



Steering, Brake & Suspension Specialists

#CP3038, #CP3038 MCPV-C, #CP3038 MCPV **Hydraulic Brake Assist System Instructions** *for 1967-72 GMC / Chevrolet Truck*

Note:

This system is intended for "off road use only"

Instructions:

1. Please carefully inspect the entire braking system thoroughly, and replace any marginal items. Installation of braided steel, high performance brake lines is highly recommended, though not mandatory.
2. Please carefully inspect the entire power steering system thoroughly, and replace any marginal items. This system will not function properly unless the power steering system is 100%
3. Disconnect the battery.
4. Disconnect the brake pedal rod connection at the brake pedal.
5. Disconnect the master cylinder from its mounting, and secure it approximately 6 inches forward (if brake line integrity / routing permits – otherwise remove the master cylinder).
6. If equipped with factory power brakes, remove the power brake booster to firewall attachment nuts, then carefully remove the brake booster from vehicle, (you may have to gently pry the unit loose of the firewall), remove the rubber firewall boot also.
7. Assemble the brake pedal rod adapter onto the hydraulic assist unit's threaded pedal rod, and apply a small amount of grease to the brake pedal rod eyelet of hydraulic assist unit.
8. Install the hydraulic brake booster carefully into the firewall, with the hydraulic fittings facing downward, accumulator to the driver's side, while aligning brake pedal / pedal rod interface as required.
9. Using the 4 supplied attachment nuts and washers, securely fasten the hydraulic assist unit to firewall.
10. (Bench bleed master cylinder if removed from vehicle in prior steps / or replaced), then connect the master cylinder to the hydraulic brake assist unit firmly, using the supplied chromed replacement nuts.
11. Adjust the pedal height to the stock height / your liking, by spinning the threaded assist unit pedal rod in / out of the pedal rod adapter – 10 threads minimum engagement.
12. Double check for appropriate thread engagement at pedal rod adapter, (10 threads absolute minimum) then tighten the brake pedal rod jam nut. (Do not overtorque!)
13. Connect the pedal rod to brake pedal securely.
14. Remove the existing high side power steering line, allowing the system to drain into a suitable container.
15. Connect the shorter pressure line direct fit 3/8 flare style 90 degree hose end to the power steering pump, and then connect the other end of this line to the inlet / driver's side AN style fitting of the hydraulic assist unit.
16. Install the supplied AN-6 line adapter into the steering box pressure inlet port.
17. Connect the longer pressure line, 90 degree AN-6 female hose end, to the steering box AN adapter, then connect the other end (direct fit 3/8 flare style 90 degree hose end) to the outlet / passenger side port of the hydraulic assist unit.
18. Inspect the existing power steering low pressure return line, from steering box to ps pump, replace if marginal.
19. Cut the existing power steering return line approximately 3" - 4" from the ps pump push on hose nipple, install the brass "T" STRAIGHT INLINE using the supplied hose clamps.
20. Connect the chromed hose nut end of the return line to the hose fitting on the assist unit, then run the hose from the brake assist unit hose nipple to the remaining brass "T" perpendicular nipple – trim hose to length as necessary and clamp to the "T" securely.
21. Reconnect the battery, verify for proper brake lamp operations.
22. Verify that all prior steps have been successfully completed!
23. With the engine off, fill the power steering reservoir with high quality Valvoline SynPower, or genuine GM (or equivalent) power steering fluid only. * Never use poor quality ps fluid or ATF because it foams in use causing noisy pump operation and erratic operations.
24. Disable the ignition system and crank the engine for five full seconds, to initiate proper power steering system priming.
25. Recheck the fluid level, topping off as necessary, and then crank the engine for five more seconds. Repeat this procedure as necessary until the fluid level remains consistent.
26. Cap fluid reservoir and restore ignition system operations.
27. Start the engine briefly, check for any signs of fluid leakage. Do not depress the brake pedal yet.
28. Shut the engine off and recheck the fluid level, topping off as necessary. Pump the brake pedal a few times (to purge any air trapped in the reserve accumulator). If the fluid appears foamy and pump operation was noisy in the prior run sequence, allow the vehicle to sit for 15 – 20 minutes.
29. Start the engine, allow to warm up to full operating temperature while idling.
30. With the engine warmed up and idling, check for proper power steering operations and any leakage by steering the vehicle from "lock to lock" approximately 5 full sweeps.



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Hydraulic Brake Assist System Instructions (Continued)

31. If all prior steps have been performed successfully, now apply moderate pressure to the brake pedal slowly 5 – 6 times. Shut the engine off and recheck the ps fluid level.
32. Start the engine, now apply full pedal pressure 2 or 3 times to verify for proper overall systems integrities.
33. Carefully road test the vehicle to verify for proper overall operations, and to also get accustomed to the new brake system response.
34. Allow the vehicle to sit overnight. Next day, when the vehicle is still cold, recheck all connections and lines for proper torque, recheck fluid levels and top off as necessary.
35. Congratulations! You are now ready to “Stop on a dime and get two nickels change!” And, as always, please drive carefully!

NOTE: If the vehicle is column shift equipped with automatic trans, the shifter rod will have to be either shortened or re-adjusted in such a way to prevent the linkage from hitting the assist unit casting when shifting into park. If not adjusted properly, the shift linkage may be prevented from allowing the park function to fully engage, possibly causing a rollaway of the vehicle when parked. Please verify for full engagement of the park detent if adjustments are to be made to the shifter linkages. This system has not yet been verified to function / fit correctly when in use with a column shifted manual trans.

***IMPORTANT! NEVER APPLY THE BRAKES WHILE THE MASTER CYLINDER IS REMOVED, OR YOU WILL DESTROY THE BRAKE ASSIST UNIT!**

- Perform brake bleeding procedures with the engine off for best results.
- Please note: The high quality Aeroquip power steering linesets have adjustable end fittings! If the preset angles require adjustment, simply use two 11/16 wrenches to slightly change the fitting angles. The gap between the stationary hose nut on the line and the end fitting itself should not exceed more than the thickness of a penny, or leakage may occur.
- Please allow up to 500 miles of operation for systems to fully “settle / break in”! Until all the air pockets and “micro bubbles” settle out of the assist unit and power steering system, operations may be initially noisy, accompanied by some “pedal kickback” upon braking, and “stiff / slow pedal return” caused by air in the systems.

PLEASE REFER TO OUR AEROQUIP LINE ASSEMBLY INSTRUCTIONS WHEN INSTALLING NEW LINE SETS.

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