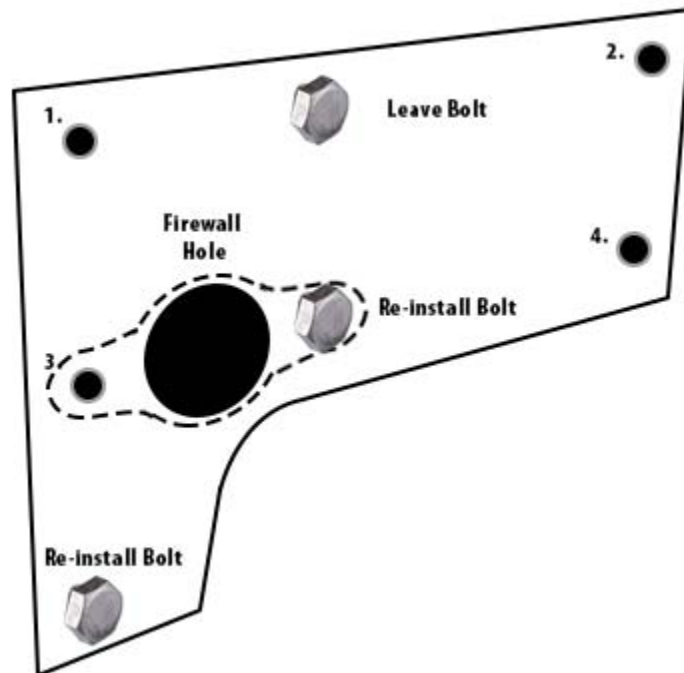


# **1966-1977 FORD BRONCO POWER BRAKE CONVERSION KIT**



## **INSTALLATION INSTRUCTIONS**

1. Park the vehicle on a level surface.
2. Put wheels chocks behind the wheels.
3. Put the transmission in park.
4. Position a rag or catch pan below the master cylinder to protect the painted inner fender.
5. Locate the two lines connected to the master cylinder.
6. Label the brake tube that delivers fluid to the front wheels.
7. Label the brake tube that delivers fluid to the rear wheels.
8. Spray penetrating oil on the fitting on both lines at the master cylinder.
9. Spray penetrating oil on the bolts that secure the master cylinder to the firewall plate.
10. Spray penetrating oil on each bolt that secures the firewall plate to the firewall.
11. Loosen the tube nuts that you labeled in previous steps.
12. Allow the brake fluid to drain from the master cylinder into the catch pan.
13. Wipe any excess brake fluid off of the master, wrap rags on the ends of the brake lines.
14. Remove the drain pan.
15. Loosen but do not remove the bolts that secure the master cylinder to the firewall plate.
16. Inside the cab, disconnect the push rod connecting the master cylinder to the brake pedal swing arm.
17. Remove the master cylinder from the firewall plate. Keep the bolts for re-use. You will be reusing these bolts.
18. If desired, clean and re-paint the firewall plate now.
19. Locate the master cylinder mounting bolt hole above the steering column and install the bolt you just removed from mounting the master cylinder in step #17 (See Diagram)
20. On the firewall plate, there are 3 bolts in the corners of the firewall plate. Remove all three.



21. You should have 4 loose bolts at this point. You originally removed five, but have already re-used one.
22. The four remaining bolts will now be used to mount the new brake booster bracket to the firewall plate. (See Diagram)
23. Mount the new bracket to the firewall and guide the rubber boot and new rod through the firewall hole.
24. Once the boot is centered correctly, install and cinch down all four bolts.
25. Connect the pushrod eyelet onto the brake pedal swing arm.
26. Use a wooden block to mock up brake pedal ride height that you prefer.
27. The threaded rod on the rear of the booster is designed to screw into the silver colored threaded swivel.
28. For now, remove the swivel from the pedal by removing its' cotter pin, washer and lock nut.
29. Twist the swivel on the rear of the booster threaded rod.
30. Now mount the booster to the bracket assembly and hand tighten the mounting nuts.
31. Double check the brake pedal ride height is where you want it to be.

32. The new brake pedal bracket assembly has a few ways to make an adjustment.
33. You can either adjust the new pushrod by rotating the eyelet on the pedal end in and out, you can adjust the silver swivel on the booster rod or you can trim the booster rod itself.
34. Will the swivel connect back to the rotating lever? If not try to adjust the pushrod eyelet and check again. You may also twist the silver swivel in and out on the booster rod.
35. As a last resort, determine if you need to trim down the booster rod, or not.
36. If you need to shorten the rod, DO NOT CUT IT TOO SHORT!
37. Remove the booster and cut the rod if necessary.
38. Reconnect the swivel and mount the booster.
39. Connect the swivel, bolt and nut.
40. Cinch down the booster mounting nuts.
41. Remove the wooden block from the brake pedal and depress the pedal.
42. Verify the pedal travels freely without binding. Adjust as necessary.
43. Proceed to bleeding your master cylinder.
44. With its' piston adapter installed, mount the master cylinder onto the booster and tighten down the mounting nuts.
45. At this point you may be installing a new brake proportioning valve. Since designs vary, follow the instructions provided with your particular valve.
46. Make sure to connect the brake line marked front wheels to the correct location on the valve, and also on the master cylinder port supplying fluid to the front wheels.
47. Generally speaking the larger reservoir on a master cylinder, is the reservoir that supplies fluid to the front wheels.
48. With the valve and master all plumbed in, tighten down the tube nuts and add brake fluid.
49. Bleed the brakes and test for pressure.
50. Remove wheel chocks and test drive slowly in a safe location.