



Steering, Brake & Suspension Specialists

# #4756MCA - Master Cylinder Adapter Instructions for 1947-54 Chevy Trucks & 1953-56 Ford F-100 Trucks

### Hardware List:

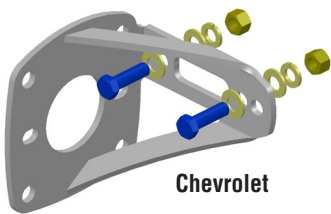
1	3/8-16x3 bolt	5	3/8 lock washer
1	3/8-16x2.5 bolt	10	3/8 flat washer
2	3/8-16x1.5 bolts	2	3/8-24 jam nuts
2	3/8-16x1.25 bolts	1	3/8-24x1.25 bolt
5	3/8-16 nuts		

### Notes:

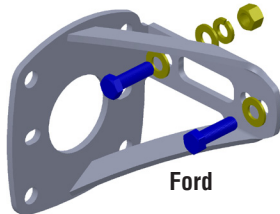
This kit is designed to work with the original floor brake pedal. Make sure this kit fits your application before painting or plating. Parts that have been painted, plated, or modified may not be returned.

### Instructions:

1. Disconnect the brake lines from the master cylinder and disconnect the pedal rod from the pedal assembly. Remove the original master cylinder and pedal rod.
2. Bolt the master cylinder adapter bracket to the frame where the stock master cylinder used to mount. Chevrolets will use the closer hole while Fords will use outer hole. The flange that the new master cylinder bolts to should be towards the rear of the truck. Fords will use one fine thread 1 1/4" long 3/8" bolt that goes into a nut attached to the frame. The other hole will use a coarse thread 1 1/4" long 3/8" bolt with a nut. Chevrolets use two coarse thread bolts. The fine thread bolt is not used for Chevrolets. One flat washer goes beneath each bolt head. One flat washer and one lock washer go beneath each nut.



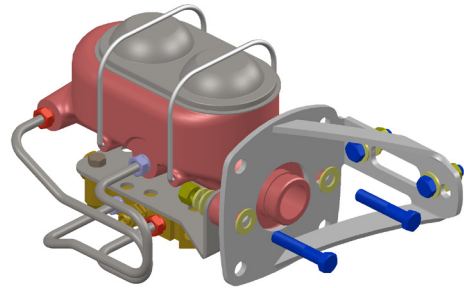
Chevrolet



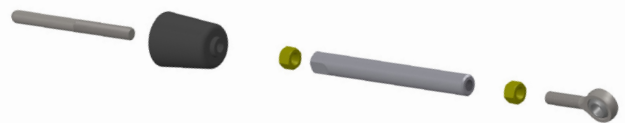
Ford

3. Bench bleed the master cylinder. Follow the brake bleeder kit instructions. Plug the line holes to prevent air from getting in and fluid from dripping. Put the lid on the master cylinder to avoid spilling and fluid contamination.

4. Bolt the master cylinder and proportioning valve bracket (when used) to the adapter bracket using the 1.5" long 3/8" bolts (we recommend CPP's #MCPVU-2 disc drum m/c or #MCPVU-4 disc disc m/c.) Again, one flat washer goes beneath each bolt head. One flat washer and one lock washer go beneath each nut.



5. Assemble the pedal rod. Slide the rubber boot onto the male push rod and then fit the rubber boot to the master cylinder. Thread a 3/8" fine nut onto the male push rod. Then thread the cut end of the female push rod onto the male push rod. Thread a 3/8" nut onto the rod end. Then thread the other end of the female push rod onto the rod end.



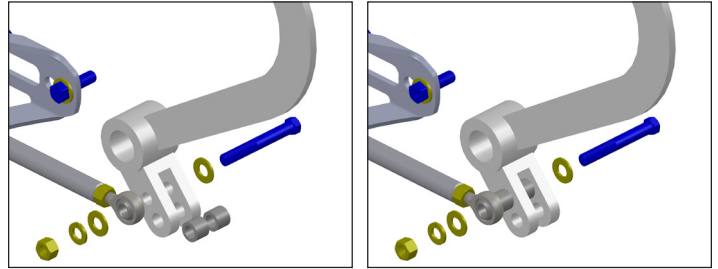
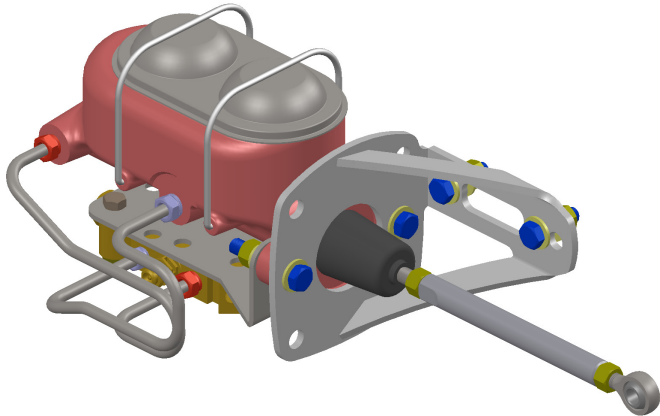
6. Insert the pedal rod assembly into the master cylinder and adjust the overall length. With the pedal in its full up position, the rod end should line up with the pedal hole. The length is changed by screwing the male push rod or rod end further in or out of the female push rod. The master cylinder should never be preloaded. When the pedal is in the full up position, the rod should be applying no pressure on the master cylinder. At the same time, there should be almost no play before the rod begins to apply pressure on the master cylinder. When there is no preload, tighten the jam nuts.

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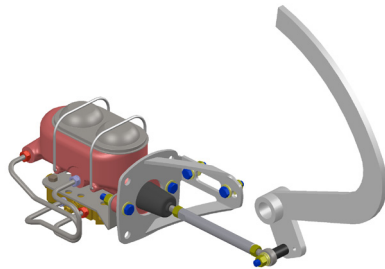
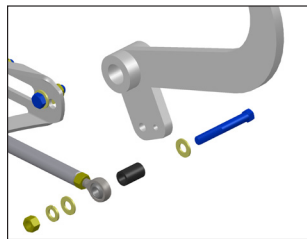
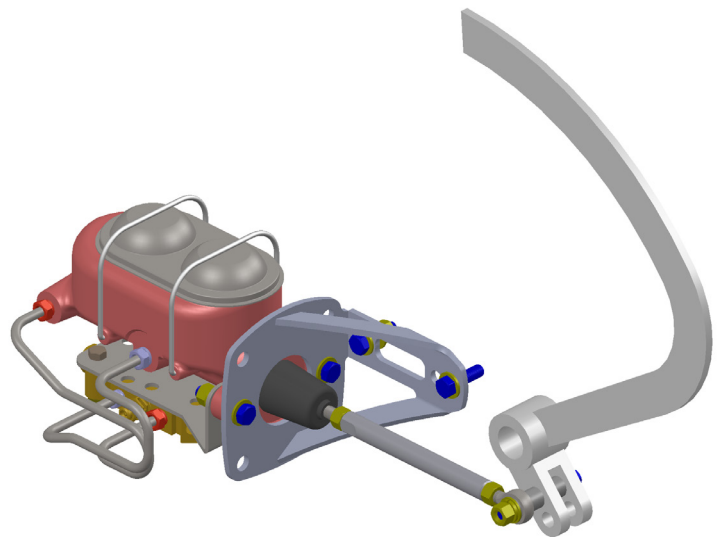


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## #4756MCA - Instructions (Continued)



7. Attach the pedal rod to the pedal assembly.
  - a. For Chevrolets, the 2.5" long bolt goes through a washer, the pedal hole, the 1" spacer, the rod end, a second washer, a lock washer, and finally a nut in this order as shown in the illustration. The pedal attachment goes between the spacer and the washer nearest the bolt head. Tighten the nut. Double check that the master cylinder has no preload or excessive dead play. Readjust the pedal rod length if necessary.



8. Plumb the brake lines.
9. Bleed the brakes.

- b. For Fords, the 3" bolt goes through a washer, the upper (smaller) 3/8" pedal hole, a 1/2" spacer, the second 3/8" pedal hole, a second 1/2" spacer, the rod end, a washer, a lock washer, and finally a nut in this order as shown in the illustration. Tighten the nut. Double check that the master cylinder has no preload or excessive dead play. Readjust the pedal rod length if necessary.

GENERAL TORQUE SPECIFICATIONS:					
1/4"	grade 5	10lb/ft	1/4"	grade 8	14lb/ft
5/16"	grade 5	19lb/ft	5/16"	grade 8	29lb/ft
3/8"	grade 5	33lb/ft	3/8"	grade 8	47lb/ft
7/16"	grade 5	54lb/ft	7/16"	grade 8	78lb/ft
1/2"	grade 5	78lb/ft	1/2"	grade 8	119lb/ft
9/16"	grade 5	114lb/ft	9/16"	grade 8	169lb/ft
5/8"	grade 5	154lb/ft	5/8"	grade 8	230lb/ft

**NOTE:** With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.