









# **MOPAR BOOSTER CONVERSION KIT INSTALLATION INSTRUCTIONS**









## PART NUMBERS EXPLAINED IN THIS MANUAL:

<b>BRAKE BOOSTERS</b> PB8536-1 PB8536-2		
<b>BOOSTER CONVERSION KITS</b> BCK8536-1 BCK8536-1D BCK-8536-2		
<b>MASTER CYLINDERS</b> MC5621 MC1323		
<b>HARDWARE KITS</b> HWK8536-1 HWK8536-2		



1. Determine if the firewall on your car has a manual brake or power brake pattern.

See Figures below.





Body Style	Manual	Power	Aftermarket Dual Pattern
1966-1970 B Body			
1971-1974 B Body 1970-1974 E Body			

2. If you purchased only the brake booster, do you have an original manual or power brake firewall plate? You will need the power brake firewall plate and the pedal linkage to install the booster.

See Figures below.

	
HWK8536-1	HWK8536-2

3. Make sure you have appropriate plate, pedal linkage and matching booster for your vehicle.

Body Style	Power Booster	Firewall Plate Kit
Uses the plate and corresponding linkage  1966-1970 B Body Cars	  <b><i>PB-8536-1</i></b>	  <b><i>HWK8536-1</i></b>
Uses the plate and corresponding linkage  1971-1974 B Body Cars 1970-1974 E Body Cars	  <b><i>PB-8536-2</i></b>	  <b><i>HWK8536-2</i></b>

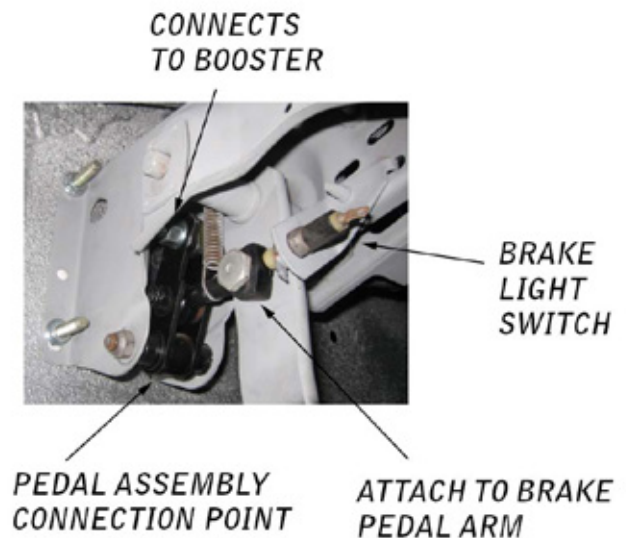
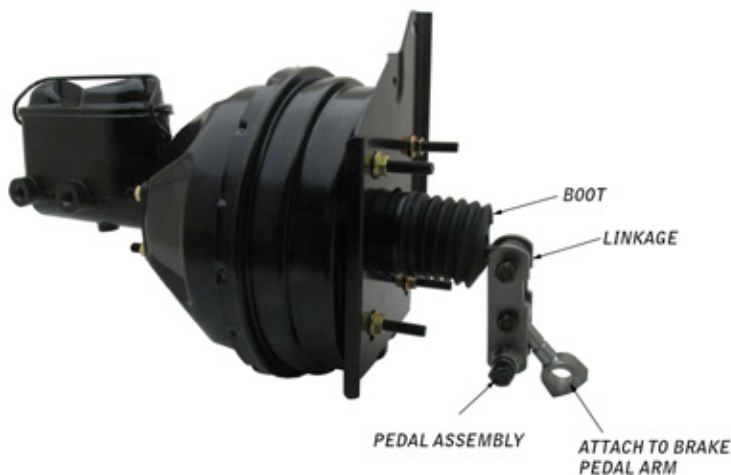
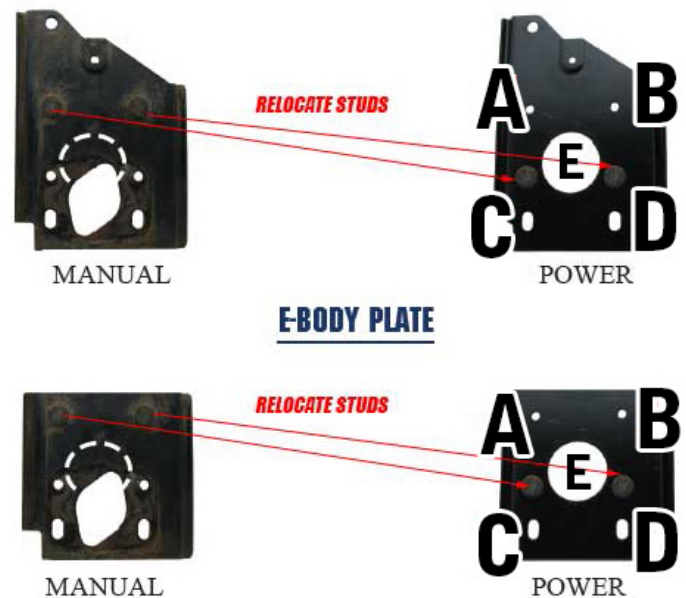
#### Installation procedure:

1. Perform brake work on a level surface. Chock the wheels, set the emergency brake and put the transmission in Park or in gear if manual transmission.
2. 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.
3. Spray the master cylinder nuts and fittings with penetrating spray.
4. Mark which lines connect to which port on the master cylinder and which supplies fluid to the front and rear wheels respectively. Simply label each line with tape to note front and rear connections. (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.)
5. Make a note of the brake pedal ride height inside the cab of the vehicle. 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).
6. 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.

7. 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.
8. Inside the car, disconnect the master cylinder or booster rod's clevis from the brake pedal swing arm and note which hole it was connected to.
9. If originally manual brakes, remove original master cylinder, its rod and firewall plate. If originally power brakes, remove original master cylinder & the brake booster.
10. Unbolt the firewall reinforcement plate by accessing its' mounting nuts inside cab.

**\*\*NOTE Manual firewall vehicles perform steps 11 & 12. Power firewall vehicles proceed to step 13\*\***

11. If you have the manual brake pattern on the firewall you will have to modify it into the Mopar power brake firewall pattern. To create the new pattern, use the new power plate as a template. Hold new power plate to firewall. Trace the center hole and mark the mounting hole locations A, B, C, D, E.
12. If necessary drill out hole diameters using a 25/64 drill bit.
13. Test fit booster onto firewall without firewall plate.
14. Modify any holes preventing the booster from mounting flush.
15. Set booster aside, and mount firewall plate. Secure hanger studs from inside cab.
16. Mount booster onto the plate and firewall. Hand tighten the mounting nuts.
17. Attach swivel mechanism to booster, pivot point & brake pedal.

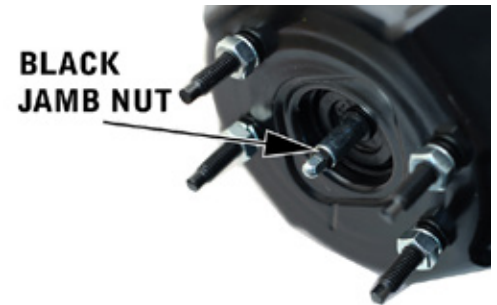
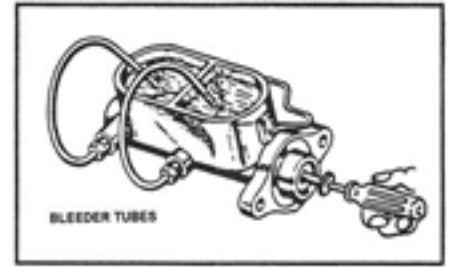


**Pedal Arm View Inside Cab**



## BLEEDING 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 or punch, 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 the lid. Wipe off any excess brake fluid
4. Position & place clean shop rags or towels in the engine compartment of the car to protect painted surfaces.
5. Test mount the master on a power brake unit. If it feels like it is pre-engaging remove the black jamb nut. If necessary remove the protective cover from the front of the booster to expose the front pin.
6. Mount the master cylinder on to the booster. \*\*\*Tech Note: If you experience brake drag or pre engaging of brakes during your brake testing, remove the jam nut from your booster, reinstall pin and proceed to testing. Hold the silver metal sleeve with vice grips or pliers while removing the jamb nut with a wrench.
7. Torque the hex nuts to 20-25ft. lbs. Connect the brake lines to corresponding ports.



SUM-760175



9/16-20 Rear 1/2-20 Front

SUM-760174



9/16-20 Rear 1/2-20 Front

### INSTALL THE PROPORTIONING VALVE AND BRACKET (PROPORTIONING VALVE KITS SOLD SEPARATELY)

8. Be sure to install the correct brake valve for your application. Due to a wide range of applications, a brake proportioning valve is not included in the booster conversion kit.
9. If you already have the kit, attach brake line tube nuts to the master cylinder. Don't use Teflon tape.

### BLEEDING ON THE VEHICLE.... NEVER USE OLD BRAKE FLUID!

10. Use a brake screw bleeder wrench to open and close the bleeder screws.
11. Bleed the wheels in this order. Right rear, left rear, right front, left front. (Bleed from farthest from the master cylinder to the closest).
12. Have an assistant pump the pedal 3-5 times and hold the pedal.
13. 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.
14. Bleed each wheel until no air comes out and there is only fluid. Wipe fluid.
15. Be sure to check the fluid level in the master cylinder frequently. Keep the reservoir full of fluid and the lid installed in the process. Remember to protect painted surfaces with rags.
16. You should notice the pedal requiring more effort to depress it as you progress towards the front left wheel.
17. Repeat the bleeding process until the brake pedal is firm and holds.
18. When done, remove the wheel chocks and release the emergency brake.
19. Test brakes slowly in a safe area away from other cars or objects by making a series of stops. Try a 5 mph stop, a 15mph stop, a 30mph stop & a 50 mph stop. Drive safely and responsibly.
20. Stop the car & check brake fluid level.

**21. Drive safely to get a "feel" for the braking action of your car.**