1. Remove existing master cylinder.

2. Mount new power brake conversion unit to firewall (torque mounting bolts to 25 ft. lbs.)

3. Adjust booster push-rod to original hole on brake pedal with clevis pin.

NOTE: If brake pedal is low, it may be necessary to lower the hole for clevis pin by 1" (see illustration). This will increase the throw of the pedal push rod. If additional throw is needed it can be accomplished by using threaded rod and a sleeve purchased at any local hardware store.

Plumbing the Brake System:
1. The proportioning valve has two small ports and one large port. Run new line from large port to old tee fitting on pass side of frame. This will feed the rear brakes cap off extra port on tee.

2. Now you have two small ports left on the proportioning valve. Mold and install new steel brake lines (available at any auto parts store) to both front wheel brackets from valve.

3. Fill master cylinder with DOT 3 three brake fluid only and pressure bleed the system using no more than 5 lbs. of pressure.

Plumbing the Vacuum Booster:
1. Install a vacuum hose from the intake manifold to the booster check. This must be power brake hose no smaller than 3/8" id. For the system to work properly, your engine must create at least 17 in. of vacuum.

If you have any questions regarding the installation of this unit, feel free to call our Technical Department at (714) 751-1957.