



Steering, Brake & Suspension Specialists

## #5561BB & #5561BB-0 Installation Instructions

### 1955-61 Fullsize Chevrolet Offset Booster Bracket

#### Parts List:

- 1 ea Firewall Bracket Assembly
- 1 ea Left Booster Bracket
- 1 ea Right Booster Bracket

#### Note:

Some cars may need to trim the steering column seal. When supplying your own booster, you will need to shorten the booster push rod.

#### Recommendations:

CPP recommends using a new master cylinder and booster assembly with this booster bracket kit.

**PLEASE NOTE:** The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs to make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.

#### GENERAL TORQUE SPECIFICATIONS:

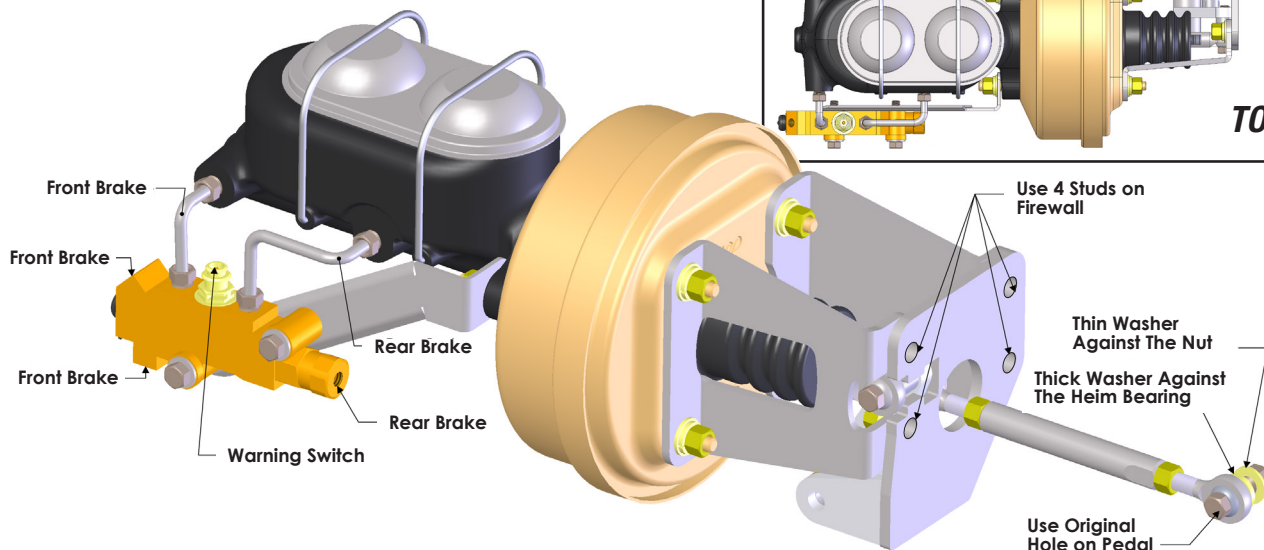
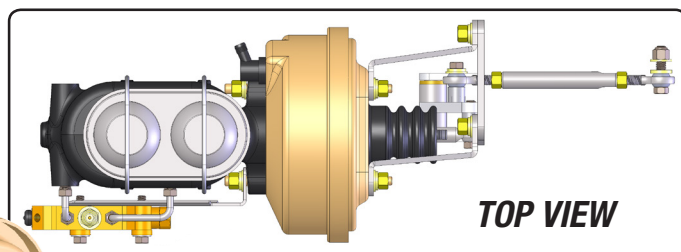
1/4"	grade 5	10 lb/ft	1/4"	grade 8	14 lb/ft
5/16"	grade 5	19 lb/ft	5/16"	grade 8	29 lb/ft
3/8"	grade 5	33 lb/ft	3/8"	grade 8	47 lb/ft
7/16"	grade 5	54 lb/ft	7/16"	grade 8	78 lb/ft
1/2"	grade 5	78 lb/ft	1/2"	grade 8	119 lb/ft
9/16"	grade 5	114 lb/ft	9/16"	grade 8	169 lb/ft
5/8"	grade 5	154 lb/ft	5/8"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

NOTE: REFER TO THE ILLUSTRATION IN ORDER TO CORRECTLY ASSEMBLE THE BOOSTER, BRACKETS, AND LINKAGES.

#### Instructions:

1. Disconnect the brake push rod from the brake pedal.
2. Remove the original master cylinder/booster assembly from the car. If the setup is an original manual brake application, this unit will bolt to the factory studs in the firewall. If your application has the original power brake unit known as a Treadle Vac, you will need to fully remove this assembly and firewall brackets (including large firewall brackets and under dash brackets & linkage).
3. Reposition the unit to the "manual brake position" since the Treadle Vac was a factory installed offset booster itself. Typically, the manual brake position is covered with a plate that will need to be removed off the firewall and you must re-install the new booster assembly onto those holes.
4. Connect the booster push rod to the female rod end on the firewall bracket assembly.
5. Attach the booster brackets and booster to the firewall bracket assembly.
6. Adjust the booster/rod end length so that the pivot assembly can rest against the firewall bracket without preloading the booster. **Warning:** Preloading the master cylinder will cause the brakes to drag, and lock up.
7. Attach the booster and bracket assembly to the firewall.
8. Connect the brake push rod to the brake pedal. If the brake pedal has more than one location for the push rod, use the upper mounting hole. The upper mounting hole should be the original manual brake push rod location. The thick washer fits between the brake pedal and the heim joint on the booster push rod. Without the thick washer the push rod binds and prevents the brakes from working safely.
9. Move the pedal through its full range of motion and check that the linkage is not binding. If the linkage is binding make the appropriate adjustments to have a smooth bind free linkage.



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