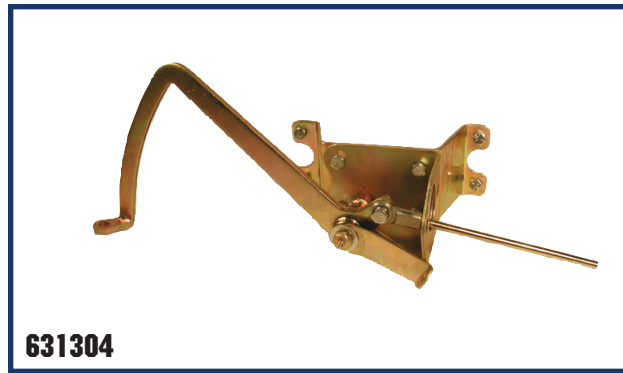


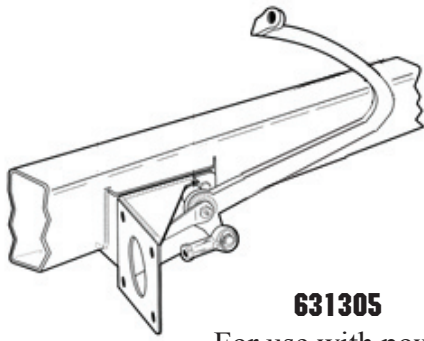


631304 & 631305 PEDAL ASSEMBLY

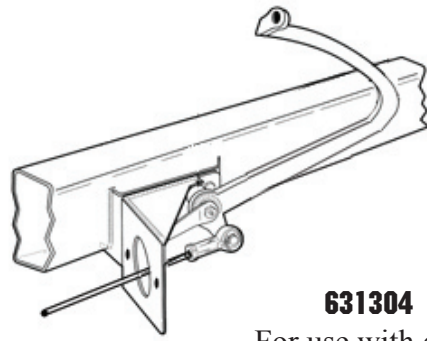


INSTALLATION INSTRUCTIONS

BOLT-ON PEDAL ASSEMBLY. NO WELDING REQUIRED.
PEDAL PADS SOLD SEPERATELY.



631305
For use with power
brake booster



631304
For use with deep
pocket master
cylinder

MODEL "A" INSTALLATION.

POSITION THE PEDAL ASSEMBLY AS FOLLOWS:

- The center of the pedal pivot should be located 41-3/4" back from the center of the radiator mounting hole.
- The top of the pedal mounting bracket should be located parallel to and 1" below the top of the frame rail.

1932 FORD INSTALLATION

POSITION THE PEDAL ASSEMBLY AS FOLLOWS:

- The center of the pedal pivot should be located 42-1/2" back from the center of the radiator mounting hole.
- The top of the pedal mounting bracket should be located parallel to and 1-1/2" below the top of the frame rail.

NOTE This universal pedal is designed to be used for many applications. The above dimensions are common applications so we have provided them here. Remember that minor changes may be needed for use with other chassis. Check your measurements before installation.

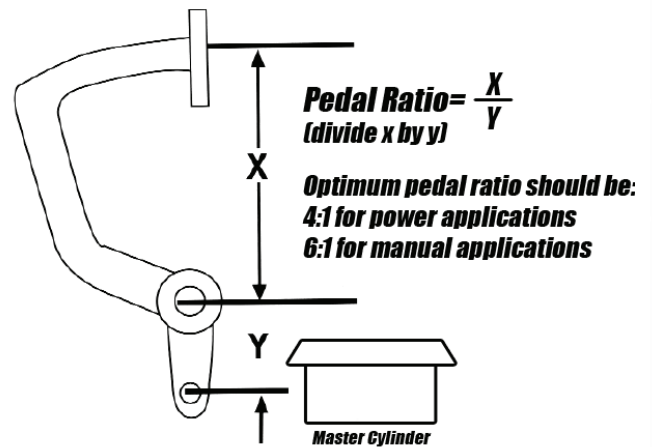
- Remember you must first bench bleed the master cylinder before installing it on either pedal assembly.
- Depending on which pedal you are using you will now mount either the power booster / master cylinder (Pedal #631305) or just master cylinder (Pedal #631304) to the pedal bracket. Refer to your power booster / master cylinder maker's instructions for proper installation.
- Bleed the entire brake system and test drive the vehicle in a safe location before driving on public roads or highways.

CALCULATING PEDAL RATIO

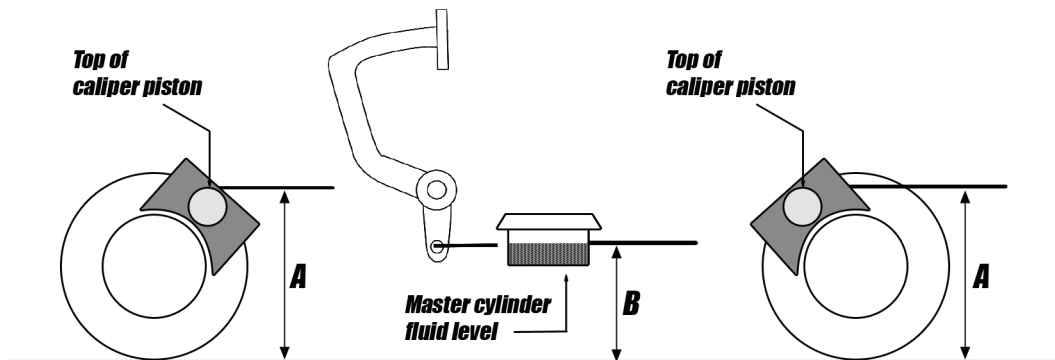
Your pedal ratio is important for correct operation in power or manual brake systems. With a power brake system if your pedal ratio is too high you will have sensitive brakes and if it's too low your braking will be poor. With a manual brake system the same will apply although too high a pedal ratio usually isn't a problem.

AS A GENERAL RULE OF THUMB YOUR PEDAL RATIO SHOULD NOT EXCEED:

- 6:1 for manual brakes with a 1" bore master cylinder
- 4:1 for power brakes with a 1-1/8" bore master cylinder



DO YOU NEED RESIDUAL VALVES?



If A is greater than B you need residual pressure valves.

BOOSTER PUSHROD ADJUSTMENT

The pushrod that actuates the master cylinder must be properly adjusted. Ideally there should be only slight clearance between the booster pushrod and the master cylinder pushrod. Interference will preload the master cylinder. When the system is preloaded, it builds pressure each time the pedal is pressed. Since the master cylinder is not allowed to fully release the pressure from the previous stroke, the system will eventually lock the wheels. Too much clearance will cause excessive free play in the pedal.

WARNING

Proper operation of your brakes is essential for your safety and the safety of others. Any brake service should be performed **ONLY** by persons experienced in the installation and proper operation of brake systems. It is the responsibility of the person installing any brake component or kit to determine the suitability of the component or kit for the particular application. After installation, and before operating your vehicle, be sure to test the function of the brakes under controlled conditions. **DO NOT DRIVE WITH UNTESTED BRAKES!**