

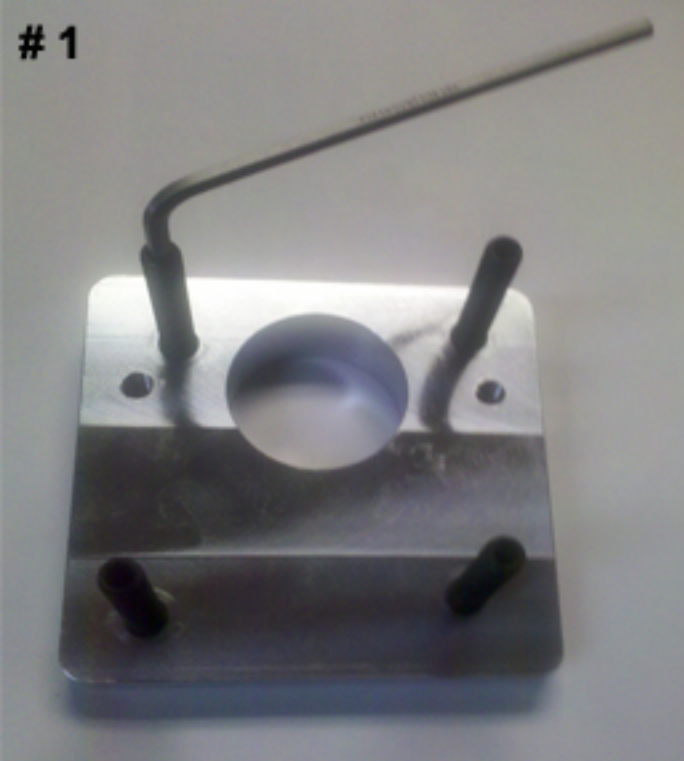


Bench bleed the new master cylinder. Remove the brake pedal assembly and stock master cylinder/booster from the car. Screw in 4) 5/16-18 X 2 ¼ set screws into the flat side of the new adapter plate. Cut out drill template and place on the pedal arm. Drill the pedal arm with a 7/16 bit where it is marked new location. Place nylon bushing from original hole into the new hole. Bolt pedal assembly into the car. Bolt master cylinder to the adapter plate making sure the clevis and jam nut are on the pushrod. The pushrod must be adjusted so there is only between 1/64" ~ 1/32" gap between the pedal arm and the positive stop on the pedal bracket assembly when the pedal is in the upright position. This gap is critical to the safety and proper function of the brake system. Any larger than 1/16" gap can allow the pushrod to fall from the master cylinder bore resulting in A TOTAL LOSS of BRAKING. Any less than 1/32" gap can cause preload on master cylinder resulting in brake drag. Be sure to tighten jam nut after final adjustments to ensure that the pushrod does not spin causing improper gap adjustments or even the pushrod from falling out of the rod end. Insert the clevis pin through the pedal arm and place cotter pin in the hole and bend the cotter pin legs.

TOP PIVOT

CUT ALONG DOTTED LINES





**2005-2012 Mustang
Manual Brake Conversion**

