



631060
DODGE/PLYMOUTH 1965-74 B-BODY & 1970-74 E-BODY
POWER BRAKE CONVERSION KIT



INSTALLATION INSTRUCTIONS

NOTE: ALWAYS REFER TO THE VEHICLE OWNER'S MANUAL FOR CORRECT TORQUE SPECIFICATIONS WHEN INSTALLING KIT.

Installation Instructions

WARNING Proper operation of your brakes is essential for your safety and the safety of others. Any brake service should be performed **ONLY** by persons experienced in the installation and proper operation of brake systems. It is the responsibility of the person installing any brake component or kit to determine the suitability of the component or kit for the particular application. After installation, and before operating your vehicle, be sure to test the function of the brakes under controlled conditions. **DO NOT DRIVE WITH UNTESTED BRAKES!**

IMPORTANT Take time to read all the literature that came with this kit. Before beginning installation check the provided list of parts against what you received to ensure that all parts are present. While this kit was designed to make the process of changing brake parts as simple as possible, **NOTE: WITH SOME KITS IT MAY BE NECESSARY TO MAKE MINOR CHANGES TO YOUR CAR! READ ALL WARRANTY DISCLAIMERS AND RETURN POLICIES INCLUDED IN THIS KIT PRIOR TO INSTALLATION!**

NOTE Always utilize safety restraints when operating the vehicle. The installation of disc brakes will require the use of 15" wheels. Any attempt to install disc brake with a 14" wheel will be the customer's responsibility.

NOTE This kit is an aftermarket solution. It is not intended to be a direct installation or OEM replacement. Due to changes in production in certain years, your car may require modifications beyond these instructions for this kit to install properly.



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Installation Instructions

YOUR POWER BRAKE CONVERSION KIT WILL CONTAIN THE FOLLOWING COMPONENTS:

- Power booster with firewall bracket and pedal linkage.
- Dual outlet master cylinder
- Bench bleeding kit. (Included With master cylinder)
- Rubber boot and mounting plate to cover hole in firewall plate

IMPORTANT This kit is intended for use when converting your car from manual brakes to power brakes. If your firewall plate is the same as the manual plate shown then proceed with the instructions. If you are updating your original factory power brake system with this kit then you will need to modify the firewall plate in order for proper connection between the pedal and pedal linkage. Please refer to Figure 1 for detail on the modification required to the original plate for use with this kit. The kit WILL NOT install correctly without this modification.

A&B-BODY PLATE

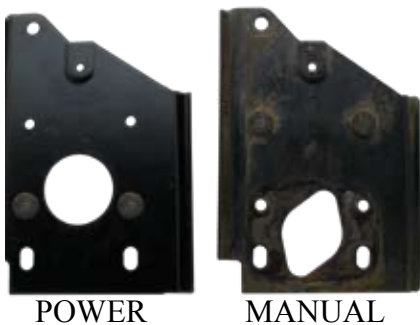
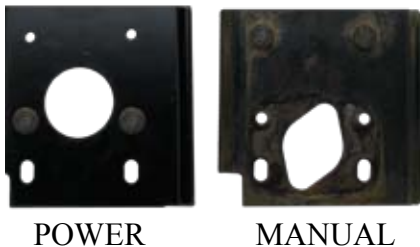


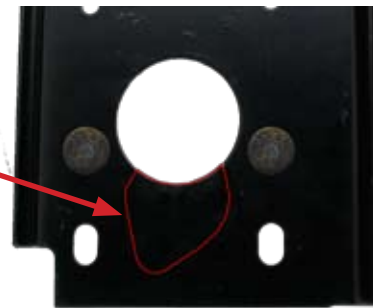
FIGURE 1

If attempting to use this kit with an original power brake car you will need to modify the firewall plate as shown in this figure. This will allow enough clearance for the pedal linkage to operate properly. This modification can be avoided by replacing your plate with a manual plate. You may want to cover the open section not covered by the boot adaptor by welding or riveting material in place. This will prevent problems with heat and dust.

E-BODY PLATE



REMOVE THIS SECTION OF THE POWER BRAKE FIREWALL PLATE FOR PROPER OPERATION.

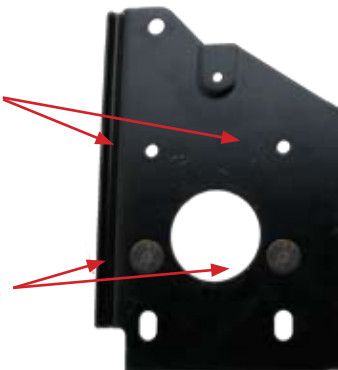


IMPORTANT

You must also move the hanger studs on the original power firewall plate, in order for it to work properly with this kit. Thread a nut onto the end of the stud to protect the threads and then knock it loose from its seat with a hammer. Then remove the studs and relocate them to the upper holes in the firewall plate.

2. RE-LOCATE STUDS TO HERE.

1. REMOVE STUDS FROM HERE.



Installation Instructions

INSTALLATION

1. Disconnect the master cylinder push rod from the pedal inside the vehicle.
2. Remove the brake lines from the old master cylinder.
3. Remove the old master cylinder. (please see previous page if converting from manual configuration to power configuration)
4. Insert pedal linkage through rubber boot so that boot will protrude through the firewall when installed (Figure 2).
5. Install pedal assembly onto firewall plate and attach plate to car. Then attach pedal linkage to pedal using existing hole. (NOTE: You may have to drill a new hole into the pedal 1" lower than the existing hole to keep the correct pedal ratio. See figure 3)
6. Use a piece of wood under pedal to hold pedal at proper height. You will then want to hold the booster up to where it attaches to the pedal assembly and determine where you will need to cut the threaded rod on the power booster to retain this height. Cut rod to this length.
7. Mount booster onto bracket. Remove the block and check for correct pedal travel.
8. Connect the vacuum hose from the booster check valve to either the back of the carburetor or to the intake manifold with the supplied manifold fitting.
9. Bench bleed the new master cylinder.
10. Install the new master onto the booster.
11. Connect the hydraulic lines as required. The line to the rear should go to the master cylinder outlet closest to the booster.
12. IMPORTANT: Updating a pre-1966 vehicle may require modification to the existing plumbing in your vehicle. See below for more information.



FIGURE 2.

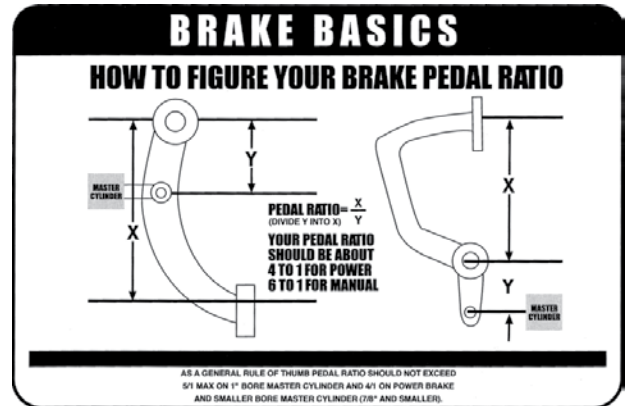
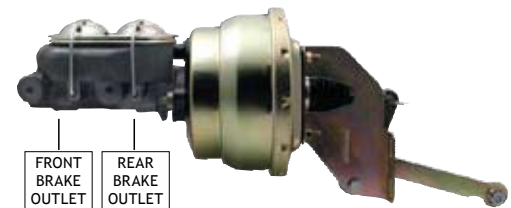


FIGURE 3.



NECESSARY ACCESSORIES

In addition to the parts included in this kit, you may also need metering and/or proportioning valves for this kit to operate properly. Due to the high variance of parts that may or may not be in your existing brake configuration, these parts are available separately to avoid redundancy. Please refer to the chart below to find out which of these parts may be needed for your individual set-up.

	PRESENT WHEEL SET-UP		
	DRUM / DRUM	DISC / DRUM	DISC / DISC
PRE-1966. SINGLE-WELL MASTER CYLINDER	<ul style="list-style-type: none"> • Metering Valve, • Front & Rear 10 lb Residual Valves 	<ul style="list-style-type: none"> • Combination Valve • 2 & 10 lb Residual valves (optional) 	<ul style="list-style-type: none"> • Combination Valve • 2 lb Residual valve (optional)
1967-UP. DUAL-WELL MASTER CYLINDER	<ul style="list-style-type: none"> • Front & Rear 10 lb Residual Valves 	<ul style="list-style-type: none"> • Combination Valve • 2 & 10 lb Residual valves (optional) 	<ul style="list-style-type: none"> • Combination Valve • 2 lb Residual valve (optional)



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