

Installation Instructions

631250 & 631252

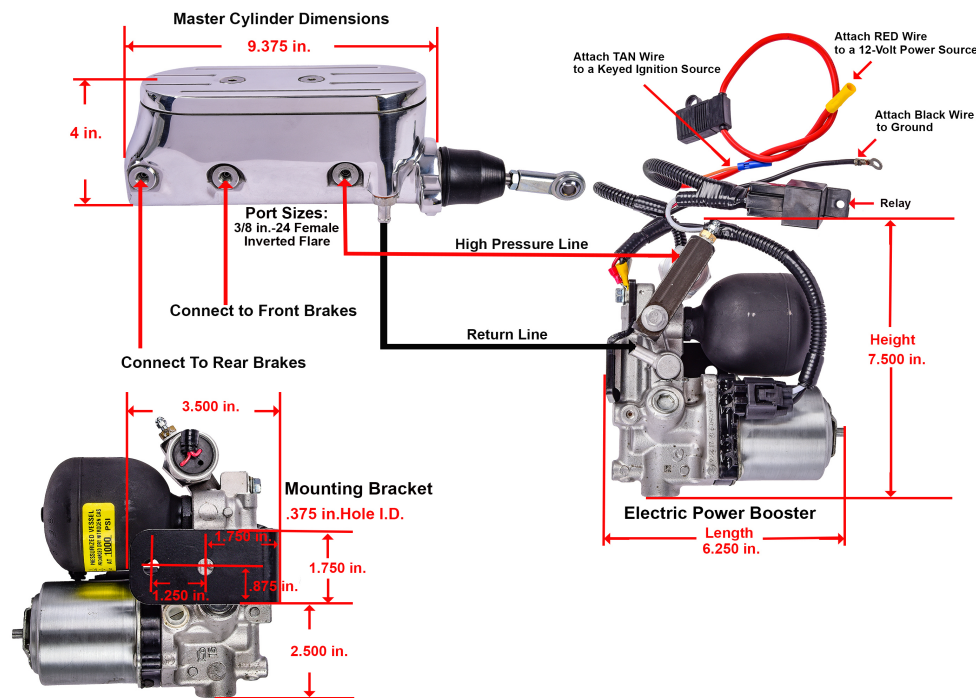
Electric Brake Booster and Master Cylinder Combo

JEGS Universal Electric Brake Booster and Master Cylinder Combo is the perfect solution for vehicles with low engine vacuum, such as engines with large lift camshafts and boosted engines with turbos or superchargers. Its versatile and compact booster design measures 7 in. L x 5 in. W x 8 in. H and allows you to mount it almost anywhere. Our combo is the perfect upgrade for classics, muscle cars, street rods, and other vehicles where limited space is an issue.

Mounting the System

- 1) Install master cylinder to firewall and connect push rod to brake pedal.
- 2) Install booster. Be sure to keep away from heat. It is critical that the unit is mounted lower than the master cylinder for proper fluid return flow.
- 3) Once master cylinder and booster are mounted you will need make brake lines for your specific application. Connect all lines to the appropriate ports. Master cylinder ports are 3/8 in.-24 for use with a standard SAE 3/16 in. brake line. See illustration below for proper port location. (Return line and clamps are included)
- 4) Connect large RED wire to a 12-volt battery source.
- 5) Connect the TAN wire to a keyed ignition source.
- 6) Connect black wire to ground.
- 7) Once all connections have been made its time to bleed the system. See bleeding instructions below.

Special Note: Using the correct type of lines and connections for this system is very important for safety and reliable performance. A high-pressure brake hose with crimped-on fittings with a 3,000 PSI pressure rating or higher is required for the line that attaches from the master cylinder to the booster port. The fluid return line is a non-pressurized line that requires a brake fluid-compliant hose with attaching clamps (Included in this system).



Bleeding The System

Setup for initial bleeding: It takes two people, one to operate the brake pedal and the other at the bleeder on the wheel cylinder or caliper. The person operating the bleeder should give instructions to the person who is operating the pedal. Bleeder is opened only when the pedal is pushed down and being held. Bleeder needs to be closed before the pedal gets released. Its recommended to use a clear hose attached to the bleeder to catch excess fluid.

- 1) Remove cap and fill master cylinder with brake fluid 1/4" from the top. Bleed front brakes first then move to the rear. Be sure there is clear fluid with no bubbles coming out of each bleeder. Refill brake fluid reservoir no more than a 1/4" from the top. Do not allow reservoir to become empty or you will need to start the process over.
- 2) The next step is to bleed the pressure valve. Attach a clear hose to the bleeder fitting on the pump pressure port so you can contain excess fluid when bleeding. Loosen the pressure line bleeder and turn ignition switch to the on position. Allow pump to run until you see a continuous stream of fluid then tighten the fitting and turn ignition switch to the off position.
- 3) Remove any excess fluid and turn ignition on and let pump run until full pressure is achieved and the pump turns itself off.
- 4) The system is now fully pressurized and ready. With ignition on apply pressure to brake pedal and check complete system for leaks before test driving vehicle.

Note: Fluid level should be 1/4" from the top of the master cylinder. Do not over fill the reservoir.



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