



Steering, Brake & Suspension Specialists

#6772EBK Installation Instructions

1967-72 Electric Brake Booster Conversion Kit

Note:

The booster must be wired with a **40amp** fuse for the main power supply (red wire).
The booster must be wired with a **5amp** fuse for the key on power wire (green wire).



STEP-BY-STEP INSTALLATION:

Instructions:

- 1.** Disconnect the negative battery terminal.
- 2.** Disconnect the brake pedal push rod from the brake pedal.
- 3.** Remove the brake fluid from the master cylinder reservoir. Avoid spilling brake fluid. Brake fluid can dissolve paint if it is not removed immediately.
- 4.** Disconnect the brake lines from the master cylinder.
- 5.** Remove the original proportioning valve. Immediately clean any spilled brake fluid.
- 6.** Remove the master cylinder from the vehicle.
- 7.** Remove the booster assembly from the firewall.
- 8.** Remove the 2 lower studs that are the same level as master cylinder hole in the firewall.
 - a.** Remove the brake pedal mount. It is attached to the firewall, the lower portion of the dash, and the steering column.
 - b.** Cut welds from the 2 lower studs. They are level with the master cylinder hole. Typically, these studs are longer than the other studs. They would have been used to attach the master cylinder on a manual brake application.
 - c.** On the brake pedal, drill a new 3/8" hole 1 inch below the original push rod mounting location.
 - d.** Reinstall the brake pedal mount.
- 9.** Attach the electric booster assembly to the firewall. The 2 studs in the booster assembly will go in the empty holes from the studs removed earlier. 2 original studs will go thru the upper holes on the booster mount. Use the supplied tall nuts to tighten the booster bracket to the firewall. 2 nuts will be under the hood, and 2 will be under the dash.
- 10.** Attach the pedal push rod to the new 1" lower mounting hole.
- 11.** Connect the push rod to the brake pedal using the supplied shoulder bolt and lock nut. You may need to adjust the push rod.
 - a.** The push rod must not preload, or apply pressure to the booster while the brake is released.
 - b.** The brake pedal must be up against its upper limit stop.
 - c.** The brake pedal must depress the brake light switch so the brake lights are off when the brake pedal is released.
(May require minor adjustment.)

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- 12.** Remove the new master cylinder from the booster.
- 13.** Remove the lines from the master cylinder.
- 14.** Bench bleed the master cylinder.
- 15.** Connect the brake lines to the master cylinder and attach the master cylinder to the booster.
- 16.** Connect the brake lines to the new proportioning valve assembly.
 - a.** The front brake line will connect to the front ports of the new proportioning valve. There are 2 front ports. Either or both can be used. 1 port is located on the front of the valve, the other is located on the bottom of the valve. If only 1 front port is being used the other front port must be plugged.
 - b.** The rear brake line will connect to the rear of the valve.
- 17.** Fill the master cylinder reservoir.
- 18.** Check for leaks in the brake lines.
- 19.** Bleed the brakes.
- 20.** Check for leaks in the brake system again after the brakes have been bled and the hydraulic system has been exposed to normal operating pressures.
- 21.** Using a minimum of 8gauge wire, connect a ground wire to the black wire of the booster wiring harness. To protect the booster control module, connect the ground to a good point on the cylinder head. (While cranking there will be a voltage drop between the engine block and the battery; anything connected directly to the battery's negative terminal may experience a high current flow if the engine ground is insufficient.)
- 22.** Using a minimum of 8gauge wire, connect a 40 amp fused 12volt power supply from the battery to the red wire of the booster wiring harness.
- 23.** Using a minimum of 18gauge wire, connect a 5 amp fused 12volt key on power supply from the battery to the green wire of the booster wiring harness. This wire will turn the booster on when the key is on. When this key is off the booster will turn off after a preset timed delay.
- 24.** Connect the larger booster harness connector to the booster. The connector has a rotating lever that will snap into position when fully seated.
- 25.** Connect the smaller booster harness connector to the booster. The connector will snap into position when it is fully seated in the booster.
- 26.** Reconnect the negative battery terminal.
- 27.** Double check the brakes are working correctly before driving the vehicle.

For technical help call Classic Performance Products Monday thru Friday PST 8:00am to 5:00pm



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