UNIVERSAL FIREWALL MOUNT PEDAL ASSEMBLY
SUM-760190, SUM-760188, SUM-760189

SUM-760190

SUM-760188

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UNBOXING YOUR KIT:

INCLUDED COMPONENTS
Your power brake conversion kit will contain the following components:
1. 8” dual diaphragm power booster (SUM-760190) 7” dual (SUM-760188) or 7” single (SUM-760189)
2. Master cylinder
3. Hanging pedal bracket
4. Pedal arm
5. Booster to pedal linkage
6. Pedal Pad

1. Make a template of the firewall plate from the end of the new pedal assembly.
2. **Hint: cut a piece of cardboard the shape of the face, and use a ball pein hammer to tap the cardboard into the hole locations. Next cut out the depressions and finish the template.
3. Use the template to trace the pattern onto the firewall from the engine bay.
4. Be sure to center the pattern over the original master cylinder location.
5. Drill the center hole and the four booster mounting holes. Deburr all edges.
6. Remove the pedal arm from the bracket. Put the bolt, washer and nuts through the arm.
7. Set the arm and its’ fasteners aside for later in the installation process.
8. From inside the vehicle raise the channel section of the bracket into position.
9. If the channel section is too long to raise into position, then cut down the channel to the appropriate length to fit it into the space. You may need to re-locate the support bar on the end of the channel.
10. Re-attach the brake pedal swing arm.
11. Now place the correct length channel up against the firewall pattern from the cab area.
12. Use nuts and bolts, or zip ties to temporarily secure the pedal to the wall.
13. Test the range of travel of the pedal and its relation to the steering column, the floor pan or any other potential contact areas.
14. You may determine you would need to bend the pedal arm slightly with heat, a vice or a press.
15. Remove the bracket assembly, disconnect the swing arm and make any modifications to it that prevent or prohibit the pedal arm swing action.
16. Re-attach the modified swing arm, re-install the bracket assembly and re-test swing action.
17. You may now either tack weld or bolt up the assembly to the under dash structures.
18. Install the brake booster and tighten the 4 nuts.
19. Determine and install a pedal rod extension if necessary to connect the booster and clevis to the pedal swing arm.

**INSTALLING & BLEEDING MASTER CYLINDER**

20. This kit features a universal booster that has the short pin in the front of the booster. The new cylinder may have a **piston adapter** to convert it from deep to shallow hole. Install the piston adapter. Use a shallow pocket master cylinder on a power brake booster with the short pin.
21. 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.**
22. Using a blunt tool or punch, push the pistons ¾”-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 1/8”, & no air bubbles are visible.
23. Remove the bleeder kit. Install the lid. Wipe off any excess brake fluid.
24. Position & place clean shop rags or towels in the engine compartment of the car to protect painted surfaces.
25. If mounting the master on a power brake unit with short pin, install the piston adapter to make the shallow hole. Using a long pin, no adapter.
26. If you have yet to do so, remove the protective cover from the front of the booster to expose the front pin.
27. Mount the master cylinder on to the booster. Don’t drop the adapter.
28. Torque the hex nuts to 20-25ft. lbs.
29. **INSTALL THE PROPORTIONING VALVE AND BRACKET**
   (Proportioning valve kits sold separately)
30. 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.
31. If you already have the kit, attach brake line tube nuts to the master cylinder. Don’t use Teflon tape.
32. Bleed on the vehicle.... **NEVER USE OLD BRAKE FLUID!**
33. Use a brake screw bleeder wrench to open and close the bleeder screws.
34. Bleed the wheels in this order. Right rear, left rear, right front, left front. (Bleed from farthest from the master cylinder to the closest).
35. Have an assistant pump the pedal 3-5 times and hold the pedal.
36. 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.
37. Bleed each wheel until no air comes out and there is only fluid. Wipe fluid.
38. 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.
39. You should notice the pedal requiring more effort to depress it as you progress towards the front left wheel.
38. Repeat the bleeding process until the brake pedal is firm and holds.
39. When done, remove the wheel chocks and release the emergency brake.
40. 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 15 mph stop, a 30 mph stop & a 50 mph stop.
   Drive safely and responsibly.
41. Stop the car & check brake fluid level.
42. Drive safely to get a “feel” for the braking action of your car.