



Steering, Brake & Suspension Specialists

#5557UPB - Bolt-in Booster/Pedal Assembly Instructions for 1955-57 Chevrolet Car

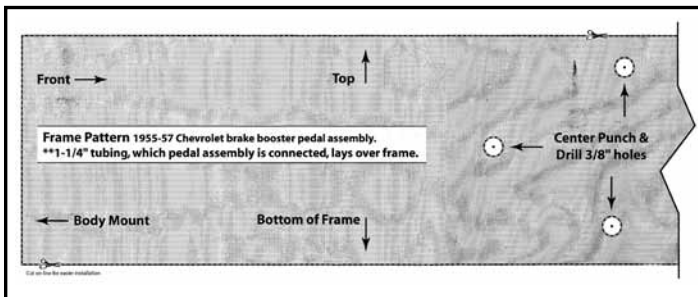
Before Installation:

Please confirm that you have all the correct components necessary to install your brake booster/pedal assembly.

Should you find you are missing any components immediately contact CPP's tech line at (800) 522-5004.

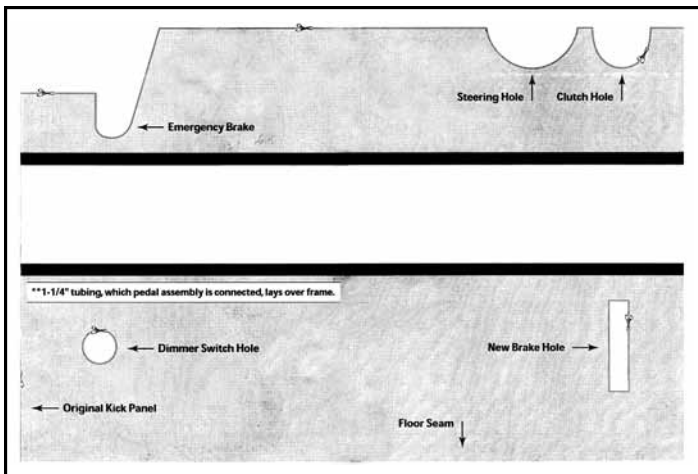
"A" Frame Pattern:

Place the "A" Frame Pattern against the body mount on the inside of your chassis. Once aligned, center punch and drill holes as indicated.



"B" Frame Pattern:

Place the "B" Frame Pattern inside on the floorboard as indicated. Once aligned, cut the new brake pedal arm hole as shown on pattern.



Finishing Installation:

Once your holes are drilled and the floorboard is cut you are ready to bolt in your booster/pedal assembly and plumb your brake lines (not included).

Connecting Your Brake System:

Connect your booster/pedal assembly to an adequate vacuum source. The intake manifold is the preferred choice.

CAUTION: Use only approved vacuum brake hose and/or steel line to make the connection between your booster and the vacuum source. DO NOT use fuel line or other types of hose not recommended for vacuum use. These types of hoses/lines could collapse causing your brake system to lose its power assist feature, which could result in unexpected braking situations.

The Master cylinder supplied has been specifically designed to have more than enough fluid capacity for disc/disc, disc/drum or drum/drum configurations.

When setting up your brake system we highly recommend using a proportioning valve and residual pressure valves. See illustration for valve locations.

See the following page for some additional items necessary for your brake system installation.

For technical help call Classic Performance Products Monday thru Friday 8:30am to 5:00pm at (714) 522-2000.

Classic Performance Products, Inc. 714.522.2000 | fax 714.522.2500

378 E. Orangethorpe Ave. | Placentia, CA 92870 | www.classicperform.com

Rev. 8/26/2005