

# Booster / Master Assemblies

**Attention: This unit is loosely assembled for shipping purposes. Please be certain to check the tightness of all nuts when installing this unit on your car.**

## 1. Remove the old master cylinder assembly

Remove the master cylinder brake lines being careful not to get fluid on any painted surfaces. Remove the clevis from the pedal rod under the dash. If your original system was power, you should be able to remove the booster mounting nuts from the firewall and remove the booster/master assembly. If your original system was not power, simply remove the master cylinder mounting nuts from the firewall and remove the master cylinder.

## 2. Mount the new master cylinder and booster assembly

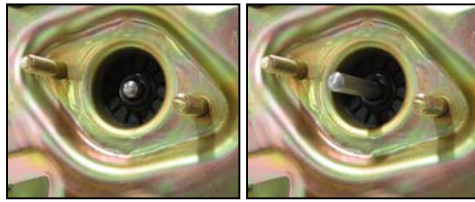
- a. Bolt the booster brackets to the booster (Riveted on 11" Boosters), bolt on as shown below in the photograph of the back of the booster. **(This step is for booster kits that come with brackets)**



Bolt On Booster Brackets

- b. Bolt your booster to the four studs on the firewall.

- c. Inspect the booster rod length and master cylinder pocket depth. The booster rod should protrude from the booster face approximately the same length as the depth of the pocket in the master cylinder. Short systems use a ¼" rod and pocket. Long systems use a rod and pocket of approximately 1 ½".



Short Rod

Long Rod



Short Pocket

Long Pocket

**Note:** Delco style boosters come with a long and a short rod. Insert the short rod into the hole in the front of your booster if you have a short pocket master cylinder. Use the long rod if your master cylinder has a pocket over 1" deep.

- d. Place the master cylinder over the two studs of the booster and hold it in place with a nut on the passenger's side stud only.

**Note:** After you place the master onto the face of the booster it should sit flush up against the face without any resistance at all. If you have resistance sliding the master cylinder onto the face of the booster then either the rod in the center of the booster is too long or the plug needs to be removed from the back of the master. If you still have a ¼" or less resistance then the rod may not be seated all the way in the face of the booster (for removable rod Delco style booster) or on some fixed rod boosters there is a 1/8" knurled piece of brass that sits behind the cap nut on the tip of the booster rod. You can remove this by removing the cap nut, remove the brass piece, then screw the cap nut back on so it sits flush on the tip of the rod. This will effectively shorten the booster rod an additional 1/8".

- e. Slide the valve bracket over the driver's side stud of the booster and loosely tighten it down with the nut.

**Note:** Leave the mounting nuts a little loose at this point. It makes the lines much easier to install if there is a little play in the bracket.

- f. Bolt the proportioning valve to the outside (driver's side) of the bracket with the hardware supplied in your kit.
- g. Now you're ready to install the master cylinder lines. If you purchased lines with your conversion kit, the two small lines are the master cylinder lines.
- h. Tighten up both of the mounting nuts
- i. Supply vacuum from the intake or carburetor to the booster check valve. We suggest a minimum of 14 in/mg (16 – 18 in/mg desired) of vacuum at idle for proper booster function. If you do not have this amount of vacuum your booster may not function properly.



11" Delco Style Booster (RPB1003), Dual Bail Style Master Cyl. (DBMC09), and Combination Valve (PVK71) Pictured Above

### **3. Install and adjust the pedal rod**

Hold the brake pedal approximately 1/8" down from the stop. Adjust the pedal rod so that when connected the pedal will be at this location 1/8" down from the stop. If needed we have included an extension rod to make up the distance to your pedal. After you have adjusted the pedal rod connect the clevis to the pedal. Be sure to tighten all jam nuts on the pedal rod to lock it in place after all your adjustments are made. If the extension rod is too long for your application it is ok to cut it down to the appropriate length.

**Note:** The pedal rod should not be put in a bind when attaching it to the pedal assembly. If there is only one hole in your pedal, you may need to drill a second hole about 1" lower than the original hole. Let the pedal rod and clevis "show" you where to locate the new hole.


## Bleeding the system

If you are concerned with the damaging effects of DOT 3 brake fluid, The Right Stuff suggests synthetic DOT 5. The Right Stuff is not liable for damage caused by system fluids.

Working your way forward from the wheel farthest from the master cylinder will help insure a good bleed and a firm pedal. It is important to bleed the system in the following order:

- 1. Right Rear**
- 2. Left Rear**
- 3. Right Front**
- 4. Left Front**

If you have a spongy pedal, be sure the bleeder screws are pointed up and try re-bleeding the system.



# WARNING

Improper installation of automotive braking systems or components can compromise the ability for a vehicle to stop as intended which could result in serious injury or death.

These instructions are intended to provide the basic guidance needed to install this product on your vehicle, but are not a substitute for the technical expertise needed to ensure proper fitment and function.

Professional installation of this product is recommended for any person that lacks the experience necessary to confidently assure proper installation and function.

## Technical Support

We want your conversion project to go smoothly. Double check that you have followed these instructions correctly and those included with any upgrade components you may have purchased. If you need additional help getting your new disc brakes to function properly, we're here for you. You can visit our website at [www.GetDiscBrakes.com](http://www.GetDiscBrakes.com) for Tech Tips, Tricks & Videos. If you cannot find the assistance you need from that source feel free to send us an email from the Tech support section of the website for priority service. If you are still unable to get the help you need, please feel free to give us a call at (800) 405-2000.

## Thank You for Your Business!



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