

INSTRUCTIONS

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104-10562 - Compact Electric Brake Power Booster Master Cylinder, Disc/Drum

104-10564 - Compact Electric Brake Power Booster Master Cylinder, Disc/Disc

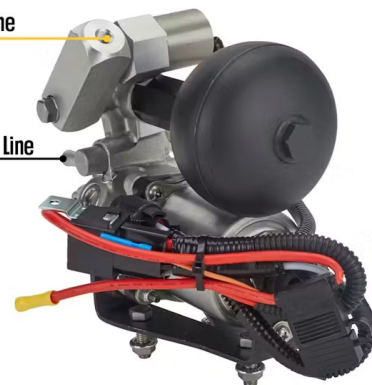
1. Disconnect the brake lines from the original master cylinder. Disconnect the brake pedal pushrod, unbolt the master cylinder and/or booster assembly and remove it from the vehicle.



2. Bolt the new powered master cylinder to the original bracket with existing hardware. Connect the pushrod to your brake pedal. Adjust the pushrod to allow for approximately 1/16" of free play at the brake pedal. You should have approximately 1-1/2" of pushrod travel. The master cylinder comes equipped with an adjustable eyelet on the pushrod which works well with offset pedal mounts. If your pedal and mount are inline and use a clevis you can remove the eyelet and install your old clevis. The pushrod threads are the common 3/8 x 24 NF.

High Pressure Line

3/8" Low Pressure Line



3. Find a suitable location to mount the electric pump and accumulator assembly. The assembly can be mounted in any location (fenderwell, under floor, in trunk, etc) and in any position, as long as the fluid inlet fitting is below the level of the master cylinder reservoir (fluid must be able to gravity-flow from the master cylinder to the pump assembly). Keep the pump assembly and wiring away from the exhaust system and any moving parts.

4. Connect fluid lines as noted in the diagram. Use front and rear residual pressure valves and a proportioning valve as required when using a conventional master cylinder. The kit comes complete with the proper disc/drum proportioning valve included.

- Connect the braided rubber hose from the hose barb on the master cylinder reservoir to the banjo fitting on the pump assembly. Secure with clamps.
- Connect a hard line (3/16" diameter with 3/8 x 24 inverted flare fittings) from the pressure port on the pump assembly to the fitting on the master cylinder closest to the master cylinder mounting flange.
- Connect the center port to the front brake system.
- Connect the port farthest from the mounting flange to the rear brake system.

NOTE: Do not connect wiring or energize the pump until brakes have been properly bled.

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5. Service the master cylinder reservoir and bleed brakes as you would for a normal manual brake system. Attach a length of clear vinyl tubing to the bleeder with the open end of the tube submerged in a small container of fluid. Start at the right rear wheel, then move to the LR-RF-LF in that order. Have a helper slowly depress the brake pedal while you crack the bleeder at each wheel. The bleeder is opened only as the pedal is being depressed, and should be closed before the pedal is returned. Check the reservoir fluid level frequently to make sure reservoir does not run dry and introduce air back into the brake system. Continue to bleed until all air is purged from the system. You should have a firm pedal and good "manual brakes" before continuing with installation.

6. Route wiring and mount the relay in a convenient location. Connect the black wire to a good chassis ground. Connect the red wire to the battery or fuse box. Use 10-gauge wire and a 25-amp fuse. Connect the blue wire to the ignition switch. (12 volts with key in "run" position).

7. Open the bleeder screw, connect the battery, turn the ignition on and allow the pump to run until fluid flows from the bleeder screw. Tighten the bleeder screw and turn the ignition off. We have installed a sticker on the accumulator cap that states:

DO NOT REMOVE the allen bolt on the new style accumulator as it will release the nitrogen in the accumulator. There is a bleeder screw below the accumulator to bleed it.

CAUTION: After installing the accumulator do not turn the ignition "on" until serviced.

8. Remove the service cap from the reservoir and add fluid to approximately 1/4" below the top. Reinstall the cap. Turn the ignition "on", and the pump should run for a few moments as the system pressurizes, you should now have "power brakes" when pushing the pedal. Check the system for leaks. The system is now ready for a road test. Use caution during your road test until you become comfortable with the "feel" of your new high power brake system.

3/8"-24 IFF High Pressure Outlet



3/8" Hose Barb Low Pressure Inlet

Need Help with This Product?

Talk to one of our Tech Support Agents:

Mon-Fri, 8am - 5pm (CST)

U.S.: 800.979.0122

Canada: 855.313.9180

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