



Steering, Brake & Suspension Specialists

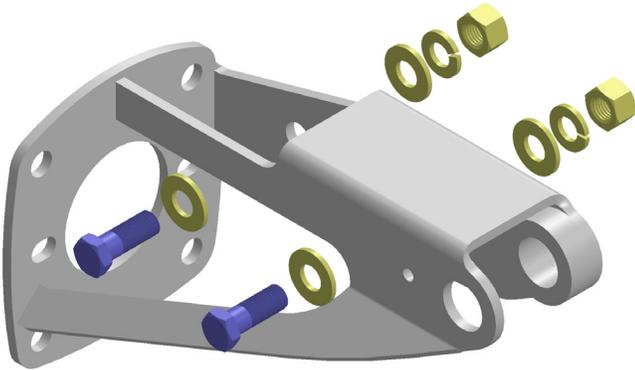
#5559BB - Installation Instructions for 1955-59 Chevy Truck Power Brake Booster

Notes:

This kit is designed to work with the original floor brake pedal. Make sure this kit fits your application before painting or plating. Parts that have been painted, plated, or modified may not be returned.

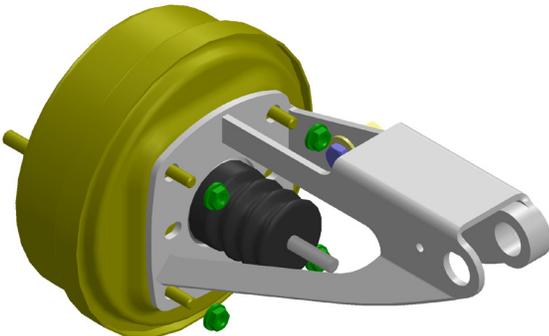
Instructions:

1. Disconnect the brake lines from the master cylinder and disconnect the pedal rod from the pedal assembly. Remove the pivot pin and brake pedal. Remove the original master cylinder and pedal rod.
2. Bolt the new bracket to the frame where the stock master cylinder used to mount. The pedal pivot holes should be toward the front of the truck. Use two 7/16" bolts to secure the bracket to the frame. Flat washers should be used under the bolt heads. Flat washers and lock washers should be used under the nuts.

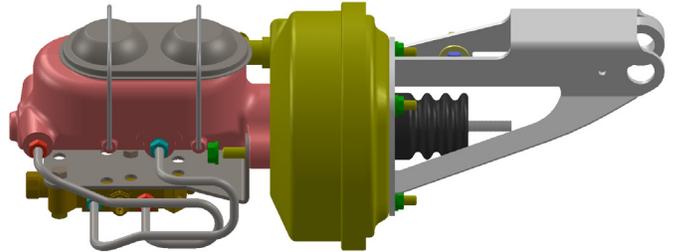


3. Make sure the booster is configured correctly to work with the master cylinder. A master cylinder bore adapter may be needed in the case of a deep bore master cylinder. Most boosters require a shallow bore master cylinder. All manual master cylinders have a deep bore.

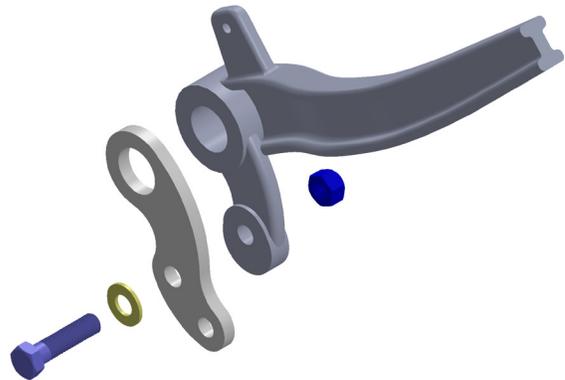
4. Attach the booster to the bracket.



5. Bench bleed the master cylinder. Follow the brake bleeder kit instructions. Plug the line holes to prevent air from getting in and fluid from dripping. Put the lid on the master cylinder to avoid spilling and fluid contamination.
6. Bolt the master cylinder and proportioning valve bracket (when used) to the brake booster. (CPP recommends #MCPVU-2 disc drum m/c or #MCPVU-4 disc disc m/c units.) **Make sure that the brake booster is not preloading the master cylinder.** The booster push rod should be as close as possible without preload.



7. Attach the pedal extension to the brake pedal. The large pivot holes should be aligned. Bolt the extension to the pedal using a 3/8" bolt in the middle hole. A flat washer should be under the bolt head.



8. Put the brake pedal and pedal extension on the bracket and insert the pivot pin. Line up the notches on the pin and pin retainer plate. Use the 5/16" bolt and lock washer to secure the pin retainer to the threaded hole on the bracket. Thread the grease zerk into the pin and grease the pin.

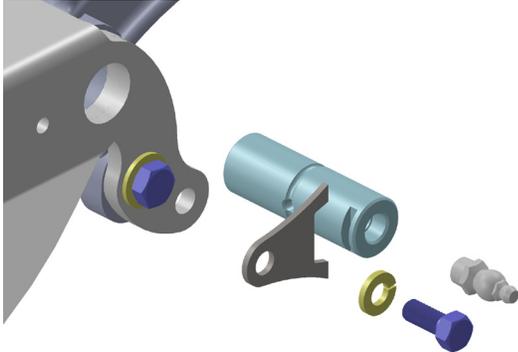
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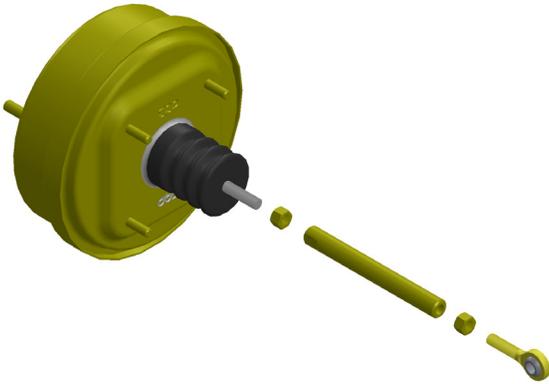


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#5559BB - Installation Instructions (Continued)



9. Assemble the pedal rod. Thread a 3/8" nut and then the female push rod onto the booster push rod. Thread the rod end through a nut and then into the other end of the female push rod.

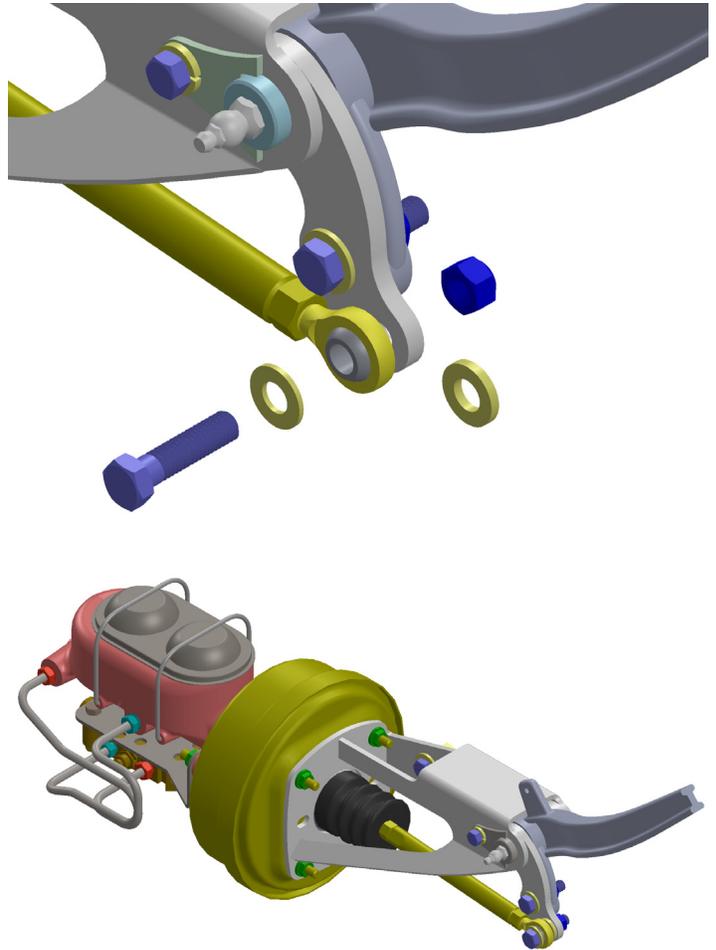


10. Adjust the overall length of the pedal rod assembly. The length is changed by screwing the rod end further in or out of the female push rod or by threading the female push rod further on or off of the booster rod. The booster and master cylinder should never be preloaded. When the pedal is in the full up position, the rod should be applying no pressure on the booster or master cylinder. When there is no preload, tighten the jam nuts.

11. Attach the pedal rod to the pedal assembly. The 3/8" bolt passes through a washer, the rod end, the thick washer, the pedal extension plate, and finally a nyloc nut. Double check that the brake booster has no preload. Readjust the pedal rod length if necessary.

12. Plumb the brake lines and vacuum line.

13. Bleed the brakes.



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GENERAL TORQUE SPECIFICATIONS:					
1/4"	grade 5	10lb/ft	1/4"	grade 8	14lb/ft
5/16"	grade 5	19lb/ft	5/16"	grade 8	29lb/ft
3/8"	grade 5	33lb/ft	3/8"	grade 8	47lb/ft
7/16"	grade 5	54lb/ft	7/16"	grade 8	78lb/ft
1/2"	grade 5	78lb/ft	1/2"	grade 8	119lb/ft
9/16"	grade 5	114lb/ft	9/16"	grade 8	169lb/ft
5/8"	grade 5	154lb/ft	5/8"	grade 8	230lb/ft

NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.