

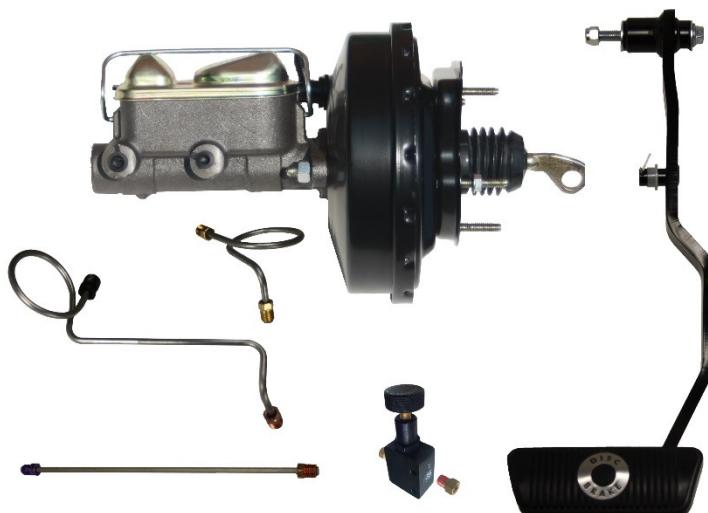


Installation Instructions

Power Brake Conversion Kit

Item # **FC0004HK**

Applications: 67-69 Mustang, 67-69 Falcon, 67-69 Fairlane, Ranchero, Comet, Cyclone, 67-69 Cougar, 68-69 Torino, Montego



Thank you for choosing Leed Brakes for your automotive product needs. Before you begin your installation please inspect all parts and review the installation instructions. If you have any missing or damaged parts or if you have any questions regarding the fitment of this kit on your specific vehicle please contact our customer service team at (716) 852-2139 before beginning your installation

Power Booster Installation

1. Remove the steel brake lines going from the original master cylinder to the factory distribution block. Disconnect the line going out to the rear brakes from the factory distribution block.
2. Install brass fittings into the **Adjustable Proportioning Valve** and tighten.
3. Install the **Adjustable Proportioning Valve** to the rear brake line, the "out" port of the adjustable valve will be used here.
4. Install the **straight brake line supplied with (1) 7/16-20 fitting and (1) 3/8-24 fitting** into the "IN" port of the adjustable valve. The other end of this line will go to the rear brake port of the factory distribution block.
5. If your car had factory power brakes the new power booster can be installed directly in place of the factory booster. If the car was equipped with factory manual brakes the firewall will need to be modified. The same modification were made at the factory to cars receiving power brakes.
6. Refer to the **Power Booster Mounting Template** at the end of this instruction manual. Using the factory master cylinder holes to position the template on the firewall mark and the drill any mounting holes not already present. The dotted line in the center of the template should line up with the existing pushrod whole in the firewall. The solid line represents the opening needed for power brakes. Using the template mark the firewall and enlarge the opening.
7. Align the supplied power booster with the holes on the firewall and secure it with the hardware provided the bolts may be difficult to tighten with the limited space available.
8. From under the dash connect the booster pushrod and the brake light switch to the brake pedal and secure with a cotter pin. Make sure the pedal moves freely without binding and that the brake lights turn on and off as the pedal is applied and released. In some cases it may be necessary to remove a very slight amount of material from the end of the booster pushrod to get the brake lights to turn on.
9. Use a **vacuum hose** to connect the power booster to a direct source of engine manifold vacuum or aftermarket vacuum pump.

Master Cylinder Bench Bleeding

1. Before you install your master cylinder you must **bench bleed** it in a vice off of the vehicle using the **bench bleeder kit** provided.
2. To Bench Bleed
 - a. Place your master cylinder in a **vice** by the mounting ears.
 - b. Attach a clear plastic hose to the short end of each of the plastic nozzles provided.
 - c. Clip the plastic bridge onto the partition wall of the master cylinder and insert each plastic tube into the holes insuring the end of the tube will be fully submerged in the brake fluid.
 - d. Press the tapered end of the nozzles firmly into the master cylinder ports with a twisting motion.
 - e. Fill the reservoir with new clean brake fluid (DOT 3 or DOT 4 Recommended).
 - f. Using a large Phillips head screwdriver push the piston in, then release using full strokes. This MUST be done until ALL air has disappeared from the clear plastic hoses.

CAUTION- MASTER CYLINDER WILL NOT BLEED PROPERLY IF HOSES ARE NOT FULLY SUBMERGED IN BRAKE FLUID UNTIL THE BLEEDING PROCESS IS COMPLETE

Master Cylinder Install:

1. Remove the master cylinder from the vice and install on the firewall, secure with factory hardware. **Be very careful not spill any brake fluid on any painted surfaces as it will damage your paint.**
2. Carefully remove the bleeder kit nozzles and install the brake lines in the appropriate ports.
3. Install the **pre bent brake line** with the $\frac{1}{2}$ " fitting to the port for the rear brakes on the master cylinder (port furthest from the firewall) and connect the other end to the **top rear port** of the factory distribution block.
4. Install the **pre bent brake line** with (2) 3/8-24 fittings between the master cylinder port for the front brakes (port closest to the firewall) and the **top front port of the factory distribution block**.
5. Secure all brake lines and check for leaks.

Bleeding the vehicles braking system:

We recommend that the brake system is bled using a gravity bleed method. While there are many ways to bleed a system this way is less likely to introduce air in the system causing a spongy pedal. Whenever bleeding your system you must keep an eye on your fluid level. If your master runs dry you will have to bench bleed the master again.

1. Remove the cap from the master cylinder.
2. Starting at the right rear wheel cylinder or caliper attach a clear hose to the bleeder with the other end in a clear container.
3. Open the bleeder and observe the fluid flow. It may take a couple of minutes for the fluid to flow with a new system. Once the fluid begins to flow let it drip until you do not see any air.
4. Move to the left rear wheel, repeat step 3.
5. Move to the right front wheel, repeat step 3.
6. Move to the left front wheel, repeat step 3.
7. Repeat steps 2 thru 6 once more.
8. Install the lid on the master cylinder.
9. Pump the brake pedal until you achieve a firm pedal.
10. Remove lid on master cylinder & check fluid level
11. Repeat steps 2 thru 6 to insure all air has been removed.

Adjustable Proportioning Valve Adjustment

1. The adjustable proportioning valve is meant to control rear brake lockup by limiting the pressure to the rear brakes. If the rear brakes lockup prematurely the car can be difficult to control during a hard stop.
2. The valve provides a maximum of a 55% reduction in rear brake pressure. Meaning that even when adjusted to the full decrease position it will not shut off the rear brakes. Count the turns from the full decrease position to the full increase position. Turn the knob back in the full decrease direction half that number of turns. This will give you a good starting point for most vehicles.
3. Once you are confident that the brakes are fully bleed, working properly and broken in you can make several stops in a safe open area to determine your ideal setting. The goal is to provide as much pressure as possible to the rear brakes without locking them up prior to the front brakes.

Once you feel you have successfully removed all air from your brake system check all fittings and lines for leaks and verify all fasteners are tight. Install your wheels, and spin them to insure they still spin freely making sure the caliper doesn't interfere with the wheel and your brakes are not dragging or locked up.

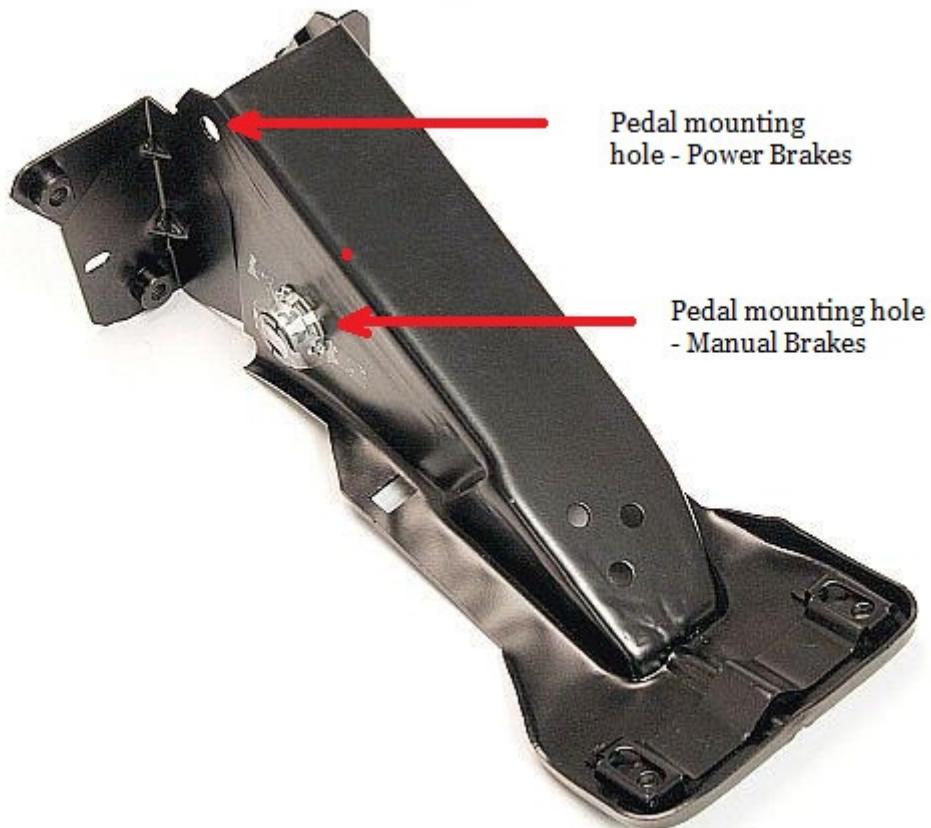
You may now take your vehicle for a test drive in a safe area. We recommend that you drive the vehicle with light to medium application of the brakes for the first 150-200 miles. This will allow your brake pads to properly seat to your rotors to insure optimal braking performance.

If you have any questions please call our tech line at (716) 852-2139

Thank you for purchasing from Leed Brakes we hope you have had an enjoyable experience.



1967-1969 Ford Brake Pedal Support Diagram



The Ford factory brake pedal support contains two mounting positions for both the original manual brake pedal and the power brake pedal. The new power brake pedal will mount in the upper hole located closest to the firewall. This position ensures proper leverage to actuate your brake system with comfortable pedal pressure.



1967-1969 Ford Power Booster Mounting Template

