



Pro Performance Booster Kit Instructions

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This kit is designed to offer a power brake solution that fits close to the firewall and provide the correct pedal ratio required. This kit does require some careful measure and work on your part, but when done, you will have a power brake system that is properly setup.

Parts List:

9" Master Power Booster

Firewall Bracket

(3) 3/8-24 Jam Nuts

(1) 3/8-24 Coupler

(1) 3/8-24 Clevis w/ Pin

(5) 3/8 Washers

(1) 3/8-24 Nyloc Nut

(4) 3/8-16 Bolts (60-66 C10)

(4) 3/8-16 Locking Nuts (67-72 C10)

1) You will bolt the provided booster bracket to the firewall of the truck, using the provided hardware. This will be the 3/8" bolts / washers for the 60-66, or 3/8" nuts / washers for 67-72. The notch in the firewall bracket will be down, and will leave the booster angled up slightly.

2) We use a Master Power dual diaphragm 9" booster in this kit. You will need to cut the studs coming out of the booster. These will need to be cut to 7/8" long. Then you will use the provided nylon flange nuts to bolt it to the firewall.

At this point, you will know exactly where the booster will be positioned, bolted firmly to the firewall via the bracket. This will be important in the next few steps.

Now will be determining the pedal ratio of the truck. Most of these older trucks were manual brake trucks and have a in-correct ratio. However, some did have power brakes originally and will be the right ratio already. Below is a diagram to show how to measure pedal ratio to confirm.

3) You will want a 4.25:1 pedal ratio for power brakes. Using the diagram below as a guide to measure, determine what you have to begin with. Chances are, it will be a 6:1 ratio or close to it. This means, to get to a 4.25:1, you will have to drill a hole further down. The new hole will need to be lower on the pedal. Instead of giving you an exact location, we want you to measure your actual truck and determine the new location. This will be a 3/8" hole. I usually recommend drilling a small pilot hole, then opening it up to a 3/8" hole.

4) Once the new hole is drilled, now it is time to measure and cut the linkage components. With the rubber bumper pad in place for the return side of the pedal, measure from the tip of the output shaft of the booster, to the center of the newly drilled hole (or current hole, if already a power brake truck with the correct ratio).

5) You will take this measurement and subtract 1.25" from it. This will be the length of all thread you will need. Don't worry, if it's cut wrong, you have plenty to remake a new piece if needed. When cutting the all thread, use the provided jam nut to thread onto the all thread. After cutting, thread off the nut, and it will clean the threads of the cut.

6) Now you will want to thread on the joining coupler with a jam nut on the booster side. You will want to thread on the coupler about half way. Now take the all thread, install 2 jam nuts and thread into the other side of the coupler with a jam nut on this side as well. Then finally, install the ball joint end with jam nut, which will go into the pedal arm.

7) Adjust the length slightly by adjust the joining coupler. When the right length is determined, then tighten all jam nuts. Insert the ball joint end into the pedal arm, and install the supplied nyloc nut. Ensure all hardware is tightened properly. It is up to you to ensure the linkage is properly setup and safe for use. We recommend using Loctite as well.

8) Once all done, test brake pedal movement and operation to make sure everything is correct. You'll want smooth movement with nothing interfering with the rod movement at all.



NOTCH ON BRACKET FACING DOWN

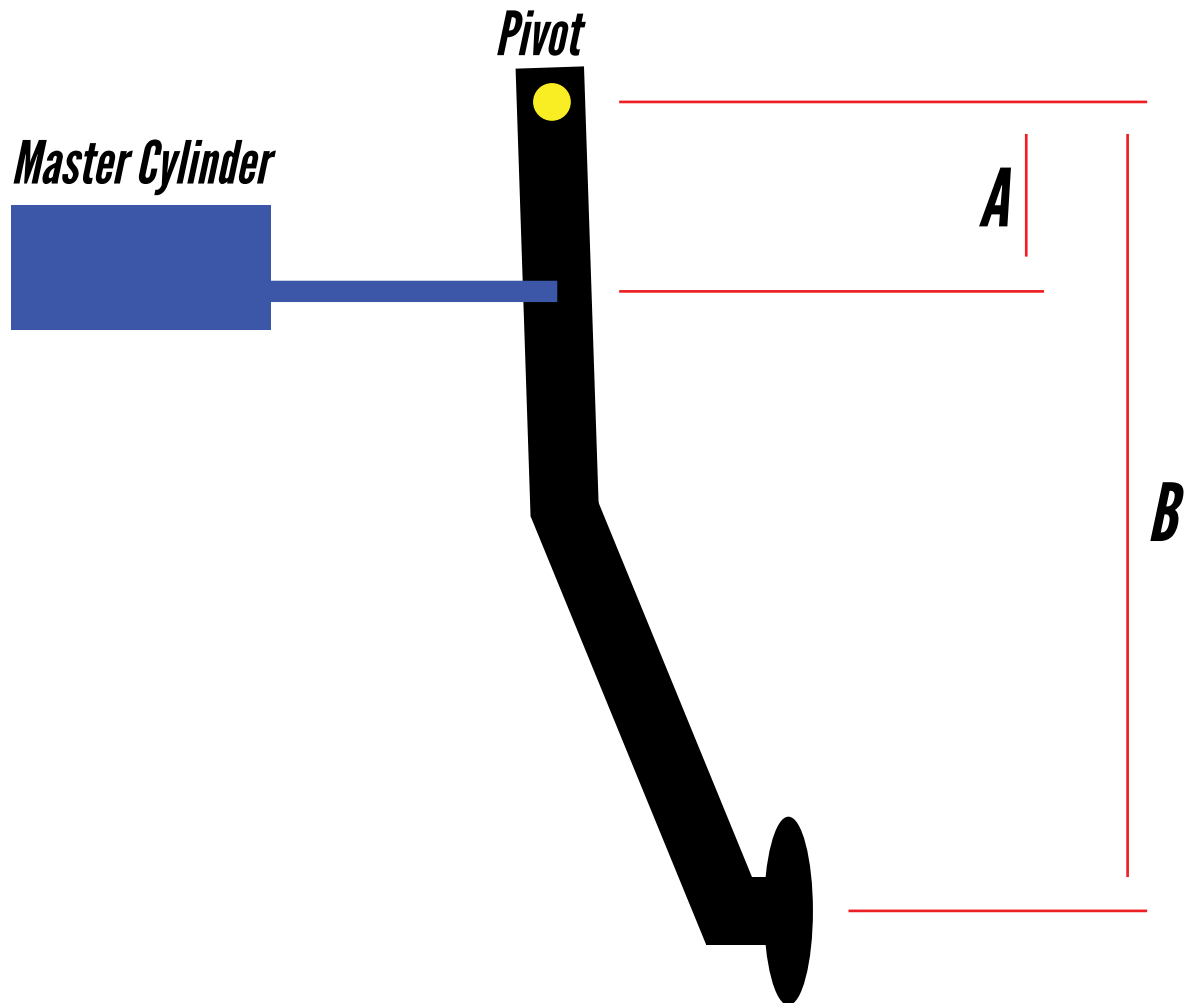


FIREWALL SIDE ON LEFT



LINKAGE SETUP

PEDAL RATIO MEASURING GUIDE



$$***Pedal Ratio = (B) Divided By (A): 1***$$