



S197 MANUAL BRAKE CONVERSION KIT MBK750

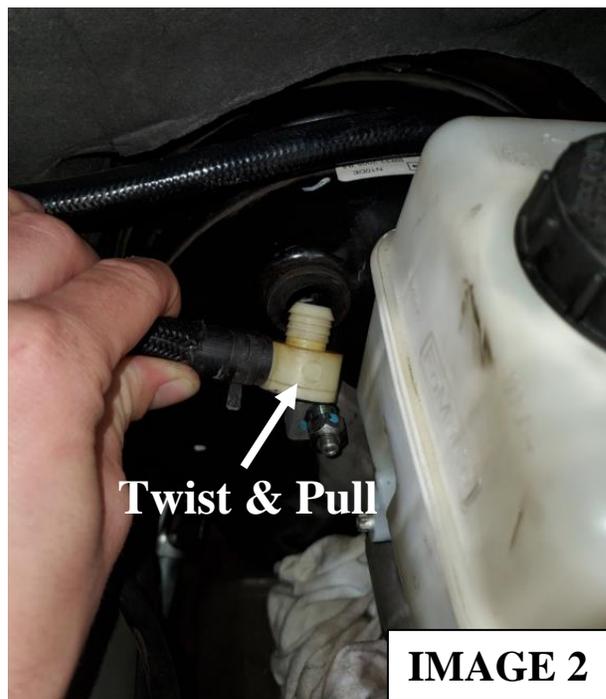
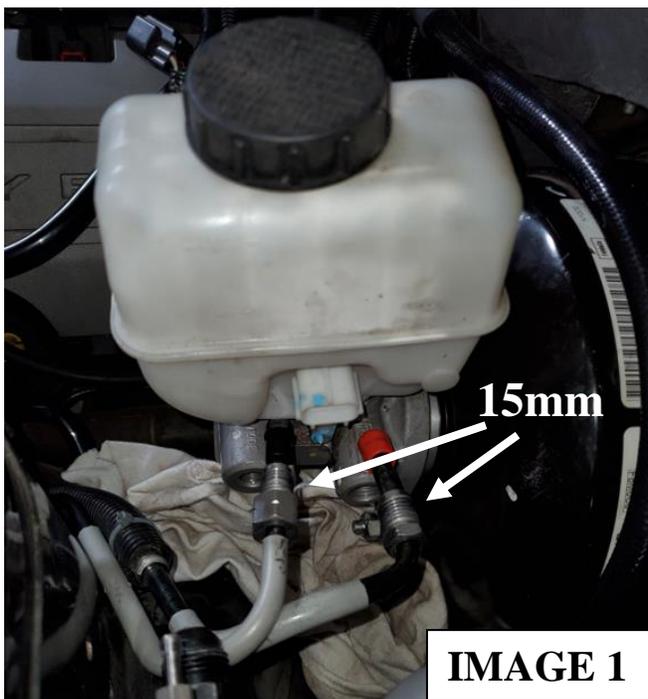
NOTE: FACTORY BRAKE LINES WILL NEED MODIFIED OR REPLACED IN ORDER TO INSTALL MANUAL BRAKE MASTER CYLINDER. DEPENDING ON YEAR AND MODEL, SPECIFIC FITTINGS, ADAPTERS AND LINES MAY NEED TO BE PURCHASED.

1. Drain the master cylinder and **make sure not to spill any brake fluid on painted surfaces.**

NOTE: It is recommended that you completely drain the brake lines/reservoir at each corner of the car using a vacuum bleeder starting with the closest corner to reservoir and working to the farthest.

(Drain Reservoir → Driver Front → Pass. Front → Driver Rear → Pass. Rear)

2. Loosened and remove factory brake line fittings from the master cylinder with **15mm wrench** shown in **IMAGE 1**. Make sure you do not spill any brake fluid on painted surfaces. Cap lines if possible.
3. Remove and plug vacuum line going to intake shown in **IMAGE 2**.



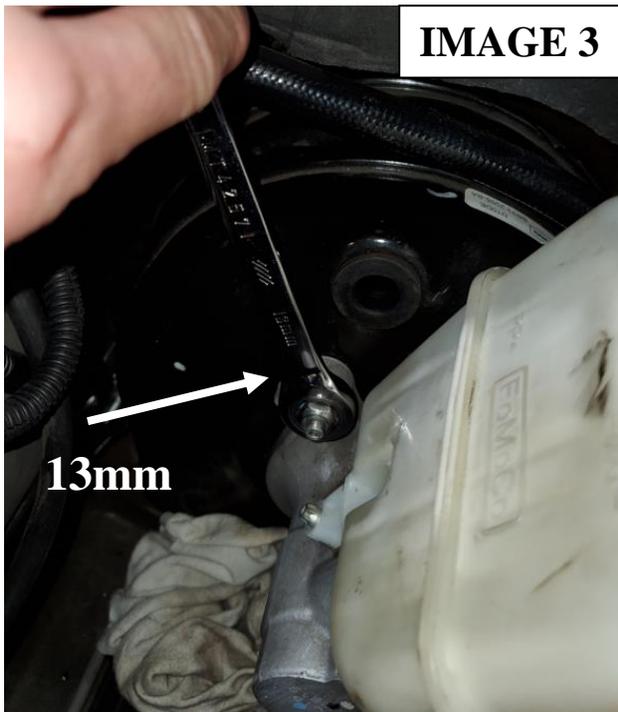
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4. Remove factory master cylinder from brake booster with **13mm socket** shown in **IMAGE 3**.
5. Under the dash, remove the blue plastic pin connecting the brake booster to the brake pedal arm. Also, disconnect the wire connector going to the brake pedal switch.
6. Under the dash, remove the four (4) nuts holding the brake booster to the firewall with a **13mm socket** shown in **IMAGE 4**. Remove booster.
7. Under the dash, remove the two (2) bolts holding the brake pedal brake pedal assembly.



8. Using a $\frac{1}{2}$ " drill bit, it may be necessary to enlarge the hole in the brake pedal arm as shown in **IMAGE 6**.
9. Insert the bronze bushing into the hole in the pedal as shown in **IMAGE 7**.
10. Reinstall the pedal assembly loosely with the two (2) factory bolts.
11. Using the supplied socket head cap screws and flanged nuts, fasten the new master cylinder to the adapter plate as shown in **IMAGE 5** and torque the two (2) $\frac{3}{8}$ " bolts to 45ftlbs using a $\frac{5}{16}$ " hex key and a $\frac{9}{16}$ " socket.

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12. Preassemble the clevis and jam nut on the master cylinder.

13. Using the supplied flat head bolts and flanged nuts, install and fasten the master cylinder/adaptor plate to the firewall. The bolts should go through the four (4) holes on the pedal assembly and the clevis should saddle the brake pedal arm.

14. With a helper, torque the four (4) 5/16" flat headed bolts and nuts to 25ftlbs using a 3/16" hex key and 1/2" socket as in **IMAGE 8**.

15. Torque the two (2) upper peddle assembly bolts to 35ftlbs.

16. Adjust the clevis to saddle the hole in the pedal with the bronze bushing. Install the clevis pin and secure in place with a cotter pin. Tighten the jam nut to the back side of the clevis when pedal depth is set.



IMAGE 5



IMAGE 6

1/2" Drill Bit



IMAGE 7

Bronze Bushing

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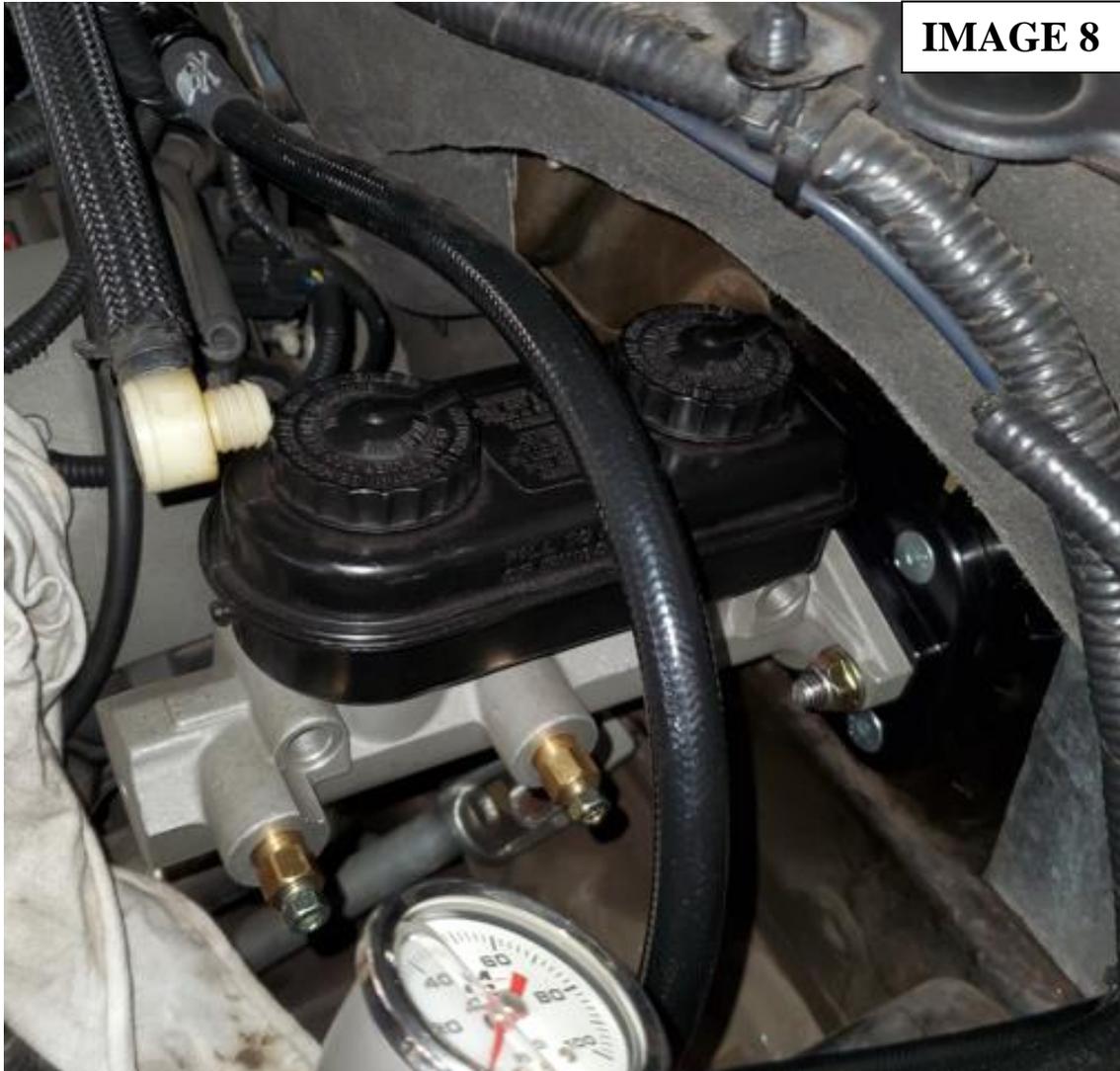
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17. Modify and reconnect brake lines.

**NOTE: BRAKE LINE NUTS PROVIDED ARE FOR USE WITH A 3/16" BRAKE
LINE WITH AN INVERTED FLARE.**

18. Fill Master cylinder and bleed brakes in reverse order of draining.

19. Check for leaks and ensure cap is tight on reservoir.



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