



## 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](http://www.mpbrakes.com)**



**MC1702K**  
**MC1711K**  
**MANUAL MASTER CONVERSION**

**INSTALLATION**  
**INSTRUCTIONS**



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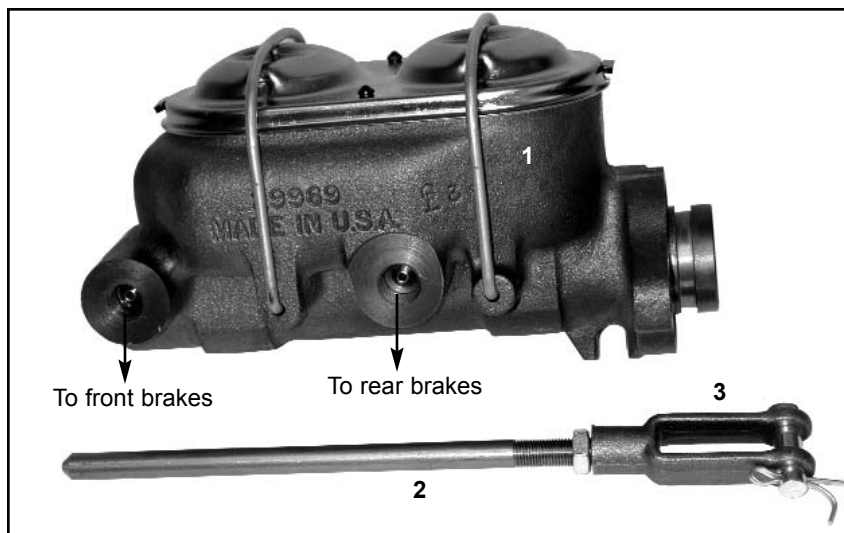
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## INSTALLATION INSTRUCTIONS

### INCLUDED COMPONENTS

Manual master cylinder conversion kit should contain the following components:

1. Manual master with 1" bore and deep piston hole
2. Adjustable push rod
3. Forked clevis with pin
4. Bleeder kit (not shown)



### INSTALLATION

This manual master conversion kit is designed to replace a power booster for GM applications. In most cases you will only need to mount the master directly to the firewall. If your firewall is straight ( not angled) and two studs or holes line up with the large hole through the firewall you may bolt the master directly. Some applications will require the use of our firewall adaptor plate AD2732 for correct alignment.



1. Remove the old power booster and master cylinder.
2. The manual brake push rod will have to be connected to your brake pedal one inch higher on the pedal than the power brake attachment point. This is because manual brakes require a higher pedal ratio.
3. If your pedal does not have two holes, you must drill a hole in your pedal 1" higher than the power brake attachment.
4. Adjust the push rod all the way into the forked clevis and attach the clevis to the pedal attachment point with the rod protruding through the firewall. Measure the depth of the piston hole on the master and mark this same length on the push rod. Round over the end of the rod. Remove the rod and cut it appx 1/8" shorter than this length. You will adjust the rod to the correct length when re installed onto the car.
5. Re install the push rod and clevis onto the pedal.
6. Mount the manual master in place on the firewall.
7. Adjust the push rod out until it bottoms out in the master cylinder piston hole and then back it off about 1/32". The push rod should almost be touching the bottom of the master cylinder piston hole with the brake pedal in the rest position. **NO PRESSURE CAN BE APPLIED TO THE MASTER CYLINDER PISTON IN THE REST POSITION OR YOUR BRAKES WILL NOT RELEASE.** Lock the rod in the correct position with the jam nut.
8. Bench bleed the master , mount it and re attach the lines. You may use the valving from the original power brake system. Bleed the entire system before driving.