



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



BS1011

REMOTE POWER BOOSTER INSTALLATION INSTRUCTIONS

THIS DUAL BOOSTER ASSEMBLY MUST BE USED WITH A DUAL MASTER CYLINDER- DO NOT ATTEMPT TO USE THIS WITH A SINGLE MASTER CYLINDER



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INSTALLATION INSTRUCTIONS:

STEP 1:

Mount the booster assembly in the truck or behind the rear seat as required. Use the mounting brackets supplied and be sure that the bleeder fittings are pointing upward.

STEP 2:

Install the two (2 psi) residual pressure valves at the master cylinder outlets using two short pieces of brake tubing. Do not attach the residual valves directly to the master cylinder - use two short lengths of tubing.

STEP 3:

Connect the two outlets from the residual valve to the two inlet ports on the booster using the banjo bolts, washers and banjo fittings supplied. Make sure that you put the correct copper washer under the head of the banjo bolt and between the banjo fitting and the master cylinder.



STEP 4:

Connect the outlet fittings to the vehicles brake system - one booster for the rear - one for the front. (Do not diagonally split the system.)

STEP 5:

Connect the vacuum inlets on both boosters to a suitable "T" fitting and the "T" fitting to the vehicles engine vacuum fitting or to an electric vacuum pump.

STEP 6:

Make sure you have bench bled the master cylinder first. Fill the master cylinder reservoirs and (slowly) pump the brake pedal to fill the brake system with fluid. When the system is full proceed to bleed the brakes as you would normally. Since the boosters will probably be the highest point in the system, start at the booster bleeders first. You will probably have to go back and forth between the brake system bleeders and the booster bleeders until you have purged all the air out of the system. When all the air has been purged tighten all the bleeder fittings and check the brake pedal. It should be a firm pedal.

NOTE:

Make sure that the pedal does not drop to the floor after sitting for any length of time. Check periodically for the first 24 - 48 hours after installation to make sure that the fluid is not siphoning back into the master cylinder.