



## 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!**

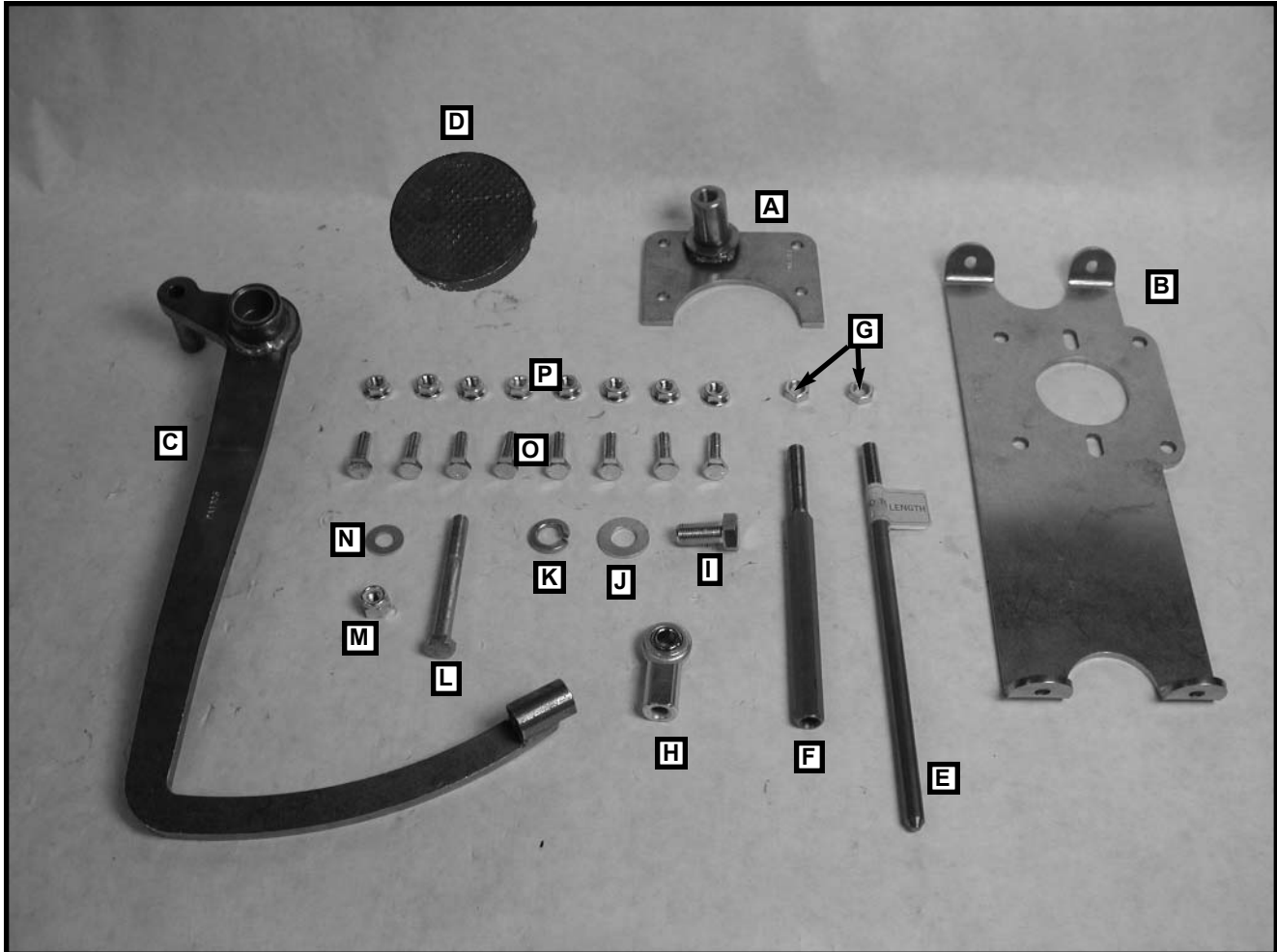
**READ ALL WARRANTY DISCLAIMERS AND RETURN POLICIES INCLUDED IN THIS KIT PRIOR TO INSTALLATION!**

**MASTER POWER BRAKES**

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

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

# PA1306 PEDAL ASSEMBLY PARTS LIST 1939 DODGE/ PLYMOUTH



## PARTS LIST

- A) (1) PA1306 PEDAL BRACKET
- B) (1) PA1306 MOUNTING BRACKET
- C) (1) PA1306 PEDAL ARM
- D) (1) HW15093 PEDAL PAD
- E) (1) PR4721 ROD, 9-3/8 X 3/8-24 THEAD END
- F) (1) PRBL7 PUSH ROD 7" FOR BOOSTER
- G) (1) 37FNFJOZ NUT, 3/8-24 HEX FINISH J-NUT ZINC
- H) (1) HW4034 ROD END, FEMALE, 3/8-24
- I) (1) 50F100HCS5Z 1/2-20 X 1 GR-5 HCS ZINC
- J) (1) 50SAEFWY FLAT WASHER 1/2 SAE
- K) (1) 50NLOC8Y WASHER, LOCK, 1/2 SPLIT YELLOW ZINC
- L) (1) 37C300HCS8Y 3/8-24 X 3 GR-8 HCS ZINC
- M) (1) 37CNNEZ NUT, 3/8-16 NYLOCK ZINC
- N) (1) 37NSAEFWZ WASHER, 3/8, FLAT, ZINC, GR-5
- O) (8) 31C100HCS5Z BOLT, 3/8 X 16 X 1"
- P) (1) 31CNWFZ 5/16-18 WHIZ FLANGE NUT

**MASTER POWER BRAKES 888-533-1199**

Revised 9/30/03



# P/N PA1306KPMO

*It's more than brakes...it's confidence!*

**1939 Plymouth/Dodge Car**



## Installation Instructions

- 1** Remove original pedal/cylinder assembly. Centering new pedal pivot pin at V-Point of X-member intersection (see Figure A), clamp pedal base to inside of frame flush with top of rail. Drill 4 holes and bolt into place.
- 2** Drill 1 1/2" to 2" hole in support web brace approximately 3" down from top and 1 1/4" in from X-member for linkage to travel through (see Figure B).
- 3** Bend rear edge of outer X-member hole (see Note C) toward inner X-member hole and pedal base to allow linkage rod clearance. Install pedal arm.
- 4** Clamp booster/cylinder mounting plate up into X-member with linkage aimed through center hole, (tabs toward rear). Upper tabs approximately 1/4" down from top lip. Use spacer strap on inside tabs, with extra hole at bottom, between X and booster plate to span X-member hole. Drill and bolt in (see Figure D).
- 5** MASTER CYLINDER ONLY: Screw pushrod into linkage end, bolt cylinder to plate, or  
BOOSTER/CYLINDER COMBO: Screw booster linkage to pedal linkage rod and bolt booster and cylinder to mounting plate. Adjust pedal to floor as stated below.
- 6** **Tighten all bolts properly, using lock nuts, etc. Use jam nuts on all linkage rod ends and couplers.** Grease pedal pivot. Run lines and bleed brakes properly (large bowl for disc, small for drums). We use DOT 4 fluid for a long lasting system. Hook up engine vacuum to booster check valve. Cut opening in floor for cylinder access. Due to various braces, seat locations, etc., cylinder may need to be accessed from under car. Original battery box does not interfere. **Adjust linkage rod so pedal arm almost touches floor/toe-board at upper area for built in pedal stop.**

*Happy motoring...*

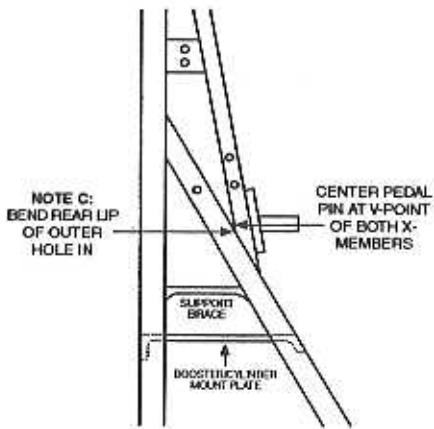


Figure A

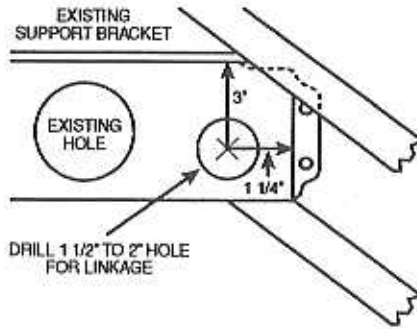


Figure B

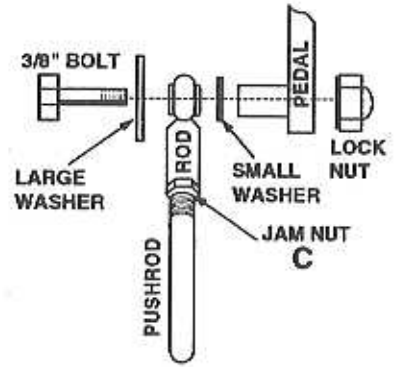


Figure C

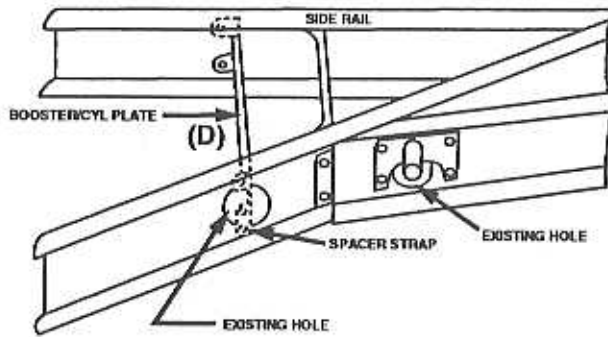


Figure D

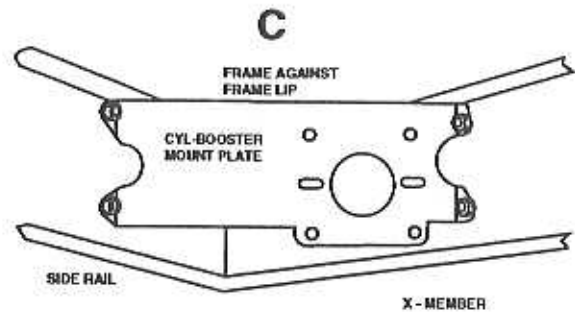


Figure E