



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 any brake component or kit to determine the suitability of 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 AM TO 5:00 PM EST

IMPORTANT

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. **NOTE: 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!

MASTER POWER BRAKES

110 CROSSLAKE PARK RD. MOORESVILLE, N.C. 28117

www.mpbrakes.com

BM1545

1948-1952 FORD F100 TRUCK

INSTALLATION INSTRUCTIONS



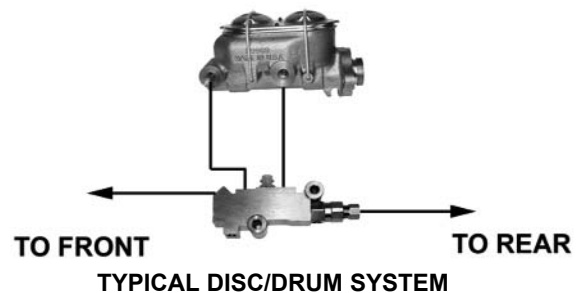
INCLUDED COMPONENTS

YOUR POWER BRAKE CONVERSION KIT WILL CONTAIN THE FOLLOWING COMPONENTS:

1. POWER BOOSTER WITH FIREWALL BRACKET AND PUSH ROD.
2. DUAL OUTLET MASTER CYLINDER.
3. VACUUM HOSE WITH INTAKE MANIFOLD FITTING. (**NOT SHOWN**)
4. BENCH BLEEDING KIT. (**NOT SHOWN**)

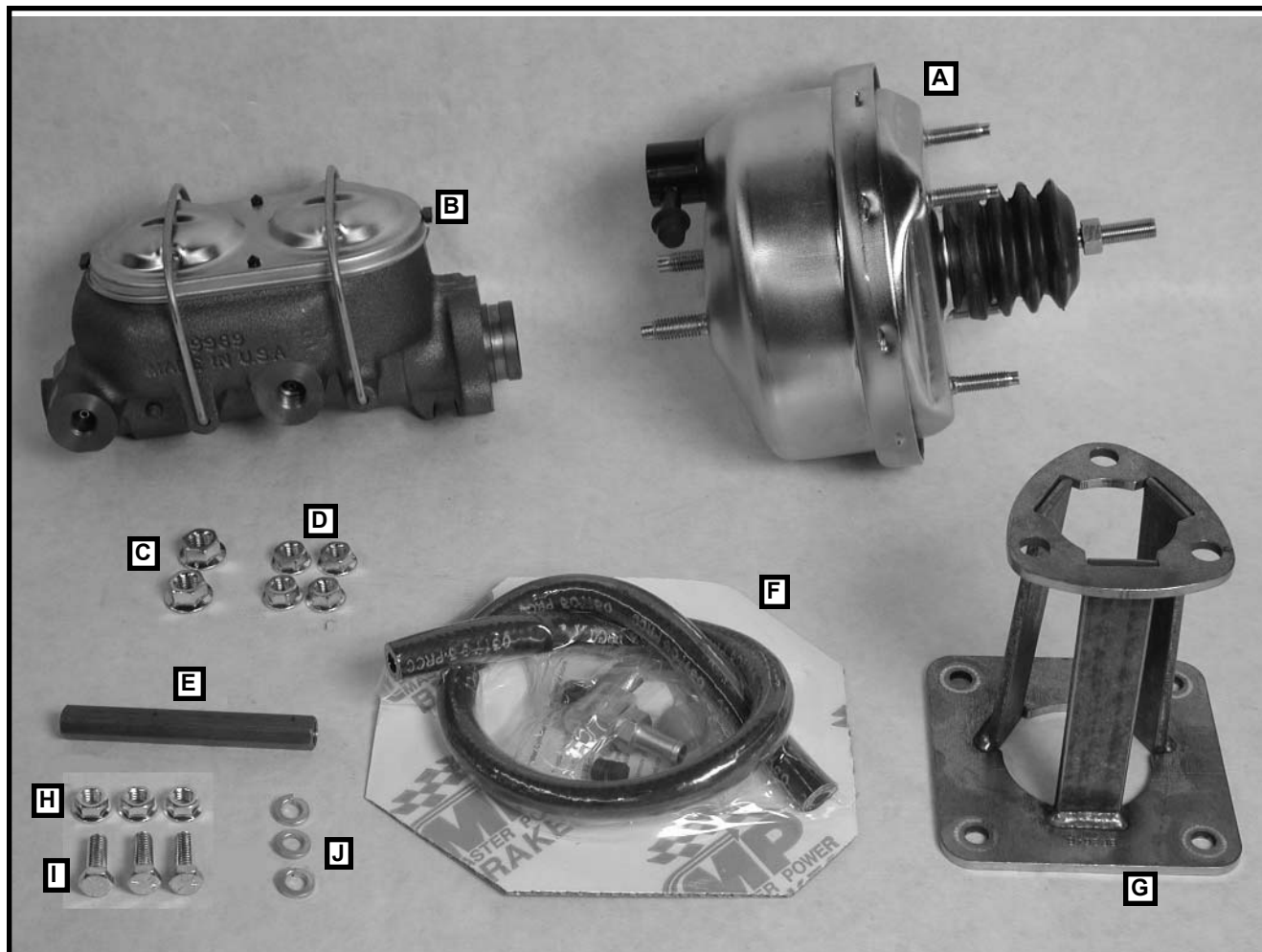
INSTALLATION:

1. DISCONNECT HYDRAULIC LINE FROM ORIGINAL MASTER CYLINDER, CAP LINE AND PORT.
2. DISCONNECT PEDAL PIN AND REMOVE ORIGINAL MASTER CYLINDER AND PUSH ROD TO PEDAL ASSEMBLY, SEPERATE ORIGINAL PUSH ROD FROM EYE BOLT AND SAVE EYE BOLT.
3. INSTALL NEW ADAPTOR TO ORIGINAL PEDAL ASSEMBLY USING THE 3/8" X 1" BOLTS AND SPIN LOCK NUTS.
4. SCREW THE ORIGINAL EYE BOLT ONTO THE 4" ROD THEN TO BOOSTER. ROD SHOULD HAVE AT LEAST 1/2" OF THREAD ENGAGED ON THE EYE BOLT SIDE AND BOOSTER SIDE.
5. SET BOOSTER IN PLACE ON THE 4 HOLES IN THE ADAPTOR AND CHECK ADJUSTER ROD LENGTH AS NECESSARY, PEDAL SHOULD HAVE 1/4" FREE PLAY AT TOP OF PEDAL.
6. TIGHTEN ALL LOCK NUTS TO PUSH ROD, BOOSTER AND RELATED PARTS.
7. BENCH BLEED MASTER CYLINDER BEFORE INSTALLATION USING SUPPLIED KIT. INSTALL MASTER TO BOOSTER.
8. COMPLETE INSTALLATION WITH CORRECT VALVING.
(A) COMBINATION VALVE (1) DISC/DRUM #VL3350
(B) COMBINATION VALVE (2) DISC/DISC #VL3359
(C) RESIDUAL VALVES (3) 2# FRONT #VL3302
10# REAR #VL3310
9. CHECK PEDAL FIRMNESS BEFORE MOVING VEHICLE.



Revised 10/27/03

BM1545 PARTS LIST 1948-1952 FORD F100 TRUCK



PARTS LIST

- A) (1) BS1001 BOOSTER, 7"
- B) (1) MC390545P MASTER, 1-1/8 BORE 4WD
CORVETTE STYLE MASTER
- C) (2) 100CNWFZ NUT, M10, SERRATED FLANGE
- D) (4) 80CNFWZ NUT, M8-1.25, HEX FLANGE
- E) (1) PRBL4 PUSH ROD 4" LENGTH BOTH ENDS
3/8 X 24 FM
- F) (1) HS4001K HOSE KIT, VACUUM
(1) AC2002 BLEEDER KIT, USED IN DUAL MASTER CYL. APPL.
(1) HS4001-2 VACUUM HOSE, 2 FT PER KIT
(1) HW40066 FITING, MALE ELBOW, 3/8 O.D. TUBE, 3/8 PIPE VAC. HOSE
(1) HW413-66 FITTING, MALE INVERTED 3/8 HOSE I.D., 3/8 O.D. MANIFOLD VAC. HOSE
- G) (1) BR2648 BRACKET, 48-52 FORD TRUCK MANUAL MC CONVERSION
- H) (3) 37CNWFZ NUT, 3/8-16 WHIZ FLANGE ZINC
- I) (3) 37C100HCS5Z BOLT, 3/8-16 X 1, GR-5 ZINC
- J) (3) 37NLOCZ/DOM WASHER, 3/8 SPLIT LOCKWASHER/ DOM ZINC

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