

FORD MUSTANG POWERBRAKE BOOSTER CONVERSION KIT & PEDAL



UNBOXING YOUR KIT:

Remove new booster, bracket assembly and master cylinder from their boxes and inspect the parts. Depending on what booster conversion kit you may have purchased you will be using a similar booster bracket & clevis/rod like shown below.

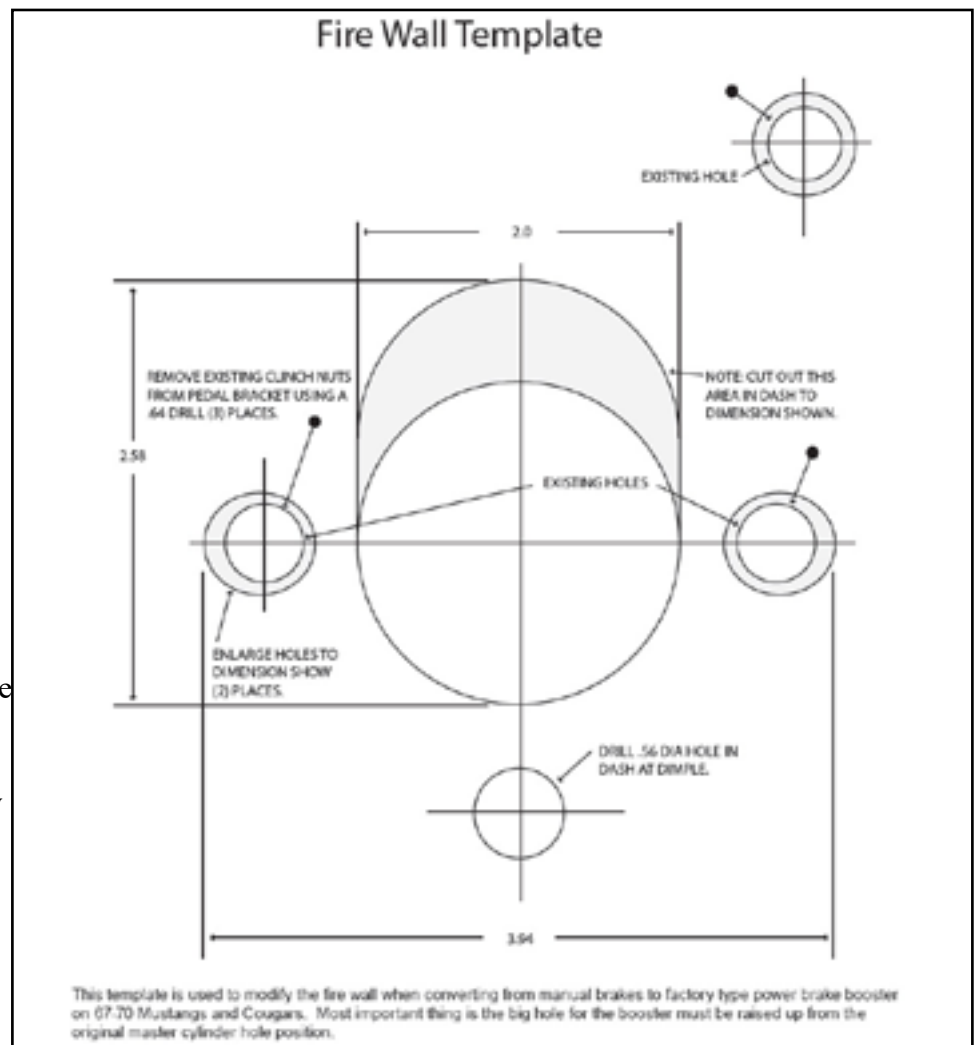
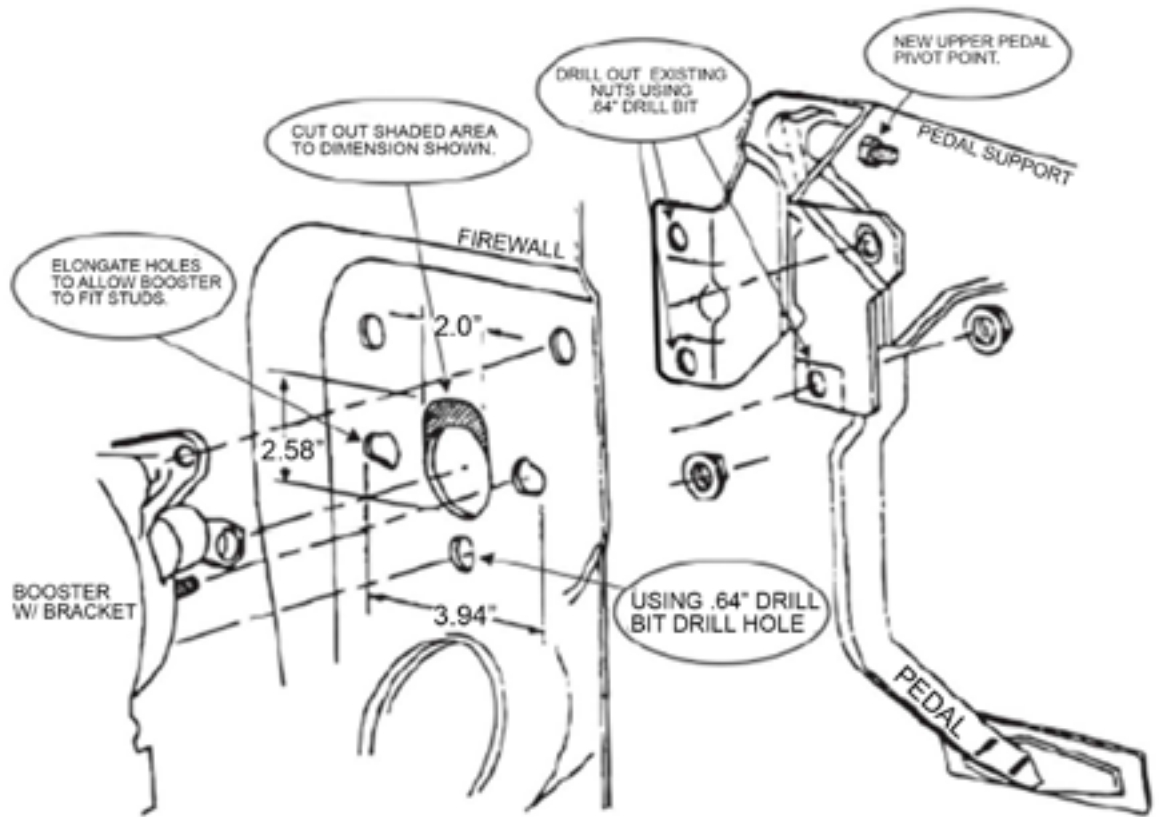
New boosters come with a protective plastic or rubber boot over the front pin area for shipping purposes. Remove this before the installation.

This kit features a Mustang specific booster that has the long pin in the front of the booster. The new cylinder should have a deep hole to accept the long front booster pin. The kits uses a deep pocket master cylinder on a power brake booster with a long pin.

Removing an old master cylinder:

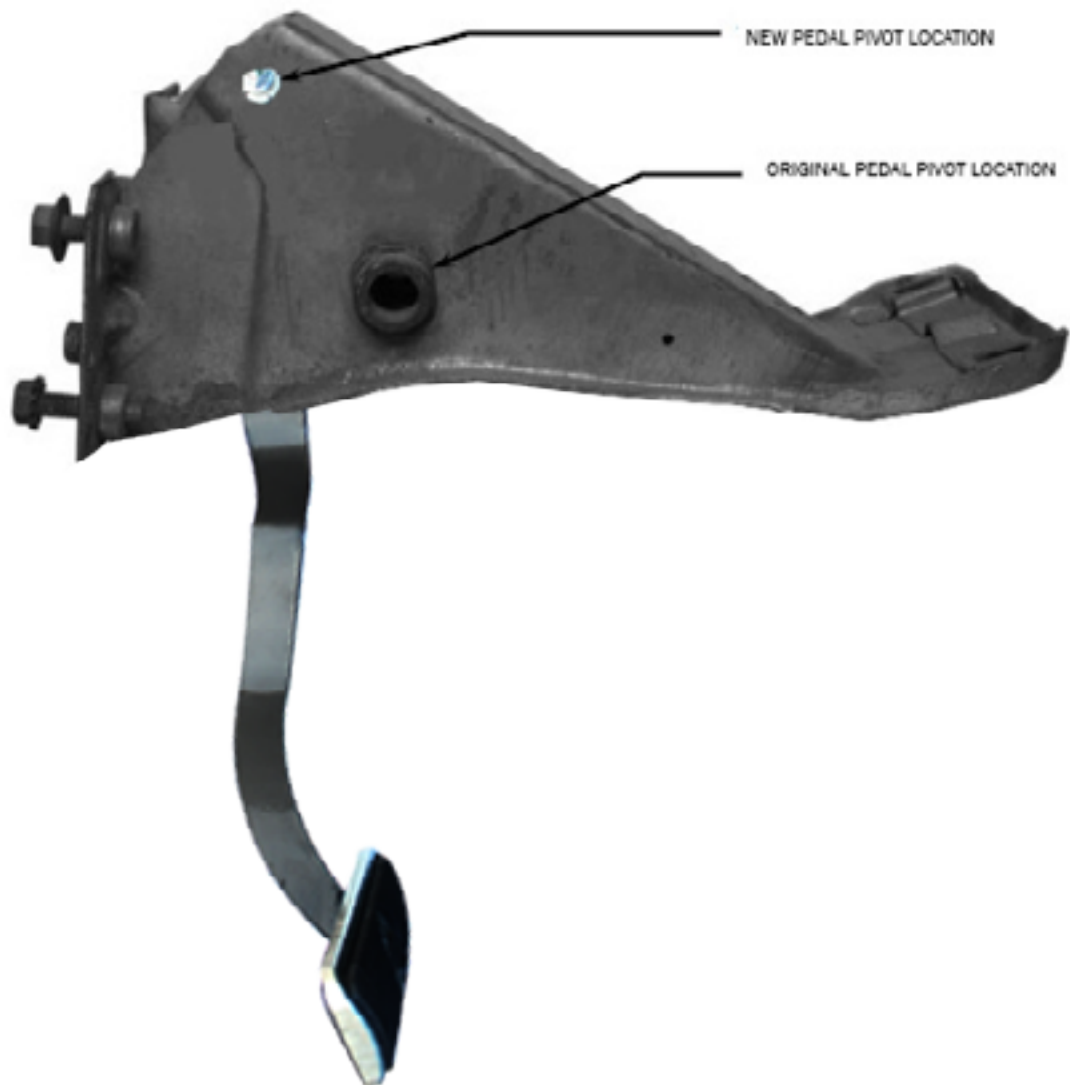
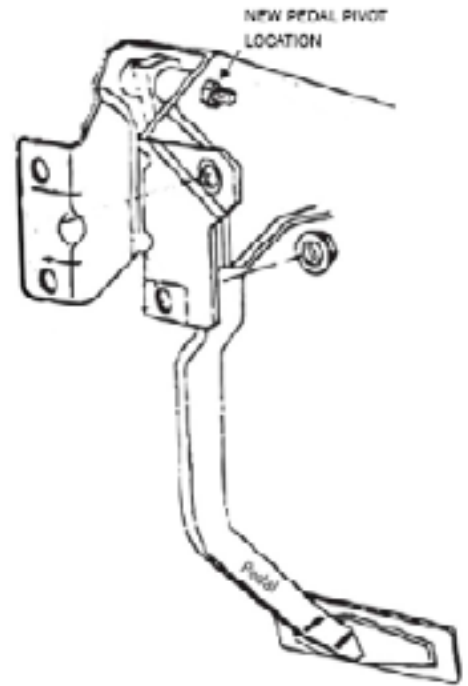
1. Perform brake work on a level surface.
2. Chock the wheels, set the emergency brake and put the transmission in Park.
3. Protect painted surfaces from brake fluid and place absorbent materials such as rags under the master cylinder. Since brake fluid is caustic to paint, use a fender cover mat.
4. Spray the master cylinder nuts and fittings with penetrating spray.
5. Mark which lines connect to which port on the master cylinder and which supplies fluid to the front and rear wheels respectively. (If you have the ability to take a digital picture for reference before disassembling the lines from the valve, this would be a good time to do so.)
6. Make a note of the brake pedal ride height inside the cab of the vehicle.
7. Use a wooden block to rest the pedal on so you will have a reference when you set it back up. (If you have the ability to take a digital picture for reference before disassembling the lines from the valve, this would be a good time to do so.)
8. Use flare nut wrenches to loosen the master cylinder nuts. On stubborn fittings, sometimes attempting to tighten them before loosening them helps break them free. Be careful with the tube nut hex heads and tubes themselves if you are re-using them.
9. 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.
10. Inside the car, disconnect the master cylinder rod's clevis from the brake pedal swing arm.
11. Clean the firewall where the master cylinder was mounted, and grind down any welded areas, re-paint if necessary. The bracket has to mount flush to the firewall.
12. Identify if your firewall is factory manual, factory power or aftermarket dual pattern.
13. If you have a manual firewall, (Shown Below) you will need to modify the firewall and locate the new pedal arm as in steps 14-22. If you already have a power firewall pattern install the booster and skip to step 22.
14. Remove plate from rear of booster. Use plate to mark the firewall pattern to show where changes will be needed.





15. Place the bracket up to the fire wall, mark the location on the wall for the new support holes. You may need to drill the new holes or your car may already have bolt holes in these locations. Deburr all holes.
16. View above drawing & mustang fire wall template. Use drill bit size .64" to modify holes. Deburr all holes. You will need to enlarge the main center hub hole to a new size of 2.58" High & 2" Wide.

17. Put the booster plate back on the booster, mount the booster with plate on the firewall and guide its' pedal rod arm through the hole. Hand tighten down the mounting nuts.
18. If your car was manual brake, you will have to modify the pedal hangar assembly.
19. Remove the pedal assembly and place on a work bench.
20. Drill new pedal pivot location hole and mount the pedal swing arm on the original pedal hangar assembly
21. Re-attach the pedal hangar assembly with the new pedal re-located and installed.
22. With the booster on the firewall, connect the booster to the pedal swing arm and install the cotter pin or fastener.
23. Tighten the brake booster and bracket mounting nuts all the way.
24. Test the swing arm range of travel and make sure it does not bind.
25. Proceed to installing the master cylinder & proportioning valve.



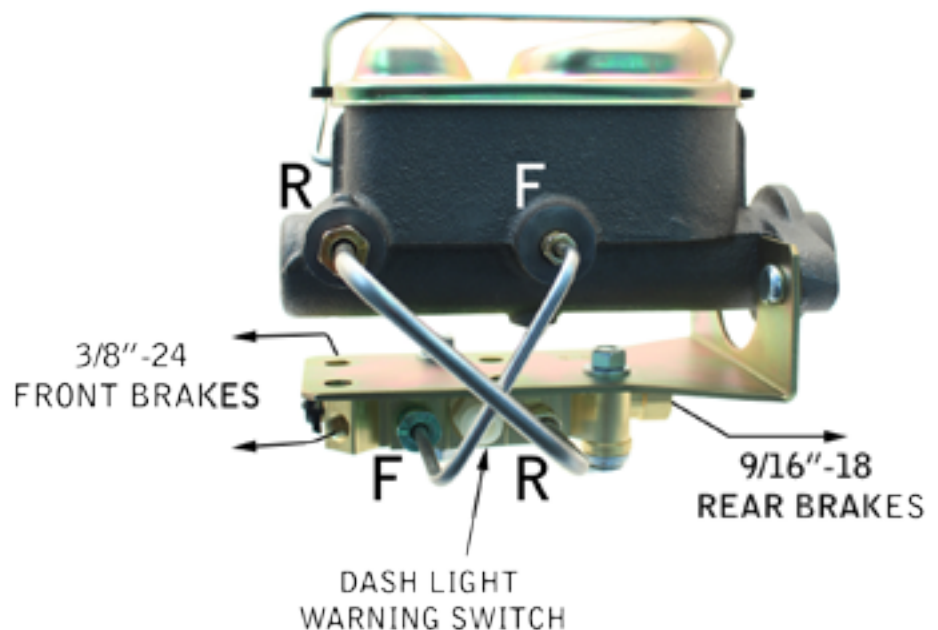
INSTALLING MASTER CYLINDER & PROPORTIONING VALVE KIT (BOTTOM MOUNT SHOWN)

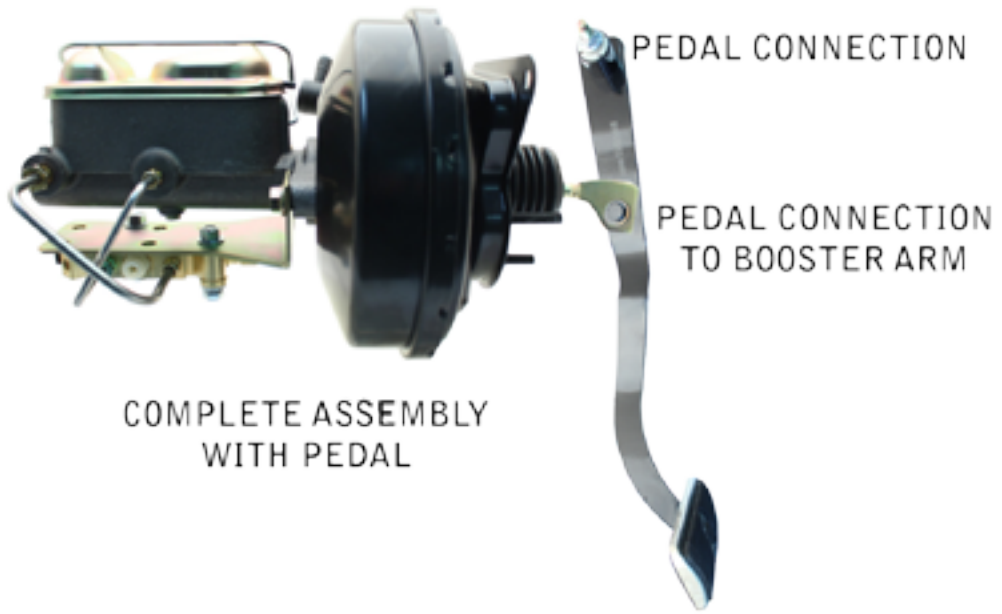
Verify that you have the following: 1 valve, 2 lines, 1 bracket, 1 harness connector, 1 bag that contains 2 bolts, 4 washers and 2 nuts

1. Place the valve on its' edge with the white switch facing you on your work bench and position the valve as shown with the large hex nut end towards your right.
2. Place the bracket and valve in the position shown.
3. Position the bracket below the valve and line up the bolt holes.
4. Next locate the small bag with the bolts and washers, and empty the parts onto the work bench.
5. Pick up both bolts and place a lock washer onto each.
6. Be sure to have the bracket and valve in a position that allows you to insert the bolts through the valve and through the bracket.
7. Push each bolt through the valve and bracket, add flat washers and secure the hex nuts. Hand tighten.
8. Locate the brake lines.
9. Identify which line will connect to which port on your master cylinder.

If you have a single bail wire master cylinder, they cross in an X pattern. Front brakes are labeled F and rear brakes are labeled R. Next hand tighten the brake lines as shown. Do not use teflon tape. Use a flare nut or box end wrench to tighten the tube nuts on the brake lines.

10. The next step is to mount the master cylinder and valve assembly on to the brake booster.
11. Once satisfied with the brake line positions, finish tightening the valve's brackets bolts and nuts.
12. Connect the dash warning light connector to the factory harness.
13. Test your brakes and enjoy safe driving your mustang with power brakes!





COMPLETE ASSEMBLY
WITH PEDAL

PEDAL CONNECTION

PEDAL CONNECTION
TO BOOSTER ARM