

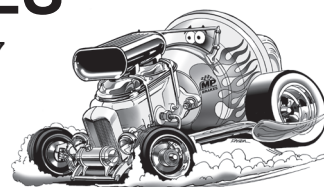


MASTER POWER BRAKES

110 Crosslake Park Road, Mooresville, NC 28117

Website: www.mpbrakes.com

Technical Support: 888-533-1199



WARNING

Proper operation of your brakes is essential for your safety and the safety of others. Any brake service should be performed **ONLY** by persons experienced in the installation and proper operation of brake systems. It is the responsibility of the person installing the component or kit for the particular application. After installation and before operating your vehicle, be sure to test the function of the brakes under controlled conditions.

→ **DO NOT DRIVE WITH UNTESTED BRAKES!** ←

FOR TECHNICAL ASSISTANCE CALL:

888-533-1199

MONDAY - FRIDAY

8:00 A.M. TO 5:00 P.M. E.S.T.

CHECK ORDER IMMEDIATELY WARRANTY INFORMATION

Take time to read all the literature that came with this kit. Check the provided list of parts against what you received to ensure all parts are present. While this kit was designed to make the process of changing brake parts as simple as possible, **with some kits it may be necessary to make minor changes to your car.**

Read all warranty disclaimers and return policies included in this kit prior to installation.

You have: **5 days** to declare shipping damages
30 days to declare missing or incorrect parts
90 days for exchanges or returns (RA req'd)
1 year before product warranty expires.

No exceptions allowed.

Thank you for your business!



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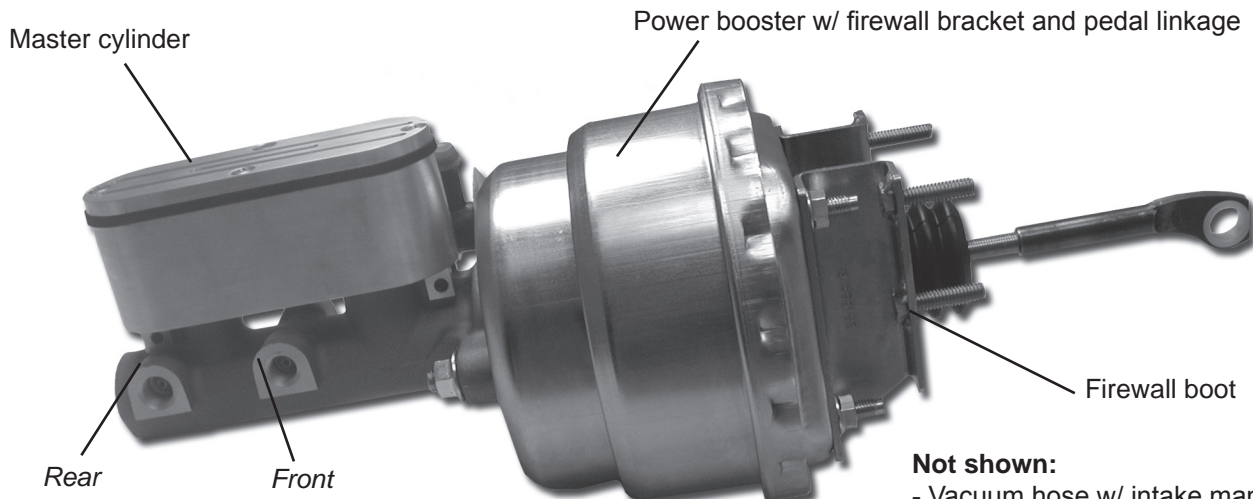
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BM1524A - Parts List











7" Power Booster / Master Cylinder for '64 1/2 - '66 Mustang

Description: For 1964 1/2 - 1966 Ford Mustang with automatic transmission only. 1-1/8" bore master cylinder with aluminum reservoir for disc/drum or four wheel disc applications.



Not shown:
 - Vacuum hose w/ intake manifold fitting
 - Bench bleeding kit

PARTS LIST

QTY	SKU	DESCRIPTION	PICTURE	QTY	SKU	DESCRIPTION	PICTURE
1	BS1007D	7" dual diaphragm power booster		1	MC390835PA	Master cylinder, aluminum reservoir, 1-1/8" bore	
1	PR1500	Push rod, eye .639		1	BU1523	Nylon bushing, fits booster rod, pedal pin	
2	100CNWFZ	Nut, M10, Serrated flange		4	31CNWFZ	5/16-18 Whiz flange nut	
4	80CNWFZ	Nut, M8-1.25, Hex flange		1	BR1554L	Bracket, 1" w/ studs	
1	BR1554R	Bracket, 1" w/ studs		1	HS4001K	Vacuum hose kit (Contains Bleeder kit, 2 vacuum hoses, male elbow fitting, male inverted fitting)	



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BM1524A - Installation

7" Power Booster / Master Cylinder

for '64 1/2 - '66 Mustang

Note: If you have disc / drum or four wheel disc, you will need to use the appropriate valving for your braking system.

BEFORE YOU BEGIN THE INSTALLATION TAKE NOTE OF YOUR PEDAL HEIGHT

INSTALLATION DIRECTIONS

1. Remove existing master cylinder/push rod & any type of valving in the system that is in the engine compartment. Be careful when disconnecting the brake lines - brake fluid will remove paint.
2. Remove the four bolts that retain the old master cylinder and pedal assembly (two bolts hold the master cylinder and two bolts hold the pedal assembly). Remove old master cylinder.
3. Drill out all four bolts with a 7/16" drill bit.
4. Install the booster on the firewall using the four drilled out holes and fasten with supplied 5/16" locking flange nuts. Adjust push rod so the pedal is at the proper height.
Note: Push rod eye must face upward when installed to fit on the pedal pin.
5. Bench bleed the master cylinder with supplied kit. Use a good quality DOT3 or 4 fluid.
6. Mount the master onto the booster.
7. Bleed the complete system to remove all air in the system. (Follow enclosed instructions.)
8. Connect the vacuum hose to the booster, check valve and obtain vacuum from the intake manifold or the back of the carburetor. Use the supplied 90 degree fitting to obtain vacuum from the intake manifold.
9. Test the brakes in a safe area before driving. If the pedal is spongy, re-bleed the system and try again.

TYPICAL VALVE INSTALLATION

Plumb the brake lines out of the master cylinder. For four wheel drum and disc/drum run one line to a tee for the front brakes and one line to the rear with the Adjustable Valve Plumb (VL3350W) as per diagram.

