

1953-1959 OLDSMOBILE AND PONTIAC POWER BRAKE BOOSTER CHANGE OVER

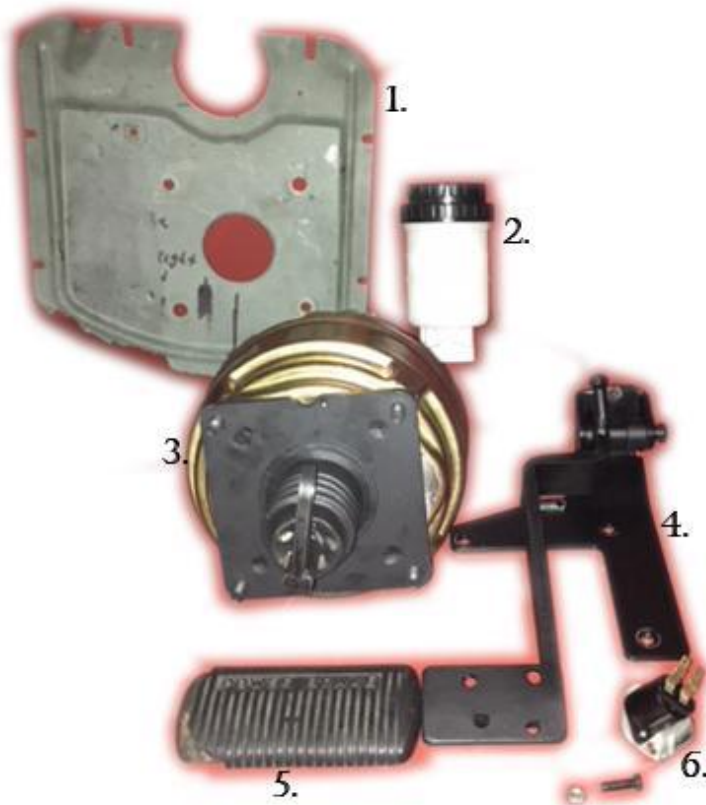
WARNING: Installation of any component or kit should be performed by persons experienced in the installation and proper operation of brake systems. It is also the responsibility of the person installing any brake component or kit to determine the suitability of the component or kit for that particular application.

NOTE: After installation and before operating the vehicle a complete test function of the brakes under controlled conditions should be made. Make several stops in a safe area from low speed and gradually work up to normal speeds. **DO NOT DRIVE WITH UNTESTED BRAKES!** Always utilize safety restraints when operating the vehicle.

For installation, this will require use of your **original brake pedal pad (or current aftermarket replacement)** and **original screws** from the firewall plate. Screws for the firewall plate are not included in the hardware provided.

THIS KIT INCLUDES:

1. Original Firewall Plate (NOT INCLUDED, MUST USE ORIGINAL)
2. Remote Reservoir
3. Booster And Master Cylinder
4. New Pedal Adapter with Bracket
5. Original Brake Pad (NOT INCLUDED, MUST USE ORIGINAL)
6. Original Brake Light Switch (NOT INCLUDED, MUST USE ORIGINAL)



1. Remove the old booster / master cylinder from the firewall and clean the firewall area.
2. Install the booster and master cylinder unit on the under hood side of the firewall and the pedal adapter on the inside of the firewall and line up the screws.
3. Connect your original brake pedal pad to the brake pedal assembly provided.
4. Modify the brake light switch by cutting the arm and drilling a new hole with a ¼ Inch diameter.
See image for hole location.
5. Mount the remote reservoir in your desired location and install hoses to the master cylinder. Connect the vacuum source to the booster.
6. Once everything is connected to their appropriate locations, bleed and test the system for leaks.

*NOTE: If installing a disc brake conversion system you must utilize a **proportioning valve**. If you are using this for a drum brake system, no proportioning valve is needed.*



This unit requires modification to the brake lines; there will need to be a separate connection from the front brakes and rear brakes to their respective ports on the master cylinder. The simplest way to split the brakes from a single line to a dual line system is to use your original line that runs to your master cylinder and send it to the front outlet. Then down on the frame you will find a brake tee that connects your front and rear brake lines. Remove the line from the tee that runs to your rear brakes and plug the tee with a hydraulic line plug. Place a union on the rear brake line and run an extension brake line up to the rear output of the master cylinder.