



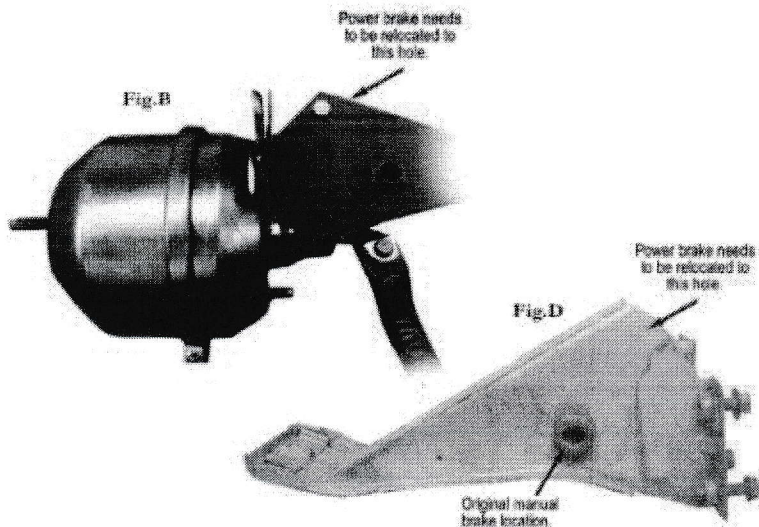
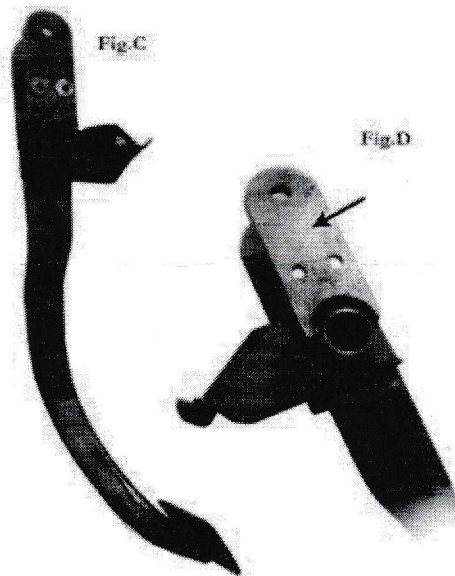
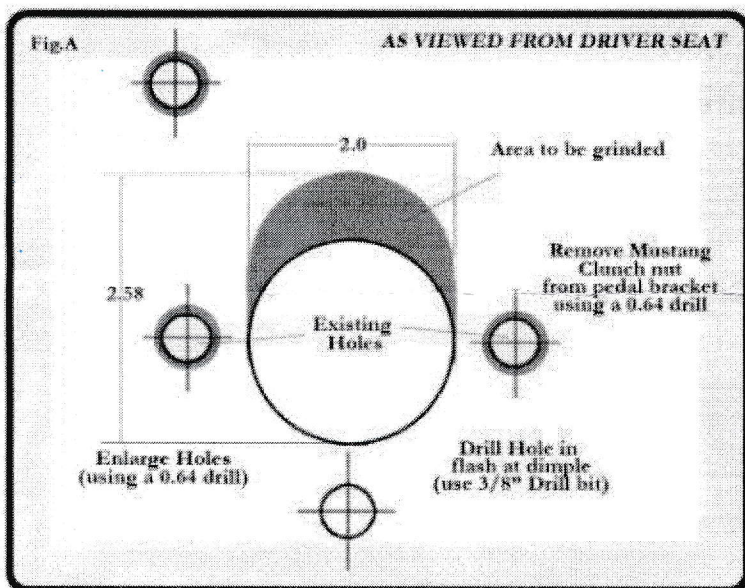
Power Brake INC
BRAKES & STEERING

1967-68-69 FORD MUSTANG & COUGARS WITH MANUAL BRAKE

Introduction upgrading using the right muscle for your classics ford. ABS POWER BRAKE has the best kit. factory correct 8" brake booster dual power & dual line master 1450psi a must for disc brakes. it mounts just like factory flash-mount on the firewall.

Instructions: Once you remove the master cylinder.

- #1. using a drill with a 3/8" bit chase the treads out. bottom hole needs to be drill out completely
- #2. using a pencil grinder on the sides and top of master cylinder hole needs to be open up towards windshield approximate 3/16" its a very thin over lap sheet-metal. purpose is for booster hub to fit in.
- #3. once hub fits in now you can mount brake booster from the inside of cab.
- #4. Connect the vacuum fitting and the hose to either the intake manifold or 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.
- #5. If you are not using a combination valve, or you have four wheel drum brakes, you will need to run one line from the master cylinder to the front and one to the rear. The outlet closest to the booster will feed the front brakes.



Remove factory brake pedal arm, after being cleaned up, Bolt on brake pedal w/adapter.

*Brake pedal with adapter as shown *fig. C / Fig. D* (conversion) changeover reuses factory manual brake pedal arm.

By adding adapter turns factory brake pedal arm into a power brake pedal. Converts classic ford into a factory correct power brake booster changeover

Power brake pedal can be used in 67-70 car as long as the booster is utilized.

NOTE: SOME FACTORY BRAKE PEDAL ARMS NEED TO BE MODIFY BY CUTTING A THIN PIECE OF METAL STICKING OUT. WHICH IT WAS A PEDAL STOP ON MANUAL MASTER CYLINDER APPLICATIONS. NO LONGER NEEDED WITH POWER BOOSTER CHANGE OVER.