

**1964-66 MUSTANG
WITH ORIGINAL MANUAL BRAKES
BOOSTER AND MASTER INSTALLATION INSTRUCTIONS**

WARNING:

Installation of any component or kit should be performed by persons experienced in the installation and proper operation of brake systems. It is also the responsibility of the person installing any brake component or kit to determine the suitability of the component or kit for that particular application.

NOTE:

Before operating the vehicle after installation test function of the brakes under controlled conditions. Make several stops in a safe area from low speed and gradually work up to normal speeds. **DO NOT DRIVE WITH UNTESTED BRAKES!** Always utilize safety restraints when operating the vehicle.

STEP 1:

Be sure to check that your kit has all the necessary parts needed to complete this project.

STEP 2:

- Remove the following components from your car:
1. Disconnect the brake lines to the master cylinder.
 2. Next, remove the push rod from the brake pedal.
 3. Then, remove the old master cylinder.

STEP 3:

Things to prepare before assembly of the new booster & master cylinder

1. Remove the new master cylinder from the booster assembly.
2. Bench bleed the new master cylinder to remove all the air. If all the air is removed from the master, then it will be difficult to push the piston in

How to bench bleed:

Remove the master cylinder from the booster and place in vice. (be sure to clamp onto the mounting ear and not the master cylinder).

Install the proper size plugs in the outlet ports of the master cylinder.

Fill the master with brake fluid.

Use a rounded end rod or Phillips screw driver and push the piston in repeatedly until no bubbles are visible.

NOTE: This may take a minute or two of continuous pumping!

STEP 4:

1. Install new booster with brackets to the firewall using the three studs or holes where the original master was located and secure. Connect rod to the original pedal.

STEP 5:

1. Mount the master cylinder to the booster (Make sure that the master was properly bled) SEE PIC. # 3
2. Connect the vacuum fitting and the hose to either the intake manifold or to the rear of the carburetor. Make sure that the vacuum source on the carburetor is manifold vacuum and not timed vacuum.

NOTE: THE ENGINE MUST PROVIDE A MINIMUM OF 18" OF VACUUM FOR THE BOOSTER TO WORK EFFECTIVELY.

3. Attach the brake lines to the master cylinder. If your kit comes with a proportioning valve go ahead and install it,

NOTE: IT IS IMPORTANT TO REMOVE ANY FACTORY INSTALLED VALVES FROM YOUR BRAKE SYSTEM. SEE PIC. #4

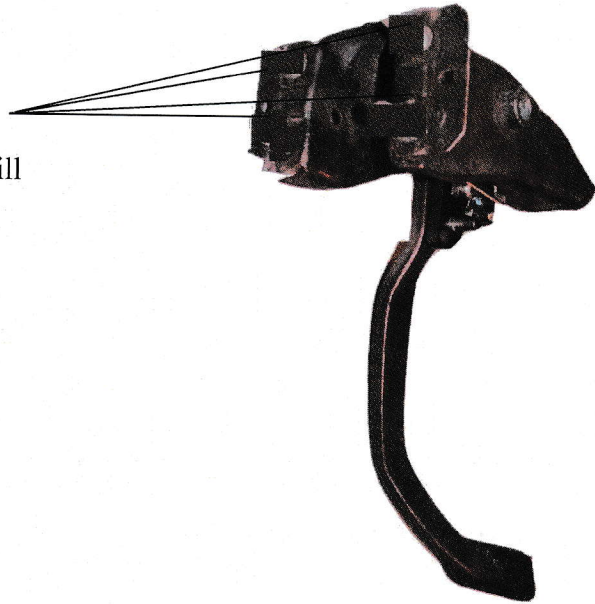
STEP 6:

1. When the valve is plumbed correctly and all the hard lines are attached, bleed the entire system,
2. Test the brakes, if pedal goes to the floor or is very spongy then bleed the system once again.
3. Test drive the car in a safe location before driving.

ABS Power Brakes Inc.
233 N. Lemon St
Orange, CA 92866
714-771-6549

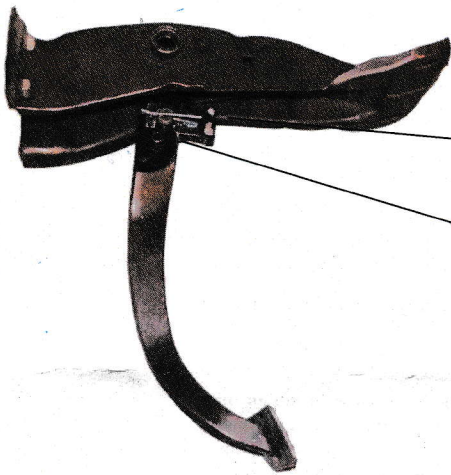
Picture 1

Note: Some cars, customer might have to drill original holes with a 3/8" drill bit.



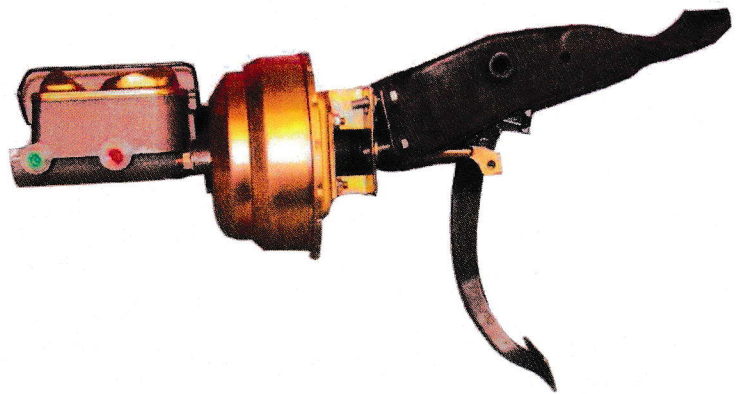
Picture 2

Original stop light switch.



New style bracket. Against pivot point
On pedal. It will give you 4:1 pedal ratio.

Picture 3



Picture 4

