

Booster Bracket Installation Instructions

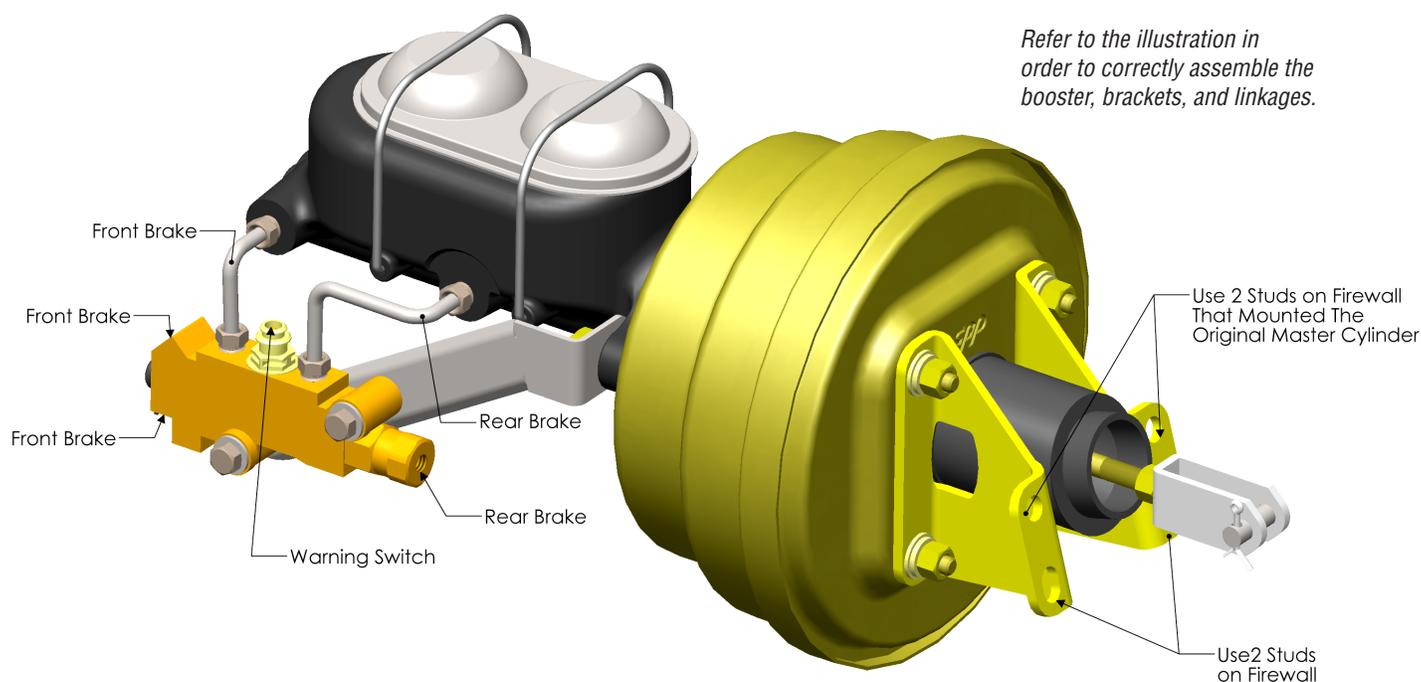
for 1964-72 A-Body, 1967-69 F-Body and 1968-74 X-B Body

Recommendations:

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

Instructions:

1. Disconnect the brake push rod from the brake pedal.
2. Remove the original master cylinder/booster assembly from the car.
3. If the booster and brackets are not already assembled, attach the booster brackets to the booster. Attach the booster assembly to the firewall. The booster and master cylinder will be mounted at an angle with the front of the master cylinder higher than the rear.
4. Connect the booster push rod to the lower hole in the brake pedal (power brake position). The lower hole should be approximately 1" lower than the upper hole (manual brake position). Adjust the booster push rod length so that the rod is as long as possible without preloading the booster. **Warning: Preloading the master cylinder will cause the brakes to drag and lock up.**
5. Move the pedal through its full range of motion and check that the push rod is not binding with the booster hub or the brake pedal. If the linkage is binding make the appropriate adjustments to have a smooth bind-free linkage.



Refer to the illustration in order to correctly assemble the booster, brackets, and linkages.

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.

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