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**WARNING! EXTREME CAUTION MUST BE USED DURING INSTALLATION AND TESTING OF THIS SYSTEM. YOU CAN ENCOUNTER BRAKE FAILURE IF YOU DO NOT INSTALL THIS SYSTEM PROPERLY.**

This kit is designed to offer an additional reserve of vacuum for vehicles equipped with vacuum-assisted power brakes. It can only hold up to the maximum vacuum available from the engine. It does not create any additional vacuum by itself. Since the brake system's performance is directly related to the vacuum available, we highly recommend you install a vacuum gauge in the reserve tank to monitor it. We have provided an outlet in the tank for that purpose.

**In Addition To This Kit You Will Also Need:**

1. Pipe thread sealant or Teflon® tape.
2. Additional power-brake type vacuum hose (measure the needed length before beginning installation).

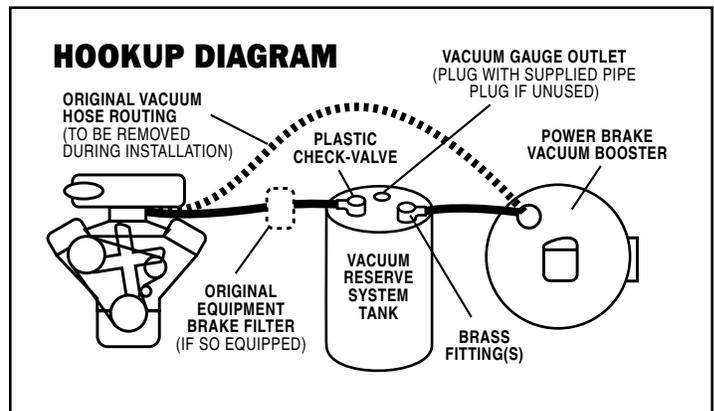
## INSTALLATION PROCEDURE

### READ COMPLETELY BEFORE BEGINNING INSTALLATION

1. Install the proper fittings in the tank using an appropriate sealant on the threads. Refer to the hookup diagram below.
2. Securely mount the tank in a convenient location, under the hood, near the vacuum booster if possible and away from the exhaust heat or road debris. Allow for easy hose routing when mounting the tank.
3. Remove the power brake vacuum hose from the engine and the brake booster. Install a new vacuum hose from the same engine vacuum source to the plastic check-valve on the tank. Make sure that you use power brake type vacuum hose only. Other types of hose will result in a loss of braking power. Route the hose away from high temperature, road debris, linkages and sharp objects that could damage it. NOTE: If your original vacu-

um hose was equipped with a brake filter, make sure you reinstall it in this new line in the original vertical position.

4. Install a vacuum hose from the outlet fitting on the tank to the check-valve on the brake booster where the stock hose was connected. Again, make sure that you use power brake type hose and that it is routed away from high temperature, debris, linkages and sharp objects.
5. When starting your engine it is recommended to run at high speed idle i.e.: choke on, at about 1400-1600 RPM, for a few seconds to evacuate the extra reservoir tank. If the reservoir tank and booster are empty when engine is started and run at low speed idle, an erratic idle will occur until the tanks are evacuated.
6. As a general rule you should have good power brake feel when vacuum is 10 inches (10 HG) or above in the reservoir and booster. Each time you depress the brake pedal you will lose vacuum in the reservoir. The vacuum reserve system and the brake booster will hold the highest engine vacuum during vehicle operation, which generally occurs during deceleration. This will allow more brake pedal depressions than with the power brake booster only. When the reserve vacuum drops below 10 HG, the brake pedal will feel harder and braking will feel weak. A vacuum gauge on the vacuum reservoir will let you know what to expect before you step on the brake pedal.
7. Test drive the vehicle to insure that the vacuum reserve system is properly functioning. DO NOT APPLY BRAKES HARD UNTIL THE ENGINE HAS ENOUGH TIME TO BUILD UP VACUUM IN THE RESERVE TANK.



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