

#5564BB Installation Instructions

1955-64 Fullsize Chevrolet Booster Bracket

Parts List:

- 1 ea Firewall Seal
- 1 ea Left Booster bracket
- 1 ea Right Booster Bracket

Note:

Some cars may need to trim the steering column seal.

1955-57 cars with the original power steering pump mounted on the back of the generator must use Bracket Kit #5561BB.

Recommendations:

CPP recommends using a new master cylinder and booster assembly with this kit.

Instructions:

1. Disconnect the brake push rod from the brake pedal.
2. Remove the original master cylinder/booster assembly from the car. 1955-1957 with the Treddle Vac system will need to remove all of the Treddle Vac system, and may need to drill new mounting holes for the new bracket assembly.

3. 1955-1957 cars will need to drill a new 3/8" hole 1" lower than the original brake push rod hole.
Note: For proper function of the brake booster, it is necessary for the booster push rod be aligned with the angle of the booster. (Booster center line) Incorrect installation of the power brake booster pedal will cause the power brake booster's internal plastic hub to crack or break and will void the warranty.
4. Attach the booster, bracket assembly, and firewall seal to the firewall.
5. Using the lower hole on the brake pedal connect the booster push rod to the brake pedal. The thick washer fits between the brake pedal and the heim joint on the booster push rod. Without the thick washer the push rod binds and prevents the brakes from working safely. Adjust the booster push rod length so that the rod is as long as possible without preloading the booster. *Warning: Preloading the master cylinder will cause the brakes to drag, and lock up.*
6. Move the pedal through its full range of motion and check that the linkage is not binding. If the linkage is binding make the appropriate adjustments to have a smooth bind free linkage.

Refer to the illustration in order to correctly assemble the booster, brackets, and linkages.

