

# Upper Assembly

## 1. Remove the old master cylinder assembly

Remove the master cylinder brake lines being careful not to get fluid on any painted surfaces. Remove the clevis from the pedal rod under the dash. If your original system was power, you should be able to remove the booster mounting nuts from the firewall and remove the booster/master assembly. If your original system was not power, simply remove the master cylinder mounting nuts from the firewall and remove the master cylinder.

## 2. Mount the new master cylinder

**Note:** Make certain that you have a deep pocket master cylinder. Make absolutely certain there is no plug in the back of the master cylinder and that you have a hole approximately 1" to 1 1/4" deep in the back of the master. See picture below.



Deep Pocket Illustration

- Place the master cylinder over the top two studs on the firewall and hold it in place with nut on the passenger's side.
- Slide the valve bracket over the driver's side stud and loosely tighten it down with the nut.

**Note:** Leave the mounting nuts a little loose at this point. It makes the lines much easier to install if there is a little play in the bracket.

- Bolt the proportioning valve to the outside (driver's side) of the bracket with the hardware supplied in your kit. \*\*\* See the last page of the instruction packet for information on the valve's routing and port sizes.
- Now you're ready to install the master cylinder lines. If you purchased lines with your conversion kit, the two small lines are the master cylinder lines.
- Tighten the nuts up on the firewall.

### **3. Install and adjust the pedal rod**

If your car was originally a manual car you can use either your original pedal rod or the pedal rod that was included with your kit. If your car was originally a power car then you will need to use the pedal rod that was included in your kit. Hold the brake pedal approximately 1/8" down from the stop. Adjust the pedal rod so that when connected the pedal will be at this location 1/8" down from the stop. After you have adjusted the pedal rod connect the clevis to the pedal. Be sure to tighten all jam nuts on the pedal rod to lock it in place after all your adjustments are made.

## **Bleeding the system**

If you are concerned with the damaging effects of DOT 3 brake fluid, The Right Stuff suggests synthetic DOT 5. The Right Stuff is not liable for damage caused by system fluids.

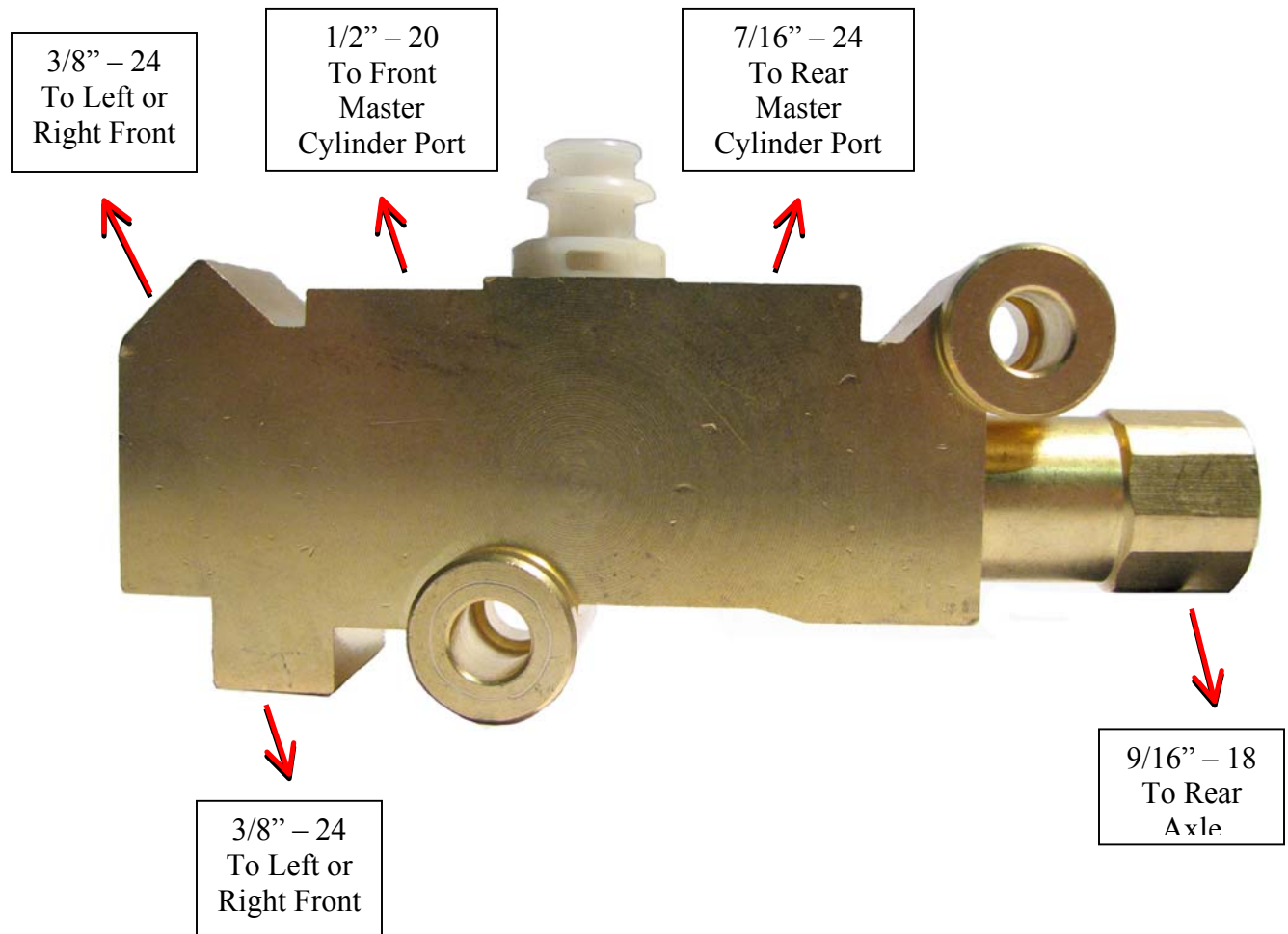
Working your way forward from the wheel farthest from the master cylinder will help insure a good bleed and a firm pedal. It is important to bleed the system in the following order:

- 1. Right Rear**
- 2. Left Rear**
- 3. Right Front**
- 4. Left Front**

If you have a spongy pedal, be sure the bleeder screws are pointed up and try re-bleeding the system.

## **PV71 Fixed Combination Valve Supplement**

This supplement is for customers who have chosen the “fixed” combination valve with the purchase of our disc brake conversion kits. This diagram shows where each port of the valve routes. If you have any further questions or concerns, please don’t hesitate to call our toll free technical support line. Thank you again for your business.



## Technical Support

We want your conversion project to go smoothly. Double check that you have followed these instructions correctly and those included with any upgrade components you may have purchased. If you need additional help getting your new disc brakes to function properly, we're here for you. You can visit our website at [www.GetDiscBrakes.com](http://www.GetDiscBrakes.com) for Tech Tips, Tricks & Videos. If you cannot find the assistance you need from that source feel free to send us an email from the Tech support section of the website for priority service. If you are still unable to get the help you need, please feel free to give us a call at (800) 405-2000.

# WARNING

Improper installation of automotive braking systems or components can compromise the ability for a vehicle to stop as intended which could result in serious injury or death.

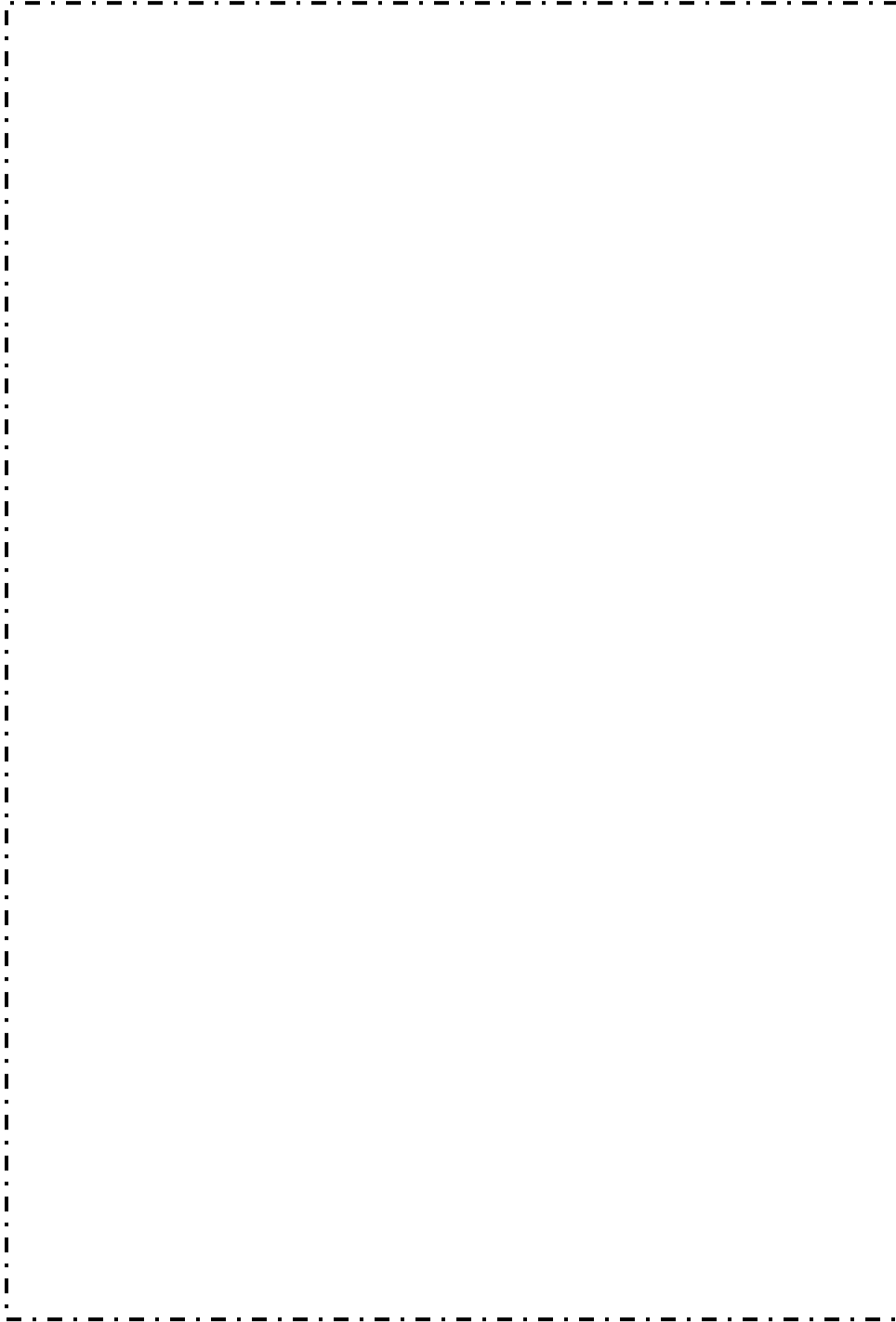
These instructions are intended to provide the basic guidance needed to install this product on your vehicle, but are not a substitute for the technical expertise needed to ensure proper fitment and function.

Professional installation of this product is recommended for any person that lacks the experience necessary to confidently assure proper installation and function.

No part of this document may be reproduced without written permission of The Right Stuff Detailing Inc. The information contained in this document is based on information we believe to be true and reliable, however the accuracy or completeness thereof is not guaranteed.



# **Pick Ticket:**

A large rectangular area defined by a dashed border, intended for drawing or writing. The border is composed of short, evenly spaced dashes.