



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



BM1723
BM1724
1965-1970 CHEVROLET
POWER BRAKE BOOSTER

INSTALLATION INSTRUCTIONS



+++++BM1724 INCLUDES A DUAL 8" BOOSTER FOR 4WD+++++

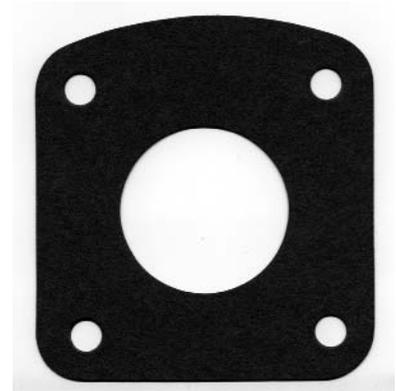
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BM1723 & BM1724 INSTALLATION INSTRUCTIONS



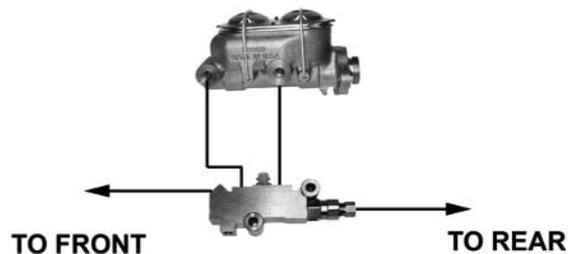
Your power brake kit will contain the following components:

1. 9" power booster with clevis. (BM1724 - includes 8" dual booster - 4WD)
2. Dual outlet master cylinder.
3. Vacuum hose with manifold fitting. (NOT SHOWN)
4. Firewall gasket.
5. Bleeder kit. (NOT SHOWN)

INSTALLATION INSTRUCTIONS:

NOTE: YOUR BRAKE PEDAL WILL DROP SLIGHTLY DUE TO A DIFFERENT LEVERAGE POINT BEING USED

1. Remove the original master cylinder from the firewall. Remove the hard line that goes from the master to the connector block on the chassis.
2. Mount the booster to the firewall using the supplied gasket as a template to relocate the two lower holes. Open up or elongate the holes as required. Attach the supplied clevis to the pedal in the original push rod location. There should be 1/8" to 1/4" free play in the pedal.
3. Install the supplied manifold fitting into the intake manifold for vacuum. Use the supplied vacuum hose only. **YOU MUST HAVE AT LEAST 18" VACUUM TO OPERATE THE BOOSTER.**
4. Bench bleed the master to remove all the air.
5. Mount the master to the booster.
6. Run the lines to the system as shown above with the outlet closest to the booster feeding the rear brakes.
7. If you are using our combination valve VL3350 or VL3359 plumb as in the diagram below.



WHAT TO DO IF YOU SUSPECT YOUR BOOSTER IS NOT WORKING!

It is rare that one of our kits will contain a defective power booster, but if you suspect that your booster is not functioning correctly perform the following tests:

BASIC TEST:

1. With the engine off depress and release the brake pedal several times to eliminate vacuum from the power section.
2. Depress the pedal and hold down with light pressure, 15 to 20 pounds.
3. Start engine.
4. If the power unit is operating the pedal will drop slightly. Less pressure will be needed to hold the pedal down.

IF BOOSTER IS NOT OPERATING, GIVING A VERY HARD PEDAL

1. Disconnect the vacuum hose from the booster check valve and check the vacuum level at this point, with engine running, with a vacuum gauge. You should have atleast 18" vacuum to the booster. Anything lower will begin to give a hard pedal. If the vacuum level is below 18" you may need to tune the engine and bring the vacuum level up to that level. If the vacuum level is around 16" the addition of a vacuum reserve canister will improve the braking. If the vacuum is below 16" you will need to add an electric vacuum assist pump to supplement the engine vacuum.
2. If your vacuum level at the check valve is 18" check that the booster check valve is working. Disconnect the vacuum hose at the check valve and attach a piece of tubing. Blow into the valve. If air passes through the valve, it is defective and must be replaced. Also look into the hose attachment neck on the check valve and be sure there is no obstruction inside the valve.
3. Check your booster for a vacuum leak. With everything hooked up run the engine at moderate speed. Release the accelerator and turn the engine off. Wait 90 seconds and apply the brakes. If the brake applications are power assisted there is no leak. If there is no power assist the booster is defective and must be replaced.

IF THE BOOSTER IS OPERATING BUT YOU STILL HAVE A HARD PEDAL

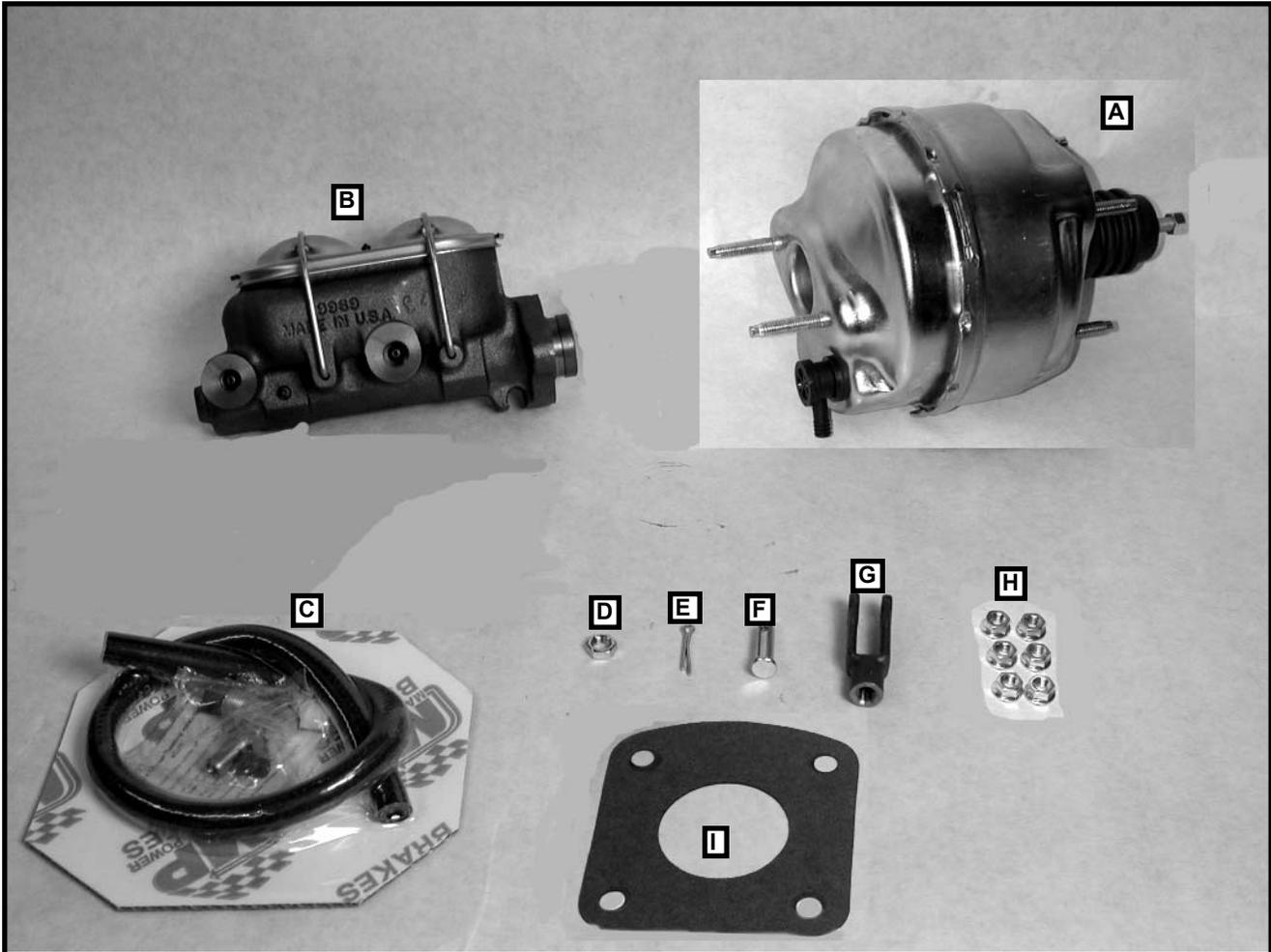
1. Your combination valve may have tripped shutting off fluid flow to front or rear brakes. This condition will produce a very hard pedal. Check that fluid passes through the valve to both the front and rear by cracking a bleeder screw and observing a good flow of fluid. If one half of the system does not have flow, re-center the valve.
2. You may have frozen rear wheel cylinders or frozen caliper pistons. If these components freeze you can get a very hard pedal.
3. Your pedal ratio may be too low. Check your pedal ratio. It must be between 4:1 to 5:1. Some of the older cars that had power brakes used a ratio of almost 1:1. If you add a vacuum booster to this type of car you will have a very hard pedal. Typically we are talking about late 50's cars. Adjust ratio as necessary.
4. Your booster may be undersized for the weight of the vehicle or the size of the master. If you try to use a small diameter booster such as a 7" street rod booster for a heavy car you will get a very hard pedal. Compounding the problem is an attempt to use a large bore master (1 1/4" or larger) on a small booster.

IF YOUR BRAKE PEDAL IS VERY SENSITIVE AND THE BRAKES GRAB

1. Your pedal ratio may be too high. Power brakes will require a 4:1 to 5:1 ratio. If your ratio is around 6:1 you are getting too much mechanical advantage making the brakes extremely sensitive. Adjust the ratio to correct level.
2. The booster may be too large for the weight of the vehicle. Lightweight vehicles with large boosters gives "touchy brakes." This effect may be dampened somewhat by going to a larger bore master.
3. Too large a booster for the front drum brakes. Drum brakes do not require as much pressure as disc brakes (500 psi vs. 1,000 psi.) If your booster is very large (11") and you have drum brakes, you are overboosted. Do a pressure test to determine what you have.
4. The booster has a cracked internal hub. When there is a crack in the phenolic hub inside the booster it will be either totally on or totally off. Any slight pressure to the pedal will cause the brakes to lock up. The booster must be replaced.

MASTER POWER BRAKES

BM1724
PARTS LIST
BOOSTER/ MC, 8", 65-70 CHEVY, 4WD



PARTS LIST

- A) (1) BS8001 BOOSTER 8" DUAL DIA.
- B) (1) MC390545P MASTER, 1-1/8 BORE 4WD CORVETTE STYLE MASTER
- C) (1) HS4001K HOSE KIT, VACUUM
 - (1) AC2002 BLEEDER KIT, USED IN DUAL MASTER CYL. APPL.
 - (1) HS4001-2 VACUUM HOSE, 2FT PER KIT
 - (1) HW40066 FITTING, 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 MANIFOLD VAC. HOSE
- D) (1) 37FNFJOZ NUT, 3/8-24 HEX FINISH J-NUT ZINC
- E) (1) 12R100PCOZ COTTER PIN, 1/8 X 1"
- F) (1) 37N112PCLZ PIN, 3/8 X 1 1/8 CLEVIS
- G) (1) HW3719 CLEVIS PIN/ CAST IRON 3/8 X 24 THREAD/ FEMALE
- H) (6) 37CNWFZ 3/8-16 WHIZ FLANGE ZINC
- I) (1) GK9-8206 GASKET, BOOSTER, 65-70 CHEVY

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