

**DODGE/PLYMOUTH 1965-74 B-BODY & 1970-74 E-
BODY EXCLUDES HEMI**

UNIVERSAL POWER BRAKE PEDAL ASSEMBLY KIT



**INSTALLATION INSTRUCTIONS
NO FIREWALL MODIFICATIONS REQUIRED**

NOTE: ALWAYS REFER TO THE VEHICLE OWNER'S MANUAL FOR CORRECT TORQUE SPECIFICATIONS WHEN INSTALLING KIT.

WARNING

Proper operation of your brakes is essential for your safety and the safety of others. Any brake service should be performed **ONLY** by persons experienced in the installation and proper operation of brake systems. It is the responsibility of the person installing any brake component or kit to determine the suitability of the component or kit for the particular application. After installation, and before operating your vehicle, be sure to test the function of the brakes under controlled conditions. **DO NOT DRIVE WITH UNTESTED BRAKES!**

IMPORTANT

Take time to read all the literature that came with this kit. Before beginning installation check the provided list of parts against what you received to ensure that all parts are present. While this kit was designed to make the process of changing brake parts as simple as possible, **NOTE: WITH SOME KITS IT MAY BE NECESSARY TO MAKE MINOR CHANGES TO YOUR CAR! READ ALL WARRANTY DISCLAIMERS AND RETURN POLICIES INCLUDED IN THIS KIT PRIOR TO INSTALLATION!**

NOTE

This kit is an aftermarket solution for adding power brakes to a manual firewall . It is not intended to be a direct installation or OEM replacement. Due to changes in production in certain years, your car may require modifications beyond these instructions for this kit to install properly.

NOTE

This kit is intended for mounting a universal power brake booster in place of the original master cylinder firewall location.

NOTE

No firewall mods are required.

YOUR POWER BRAKE CONVERSION KIT WILL CONTAIN THE FOLLOWING COMPONENTS:

- Universal Power booster Mopar style pedal assembly.
- Dual outlet master cylinder
- Bench bleeding kit. (Included With master cylinder)
- Rubber boot and mounting plate to cover hole in firewall plate

IMPORTANT This kit is intended for use when converting your car from factory manual brakes to aftermarket power brakes. If your firewall plate is the same as the manual plate shown then proceed with the instructions. Please refer to Figure 1 for the original plate for use with this kit. The kit WILL NOT install correctly with the factory power plate.

FIGURE 1

B-BODY PLATE



MANUAL

E-BODY PLATE



MANUAL

INSTALLATION

1. Disconnect the master cylinder push rod from the pedal inside the vehicle.
2. Remove the brake lines from the old master cylinder.
3. Remove the old master cylinder. (please see previous page if converting from manual configuration to power configuration)
4. Insert pedal linkage through rubber boot so that boot will protrude through the firewall when installed (Figure 2).
5. Install pedal assembly onto firewall plate and attach plate to car. Then attach pedal linkage to pedal using existing hole. (NOTE: You may have to drill a new hole into the pedal 1" lower than the existing hole to keep the correct pedal ratio. See figure 3)
6. Use a piece of wood under pedal to hold pedal at proper height. You will then want to hold the booster up to where it attaches to the pedal assembly and determine where you will need to cut the threaded rod on the power

- booster to retain this height. Cut rod to this length.
- Mount booster onto bracket. Remove the block and check for correct pedal travel.
 - Connect the vacuum hose from the booster check valve to either the back of the carburetor or to the intake manifold with the supplied manifold fitting.
 - Bench bleed the new master cylinder.
 - Install the new master onto the booster.
 - Connect the hydraulic lines as required. The line to the rear should go to the master cylinder outlet closest to the booster.
 - IMPORTANT:** Updating a pre-1966 vehicle may require modification to the existing plumbing in your vehicle. See below for more information.
 - Test brake booster and brakes.



FIGURE 2.

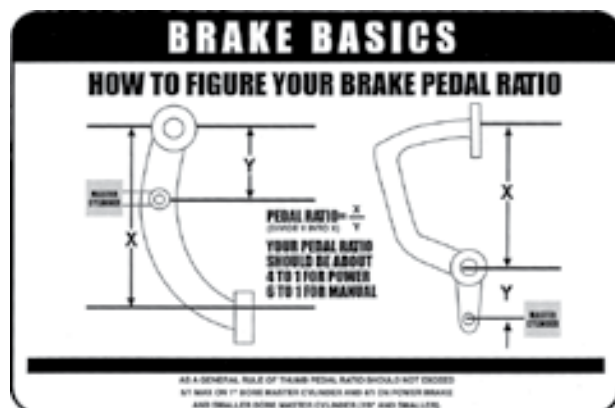
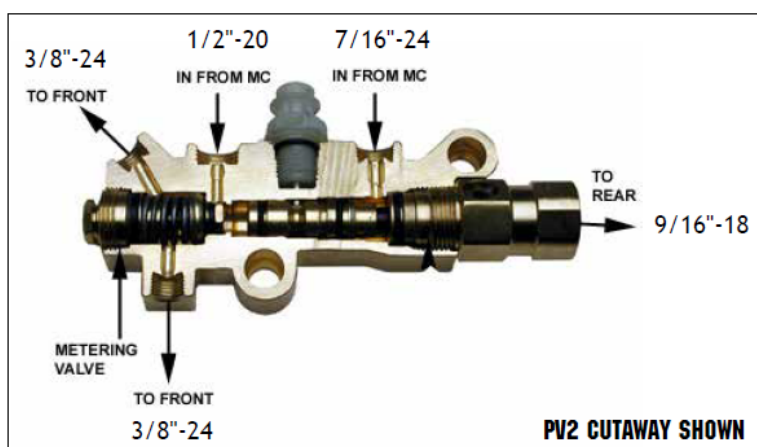


FIGURE 3.



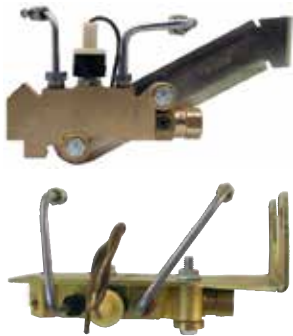
NECESSARY ACCESSORIES

In addition to the parts included in this kit, you may also need metering and/or proportioning valves for this kit to operate properly. Due to the high variance of parts that may or may not be in your existing brake configuration, these parts are available separately to avoid redundancy. Please refer to the chart below to find out which of these parts may be needed for your individual set-up.

	PRESENT WHEEL SET-UP		
	DRUM/DRUM	DISC/DRUM	DISC/DISC
PRE-1966. SINGLE-WELL MASTER CYLINDER	<ul style="list-style-type: none"> Metering Valve, Front & Rear 10 lb Residual Valves 	<ul style="list-style-type: none"> PV2 Combination Valve 2 & 10 lb Residual valves (optional) 	<ul style="list-style-type: none"> PV4 Combination Valve 2 lb Residual valve (optional)
1967-UP. DUAL-WELL MASTER CYLINDER	<ul style="list-style-type: none"> Front & Rear 10 lb Residual Valves 	<ul style="list-style-type: none"> PV2 Combination Valve 2 & 10 lb Residual valves (optional) 	<ul style="list-style-type: none"> PV4 Combination Valve 2 lb Residual valve (optional)

PV2 / PV4 PROPORTIONING VALVE KIT INSTALLATION INSTRUCTIONS

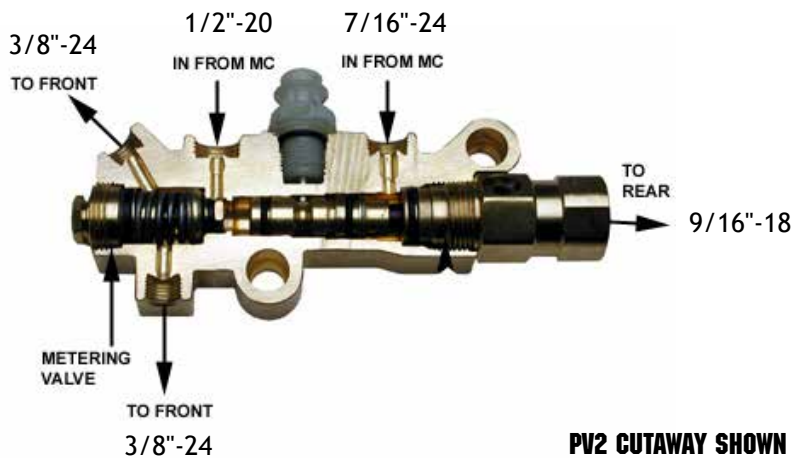
(LEFT SIDE KIT USED FOR EXAMPLE, BUT INSTRUCTIONS APPLY TO ALL KITS)



INCLUDED IN THIS KIT:

1	Proportioning Valve
2	Pre-bent lines
1	Brake light wiring harness
1	Mounting bracket
2	5/16-18 bolts
2	washers-flat
2	washers-split locking

WARNING Proper operation of your brakes is essential for your safety and the safety of others. Any brake service should be performed **ONLY** by persons experienced in the installation and proper operation of brake systems. It is the responsibility of the person installing any brake component or kit to determine the suitability of the component or kit for the particular application. **DO NOT DRIVE WITH UNTESTED BRAKES!**



INSTALL LINES AS SHOWN IN DIAGRAM:

The most common proportioning valve plumbing is shown. An alternative plumbing method is to plug off the top front line and have the bottom front line go to a "T" fitting. From the "T" fitting, the front lines are then split off to the left and right calipers.

NOTE: AFTER INSTALLATION REFER TO MASTER CYLINDER MANUFACTURER INSTRUCTIONS FOR PROPER BLEEDING

TESTING THE PROPORTIONING VALVE FOR PROPER OPERATION:

1. Use a test light by attaching a clip to a positive contact on the vehicle and touch the point of the tester to the electrical connection of the combination valve. If the light does not come on, the valve system is operation correctly and no further testing is required.
2. If the light does come on, this indicates that the pressure differential valve is stuck in the front or rear position.
3. Bleed the brake system to determine if the front or rear lines are blocked off. Set up one front wheel and one rear wheel for bleeding at the same time. Crack both bleeder screws and gently pump the pedal a few times. The blocked side will trickle fluid out when the bleeder screw is cracked and the pedal pressed. An unblocked line will squirt fluid out the bleeder.
4. The lines that are clear must be left open and the blocked lines should have the bleeder screws tight to cause pressure to build up on that side. Be sure to use the standard bleeding procedures to prevent air from entering the system.
5. Slowly press the pedal with steady pressure a number of times until the light goes out; this will center the differential valve. You may also hear a pop come from the proportioning valve. This is the metering valve returning to its equalized position. When the light goes out, close the bleeder screw.