

INSTRUCTIONS

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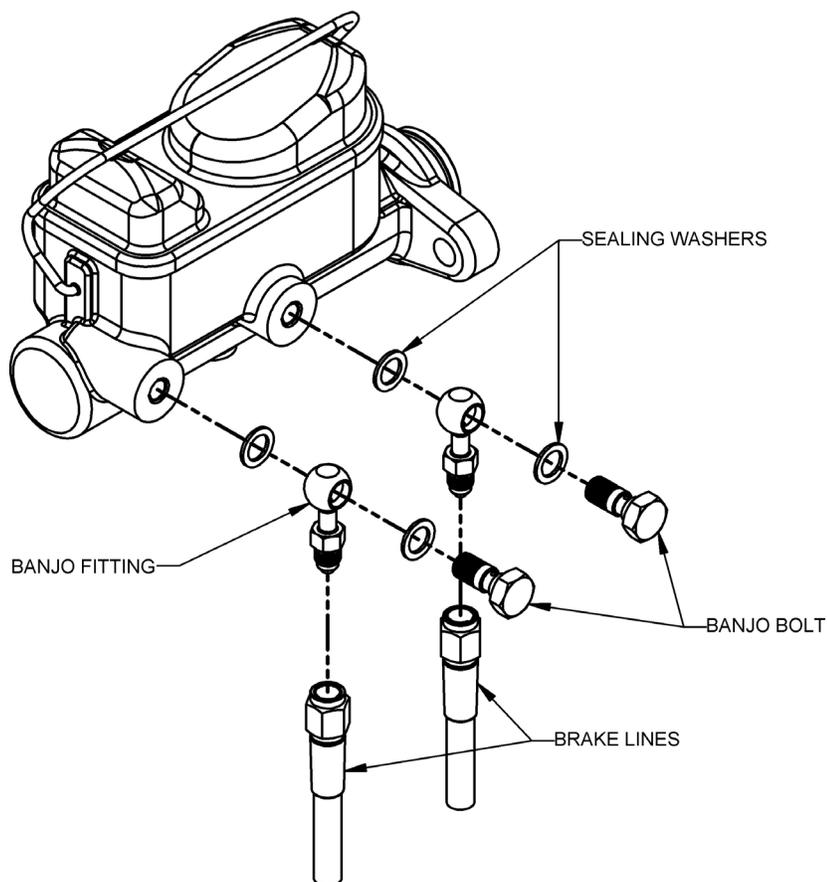
910-32008 - Early Ford Master Cylinder Kit

Kit Contents		
Qty	Part #	Description
1	910-31420	1" Master Cylinder
1	916-64076	Proportioning Valve
1	835-33012898	Adjustable Pushrod
1	910-32008.4	Hardware and Bracket Kit
2	910-31842-3	12" -3 Brake Line
2	910-31893-3	26" -3 Brake Line, 90 Degree

Be very careful not to get any brake fluid on painted surfaces. Disconnect and remove battery from vehicle. Disconnect brake lines and remove old master cylinder from car. Be sure to retain the old pushrod plastic bushings as well as the eccentric bolt and nut as these will be reused.

1. Bench bleed the master cylinder (see instructions in master cylinder box) until no bubbles are seen in the fluid. Keep the hoses submerged in the fluid to avoid trapping air in the system.

2. Before banjo bolts can be installed into the master cylinder outlet ports, the brass tapered inverted flare seats in the ports need to be removed. These are pressed into the body and can easily be removed. Using a small screw extractor in the hole of the brass seat, twist the seat until it breaks loose, then pull to remove the seat and set aside. Repeat this procedure with the other port. Install the 2) banjo fittings and 12" hoses to master cylinder ports as shown. Start with the banjos facing down (see illustration), the angle of these can be adjusted later if required.

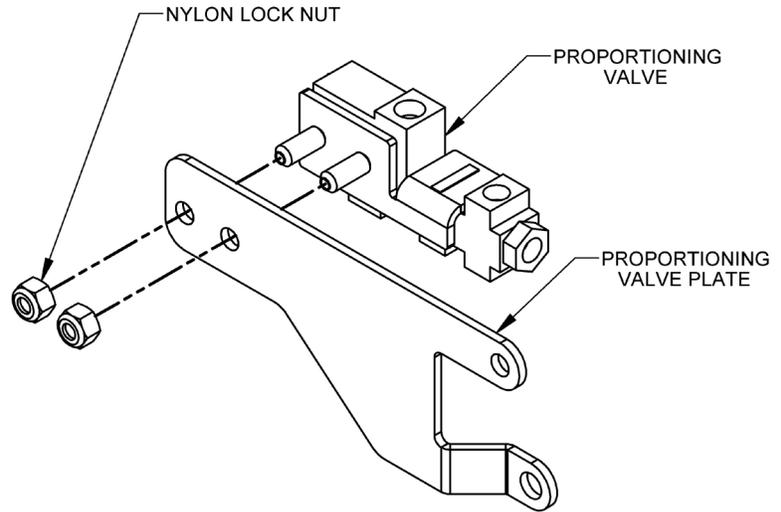


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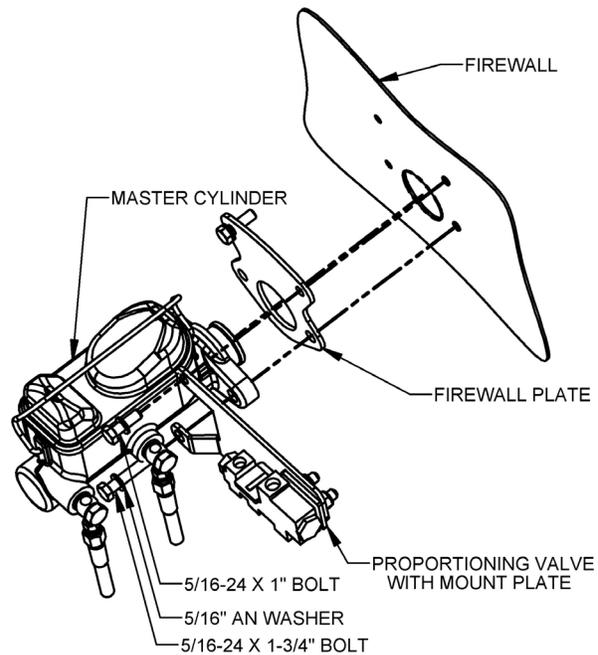
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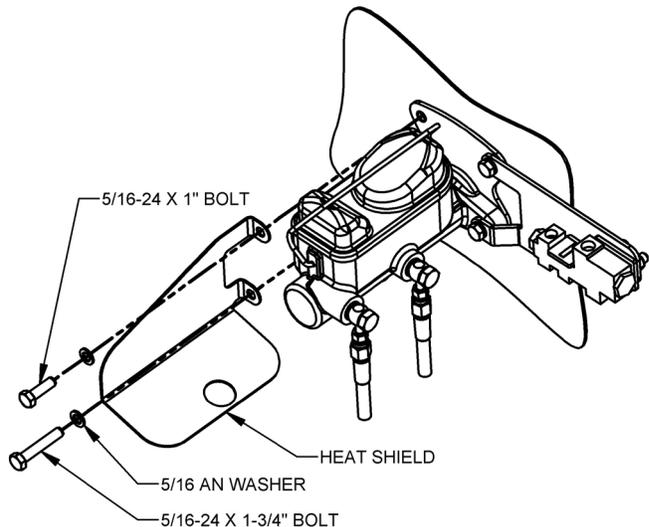
3. Mount the proportioning valve to mounting bracket as shown using the 2) 5/16-18 nylon lock nuts. Note: The proportioning valve included in this kit is intended to be used with OEM rear drum brakes and stock size wheels/tires. If using any other rear brakes or changing tire sizes, it may be necessary to upgrade to an adjustable proportioning valve such as Speedway part #91031358 to fine tune brake bias to match system upgrades.



4. Place firewall plate against firewall, align with OEM holes and temporarily fasten using 1) 5/16-24 x 1" bolt with washer in upper left hole. Do not tighten.



5. Install master cylinder and proportioning valve plate to firewall as shown using 1) 5/16-24 x 1-3/4" bolt and washer in lower right hole and 1) 5/16-24 x 1" bolt with washer in upper right hole. Do not fully tighten yet.



6. Remove the upper left bolt and install the heat shield and both left side bolts as shown. Once all 4 bolts and washers are in place, tighten the lower bolts and then the upper bolts.

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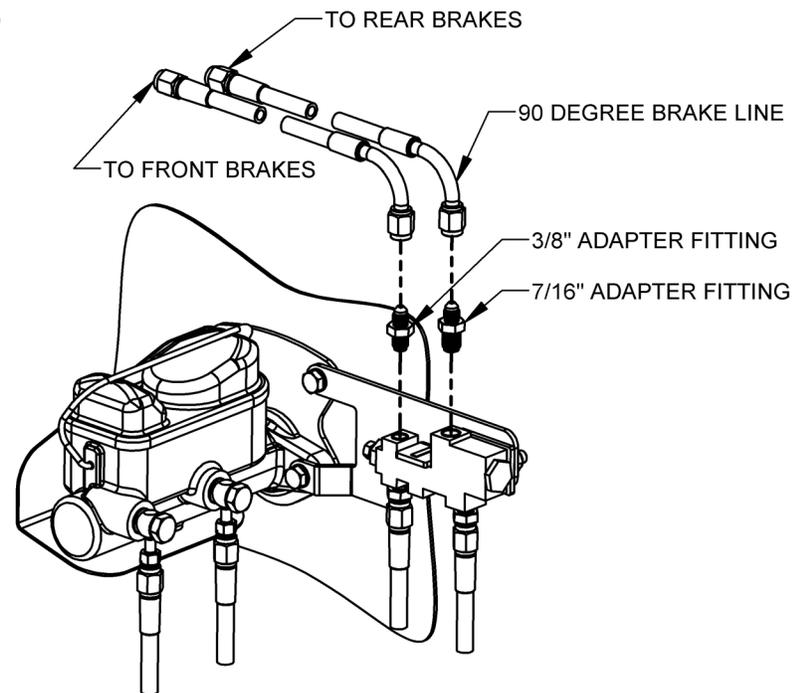
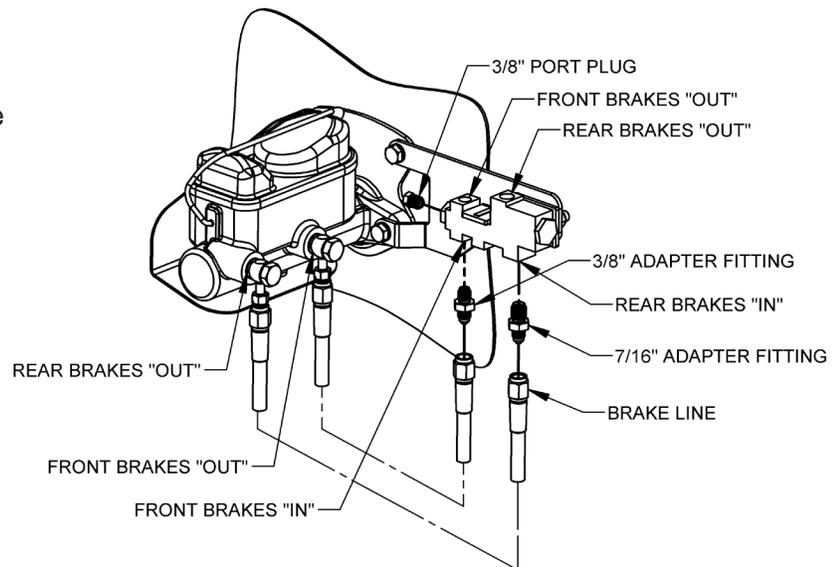
7. From inside the car, install the 2) 5/16-24 lock nuts to the lower bolts and fully tighten. It will help to have an assistant hold the lower bolts from under the hood to keep them from backing out.

8. Assemble the 2) short, braided brake lines from the master cylinder to the proportioning valve as shown using adapter fittings in lower proportioning valve holes. The "front outlet" (nearest firewall) port on the master cylinder should be connected to the "front inlet" port on the valve (see illustration). The "rear outlet" (to the front of master) port should be connected to the "rear inlet" port on the proportioning valve.

9. Attach the 2) longer hose assemblies to the proportioning valve as shown with 90 degree ends on proportioning valve outlet fittings and route down to the frame rail area where the OEM line attaches to the junction block. Route the lines so they cannot contact the exhaust or any moving components. Adapter fittings are included to help with the connection to the existing hard lines. Additional adapter fittings can be purchased from Speedway if required. One option is to remove the rear hard line from the junction block and attach the appropriate adapter fitting to connect to the "rear" flex line. Then, using the correct adapter fitting, attach the "front" flex line to the junction block.

10. Plug off the unused port on the end of the proportioning valve with the included port plug. Take a final look at everything and ensure that all lines are routed to provide clearance for any hot or moving components. Double check all connections and then fully tighten all fittings.

11. Assemble the adjustable push rod. The OEM plastic bushings from the original push rod will need to be placed in the new pushrod eye. Insert the new pushrod into the rear of the master cylinder through the hole in the rubber boot and attach the pushrod to the pedal arm using the OEM eccentric bolt and nut. Adjust the length of the pushrod as required to allow for about 1/16" – 1/8" free play at the pedal pad between the return pedal stop and when the pushrod contacts the master cylinder piston. This free play ensures that the pedal does not cause the brakes to drag. Fine tuning can be accomplished by rotating the eccentric bolt until satisfied with the clearance. Then, hold the bolt head to stop it from turning while tightening the nut to lock in place. Recheck the free play and adjust as required. Be sure jam nuts are tightened on pushrod when done.



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12. When all connections are complete and tight, remove the master cylinder cap and top off with fresh brake fluid to begin the bleeding process. This step assumes you are familiar with bleeding brakes. If you are not, Speedway has tech articles on the website to assist you with that. You can also find countless resources online with details about the bleeding process. Begin by bleeding the right rear corner, then move to the left rear. Frequently check the fluid level in the master to avoid running low and top off as required. Once the rear is bled, continue with the right front and finally the left front. When finished bleeding, the pedal should be firm with no drop when holding pressure. Check all fittings for leaks and top off the fluid before attempting to drive the vehicle. Test the brakes in a safe location before going out on the road.

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