are available in 1/8" 1/2" & 1/4" adjustments.

1964-1972 A Body

Chevelle, El Camino, Monte Carlo, Oldsmobile Vista Cruiser, Cutlass, 442, Oldsmobile F-85, Pontiac Tempest, LeMans, GTO, Buick Special, Skylark.

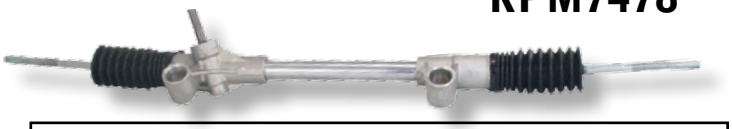
LCA6472

UCA6472

Upper tubular steel control arms come complete with cross shafts, bump stops, polyurethane bushings, & a high quality ball joint with dust boot & castle nut set. Lower tubular steel control arms come complete with polyurethane bushings, high quality ball joint with dust boot and castle nut set, grease fittings, bump stops and deep spring pockets & spring pad. Can be used with coil over or standard shocks. Sway bar linkage also included! Sold in sets. Adjustable ride height shims are available in 1/8" 1/2" & 1/4" adjustments.

Call 1-800-231-4125 today!

Mustang II Manual Steering Rack
RPM7478



Mustang II Universal
9/16-26 Diameter Steering Shaft Connection,
16" Mounting Holes Center-to-Center
9/16-18 Tie Rod Ends 44" Overall Length

Vega Steering Box

Vega steering box. Great for hotrod projects. For use in vehicles weighing under 2800 lbs. 20:1 Steering ratio 1 in 37 splines. 5/8-36 v 13 lbs. **SB140**

Ball Joint Replacements

Upper & Lower ball joint replacements for the Camaro/Firebird (UCA/LCA6472 & UCA/LCA6769) Comes compete with boot, castle nut, grease fitting & mounting hardware.

BJUCA6472-Upper
BJLCA6472-Lower

BJUCA6769- Upper
BJLCA6769- Lower

Vega Pitman Arm

Pitman arm to fit Vega Steering Box SB140 1 lbs.
SBPA140

GTO, IMPALA, BEL AIR, BISCAYNE AND MORE....

LCA5557

UCA5557

1955-1957 GM FULL SIZE

Chevy Impala, Bel Air, Biscayne

Upper tubular steel control arms come complete with cross shafts, bump stops, polyurethane bushings, & a high quality ball joint with dust boot & castle nut set. Lower tubular steel control arms come complete with polyurethane bushings, high quality ball joint with dust boot and castle nut set, grease fittings, bump stops and deep spring pockets & spring pad. Can be used with coil over or standard shocks. Sold in sets. Adjustable ride height shims are available in 1/8" 1/2" & 1/4" adjustments.

LCA5864

UCA5864

1958-1964 GM FULL SIZE

Chevy Impala, Bel Air, Biscayne

Upper tubular steel control arms come complete with cross shafts, bump stops, polyurethane bushings, & a high quality ball joint with dust boot & castle nut set. Lower tubular steel control arms come complete with polyurethane bushings, high quality ball joint with dust boot and castle nut set, grease fittings, bump stops and deep spring pockets & spring pad. Can be used with coil over or standard shocks. Sold in sets. Adjustable ride height shims are available in 1/8" 1/2" & 1/4" adjustments.

TROUBLESHOOTING COMMON PROBLEMS

MASTER CYLINDER TEST:

NOTE: This test requires a complete bleed of the brake system as the brake lines are removed, allowing air to enter.

TESTING THE MASTER CYLINDER:

1. Remove the brake lines from the master cylinder ports
2. Block off the master cylinder brake line ports using the correct size inverted flare plugs or bolts. Dual port master cylinders that have ports on both sides need to have all four ports plugged. The protruding cone of the inverted flare seat in the master cylinder port is made of a soft material that can be easily deformed if over tightened. If using bolts, be sure to just snug the bolts so as not to damage the cone seal surface. This cone mates with the inverted flare opening of the brake lines. You may also drill a point into the end of the bolt to prevent damage to the cone. Most GM master cylinders use 9/16-18 threads for the front ports and 1/2-20 threads for the rear. Most Ford master cylinders use 3/8-24 threads for the front ports and 7/16-24 for the rear. Mopars 9/16-20 and 1/2-20
3. Apply constant pressure to the pedal. The pedal should remain firm, hard, and should not drop over time.
4. If the pedal is squishy, there may be air in the master cylinder. Bench bleed the master and test again.
5. If the pedal starts firm, but begins to drop over time while under constant pressure, the master cylinder should be replaced.

PROPORTIONING VALVE TEST:

1. Use a test light by attaching a clip to a positive contact on the vehicle. Touch the point of the tester to the electrical connection of the combination valve. If the light does not come on, the valve system is operational and no further testing is required.
2. If the light comes on it is an indication that the pressure differential valve is stuck in the front or rear position.
3. Bleed the brake system to determine if the front or rear lines are blocked off. Set up one front wheel and one rear wheel for bleeding at the same time. Crack both bleeder screws and gently pump the pedal a few times. The blocked side will have very little fluid release, while an unblocked line will squirt fluid out of the bleeder.
4. Leave the bleeder for the unblocked lines open, while tightening the bleeder screws on the blocked side. This will allow pressure to build up on that side. Be sure to follow standard bleeding procedures to keep air from entering the system.
5. Slowly press the pedal with steady pressure several times until the light goes out, centering the differential valve. You may also hear a pop come from the proportioning valve. This is the metering valve returning to it's equalized position. When the light goes out, close the bleeder screw.

POWER BOOSTER TEST:

If your brake pedal feels hard while the engine is running, it is likely your booster isn't operating correctly. If the booster is defective, do not attempt to disassemble or repair the booster. Doing so is unsafe and will void your warranty.

Test 1:

1. With the engine off, pump the brake pedal to remove any residual vacuum in the booster.
2. Hold pressure on the pedal while you start the engine. When the engine starts the pedal should drop about 1/4". This drop indicates the booster is working properly.

Test 2:

1. Run the Engine a couple of minutes.
2. Turn the engine off and press the pedal several times slowly. The first pump should be fairly low. The second and third pump should become slightly firmer. This indicates an airtight booster.

Test 3:

Start the engine and press the brake pedal, then hold the pedal while turning the engine off. If the pedal does not drop after holding the pedal for 30 seconds, the booster is airtight.

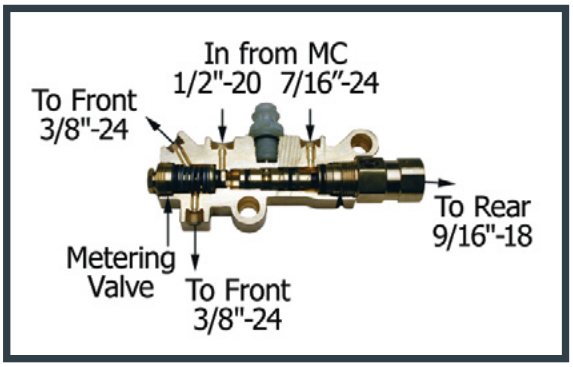
Testing the Check Valve

Disconnect the vacuum hose where it connects to the intake manifold. DO NOT disconnect the line from the booster.

Verify vacuum volume.

With the engine at normal operating temperature, there should be a minimum of 18" of vacuum. If vacuum is too low make sure that the engine is properly tuned and that there are no leaks or blockages in the vacuum lines.

PROPORTIONING VALVE SPECIFICATIONS



PV2

Call 1-800-231-4125 today!

TECH NOTES

MASTER CYLINDER TECHNICAL INFORMATION

Rear Drum Reservoir

Front Disc Reservoir

MC11525, MC36352H, MC5621, MC7074, MC7161

Front Disc Reservoir

Rear Disc or Drum Reservoir

MC1312, MC1321, MC1322, MC2912, MC 309

HYDRO-BOOST REPAIR KITS

Year in and year out our hydroboost repair kits are the top MBM selling product! Both kits will fix your leaking hydroboost unit and provide a cost effective repair solution. The Kit 501 includes all the rubber and metal components to fix your hydroboost. If you are doing a complete rebuild this is the unit you want. The Kit 50 repair kit will fix your leaking unit but does not include the full rebuild components. Both kits fit all Bendix hydroboost units. Will fit Ford, Mopar, GM, Bosch or any brand unit you can think of!

Kit 501 *TOP SELLER!*

2771004 Universal Hydroboost Complete repair kit. Includes metal components.
1 lb.

Kit 50

2771004X Universal. Hydroboost repair kit. Rubber only.
1 lb.

HOW OFTEN SHOULD I FLUSH MY BRAKE SYSTEM?

It's good practice to flush out your brake system every two years. Brake fluid readily absorbs moisture, and this moisture will cause rust. This type of corrosion can lead to brake failure by freezing wheel cylinders and calipers.

You can always find our most up-to-date instructions for our products available for download at our website www.mbmbrakes.com. Look in the "downloads" section, or scan the QR code to go right to our tech support page.

SCAN HERE

We here at MBM share and fully support the passion for Hot Rods and classic American Muscle Cars! That's why we are proud to be a part of these great organizations which help to ensure the continued protection and progression of the Hot Rod industry.

Innovating Since 1983

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