

Installation Guide

Power Brake Unit

1937-87 Chevrolet & GM Trucks

555-631958



Unboxing

1. Remove all parts from their boxes and inspect. Confirm that all parts are included and free from damage.
2. New boosters come with a protective boot over the front pin area for shipping purposes. Remove this before the installation.
3. This kit features a booster that has the short pin pre-installed in the front of the booster.
 - There is also a long pin in the box. You will not need the long pin for this installation but may be kept if you ever decide to change the master cylinder that has a deep bore.
 - The new master cylinder has a piston adapter to convert it from a deep to shallow hole.
 - Do not lose the piston adapter. We will be using this later in the installation.



Safety

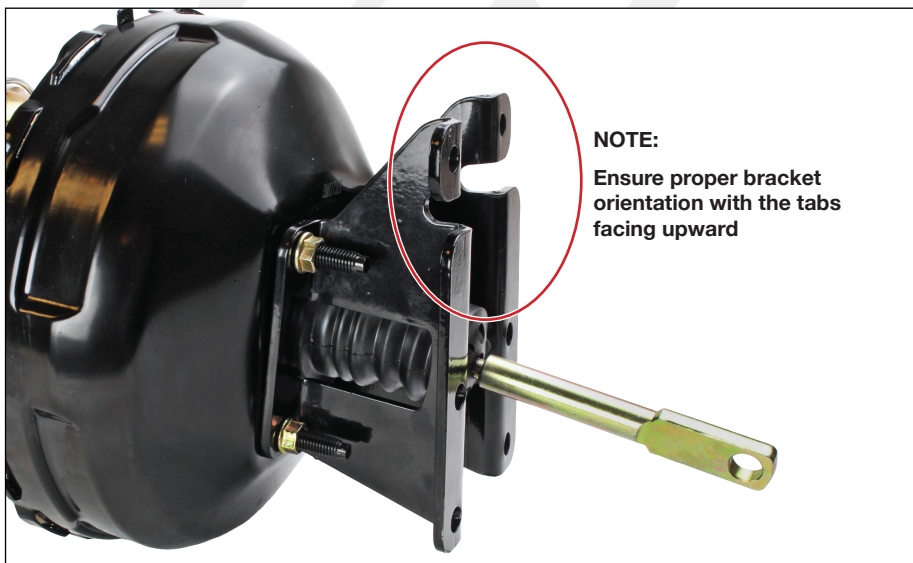
1. Perform work on a level surface.
2. Chock the wheels.
3. Set the emergency brake.
 - Put the transmission in Park for automatic vehicles.
4. If jacking up the car, use jack stands.
5. Protect painted surfaces from brake fluid and place absorbent materials such as rags under the master cylinder.
 - Brake fluid is caustic to paint.
6. Use a fender cover mat.

Removing the Old Master Cylinder

1. Spray the master cylinder nuts and fittings with penetrating spray.
2. Mark which lines connect to which port on the master cylinder and which supplies fluid to the front and rear wheels respectively.
 - Take picture for reference before disassembling the lines from the valve.
3. Make a note of the brake pedal ride height inside the cab of the truck. Use a wooden block to rest the pedal on so you will have a reference when you set it back up.
 - Take picture for reference before disassembling the lines from the valve.
4. Use flare nut wrenches to loosen the master cylinder nuts. Be careful with the tube nut hex heads and tubes themselves if you are re-using them.
 - On stubborn fittings, sometimes attempting to tighten them before loosening them helps break them free.
5. Again, to protect important painted surfaces you might cover the master cylinder with a plastic trash bag and or wrap it with shop rags or towels.
 - Consider removing all of the old brake fluid from master cylinder first.
6. Inside the car, disconnect the master cylinder rod's clevis from the brake pedal swing arm
 - Note which pedal swing arm hole it was connected to.

Prepare & Install Pedal

1. Clean the firewall where the master cylinder was mounted, and grind down any welded areas, re-paint if necessary.
 - The bracket has to be mounted flush to the firewall. Note the orientation of bracket with tabs face upward.
2. Place the new bracket assembly on to the brake booster. Use the provided hardware to attach the brake booster to the firewall. Make sure to use lock washers on every bolt.
 - Hand tighten these for now.
3. Inside the cabin area of the truck, locate the brake pedal and test fit length to the pedal. You will need to adjust the rod to the desired length.
4. Using a wooden block or similar object, position the foot pad at the desired ride height versus the floor pan.
5. Make final adjustments to the brake pedal rod and attach with the clevis & pin.
6. See next steps for bench bleeding master cylinder. We will come back later to install the master cylinder on the power brake booster and provided proportioning valve kit.



Bleeding the Master Cylinder

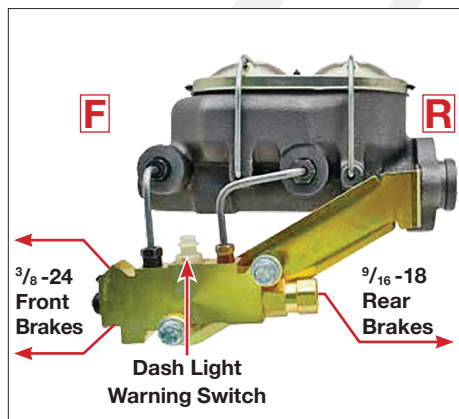
1. Mount the master cylinder in a vice and fill with DOT 3 or DOT4 brake fluid. Use the plastic clip to secure the hoses that return into the reservoir so that the hose ends are below the fluid line. The hose tips must be submerged under the fluid level.
2. Using a blunt tool, push the pistons $\frac{3}{4}$ "-1" in with a series of steady strokes to expel air bubbles. This may take several cycles to expel all of the bubbles. Do this until it cannot be compressed more than $\frac{1}{8}$ ", & no air bubbles are visible.
3. Remove the bleeder kit. Install lid.
4. Wipe off any excess brake fluid.
5. Place clean shop rags or towels in the engine compartment of the car to protect painted surfaces.
6. When mounting the master on a power brake unit with a short pin, install the piston adapter to make the shallow hole.
7. If you have yet to do so, remove the protective cover from the front of the booster to expose the front pin
8. Mount the master cylinder on to the booster. Don't drop the adapter.
9. Torque the hex nuts to **20-25ft. lbs.**

Installing Proportioning Valve

1. Verify that you have the following:
 - 1 valve
 - 2 lines
 - 1 bracket
 - 1 harness connector,
 - 2 bolts
 - 4 washers
 - 2 nuts (bottom mount only)
2. Place the valve on your work bench and position the valve as shown with the large hex nut end towards your right.
3. Position the bracket behind the valve and line up the bolt holes.
4. Using both bolts, place a lock washer and then a flat washer onto each.
5. Insert the bolt through the valve into the bracket. Hand tighten it.
6. Install and hand tighten the second bolt with its' washers into the valve and bracket.
7. Next hand tighten the brake lines as shown.
8. As a unit position the valve and bracket assembly up to the ports of the master cylinder.
 - This step can be done with the master cylinder either on or off of the brake booster or firewall.

Installing Proportioning Valve

9. Hand tighten each line (Do Not Use Teflon tape) as you place the brackets on to their mounting studs which are in front of the master cylinder mounting ears.
10. Use a flare nut or box end wrench to tighten the tube nuts on the brake lines.
11. Place the mounting nut onto the studs which the proportioning valve mounts.
12. Tighten it down.
13. Connect the dash warning light connector to the factory harness.



Brake Bleeding on the Truck

1. Use a brake screw bleeder wrench to open and close the bleeder screws.
2. Bleed the wheels in this order.
 - Right Rear
 - Left Rear
 - Right Front
 - Left Front
3. Bleeding order starts at the furthest brake from the master cylinder to the closest.
4. Have an assistant pump the pedal 3-5 times and hold the pedal.
5. As you open the bleeder screw, the assistant follows/pushes the brake pedal all the way to the floor. When they reach the floor, you tighten the bleeder screw and the cycle repeats.
6. Bleed each wheel until no air comes out and there is only fluid.
 - Wipe fluid.
7. Be sure to check the fluid level in the master cylinder frequently.
8. Keep the reservoir full of fluid and the lid installed in the process.
 - Remember to protect painted surfaces with rags.

Brake Bleeding on the Truck

Notes

9. You should notice the pedal requiring more effort to depress it as you progress towards the front left wheel.
10. Repeat the bleeding process until the brake pedal is firm and holds.
11. When the bleeding is finished, remove the wheel chocks and release the emergency brake.
12. Test brakes slowly in a safe area away from other cars or objects by making a series of stops.
13. Test the brakes in stages:
 - 5 mph stop
 - 15mph stop
 - 30mph stop
 - 50 mph stop.
14. Drive safely and responsibly.
15. Once testing is completed, stop the car and check brake fluid level.
16. Drive safely to get a “feel” for the braking action of your vehicle.

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If any components of this Power Brake Unit are missing or damaged, or if you have any questions contact us at 1.800.345.4545

Return Information: *Once this power brake unit has been modified, it will not be accepted for return.*