

## **Installation Instructions for 631052 Power Brake Conversion Kit**

**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!**

**NOTE:** Take the time to read all the literature that came with this kit. Check the provided list of parts against what you received to ensure all parts are present. While this kit was designed to make the process of changing brake parts as simple as possible **WITH SOME KITS IT MAY BE NECESSARY TO MAKE MINOR CHANGES TO YOUR CAR!**

### **Qty. Description**

- 1 9" dual-diaphragm brake booster
- 1 Master cylinder
- 1 Vacuum hose kit:
  - dual master cylinder bleeder kit
  - vacuum hose
  - male elbow fitting, 3/8 O.D. tube, 3/8 pipe vacuum hose
  - male inverted fitting, 3/8 hose I.D., 3/8 manifold vacuum hose
- 4 M10 serrated flange nut
- 4 M8.1 hex flange nut
- 1 Cotter pin
- 1 Clevis 3/8 x O4 thread female and 3/8 x 1 1/8 Clevis pin
- 1 Booster bracket set. (L and R)



### **Installation Instructions:**

1. Disconnect the brake booster push rod from the pedal inside the vehicle.
2. Unscrew the brake lines and remove the old master cylinder and booster from the car.
3. Mount the new booster to the firewall using the original lower holes, hand tightening the nuts till booster is firmly mounted. At this point locate the position on the firewall where two new holes will be drilled for the top of the booster bracket. At this time you will also want to mark the new hole on the brake pedal arm where the actuator arm will attach. Screw on the clevis. For proper operation and to prevent the rod from binding the hole where the clevis attaches to the brake pedal arm must be lowered 1". After marking all new hole positions, remove the booster and drill the holes. You will want to use a 27/64 drill bit for the holes in the firewall (Note: Examine your firewall for defect or weakness before installing booster. At your discretion you may want to reinforce the holes using a large shoulder SS washer).
4. Re-install the booster using the original lower holes and the new holes you drilled for the upper bracket. Connect the clevis to the newly drilled hole in the pedal arm.
5. Check the free play in the brake pedal; it should be 1/4". Adjust as needed using the adjustable linkage on the booster rod.
6. Check stop light switch adjustment for proper operation.
7. Bench bleed the master cylinder with the supplied bleeder kit.
8. Mount the master to the booster and secure.
9. Connect the master cylinder lines to the system. The line from the master cylinder closest to the booster feeds the rear brakes.
10. Attach the combination (metering and proportioning) valve and bracket, then attach the lines.
11. Attach vacuum hose from intake manifold to booster.
12. Bleed the entire system and test for proper operation before driving.

