



1955 - 1957 CHEVY MASTER CYLINDER INSTRUCTIONS

Due to the interference with the Power Brake Booster, the clutch master cylinder must be mounted to the left side of the Steering Column and a hole must be drilled in the rubber boot surrounding the bottom of the steering column, if it is present, to accommodate the clutch rod installation

The large offset Bracket must be bolted (as shown in photos), between the Brake Master Cylinder or Power Booster assembly and the Firewall and then tightened to 35 ft lbs. See Figure 1.



Figure 1



Figure 2

Pedal assembly is shown out of the vehicle for clarification.

Bolt the small Bracket to the clutch pedal arm as shown in the photos and torque the two 3/8 bolts to 35 ft lbs. See Figure 2.

Install nut onto pushrod to bottom of threads, then screw the Rod End onto the end of the push rod, back off the nut until it contacts the rod end and tighten securely.

Install onto the pedal arm the 3/8 X 2" bolt thru a flat washer then thru Rod End, add another flat washer, spacer sleeve, thru the Bracket and install 3/8 flange nut then torque to 35 ft lbs. See Figure 3.

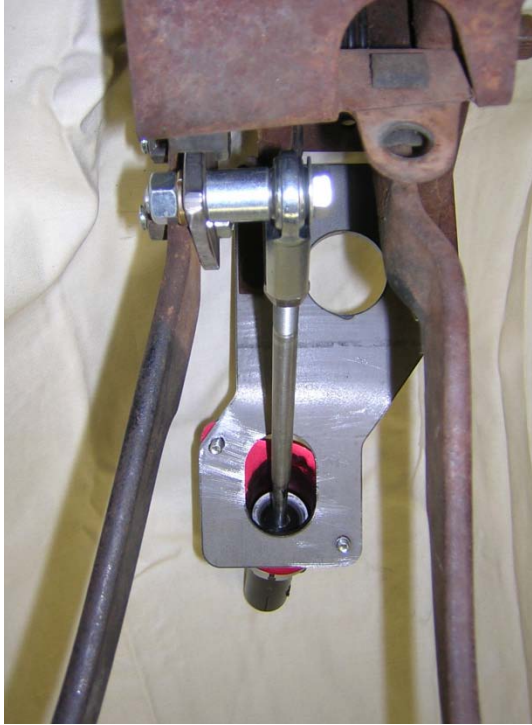


Figure 3



Figure 4

Figure 4 shows a side view of the assembly as it should appear in the vehicle. The push rod should push straight into the McLeod clutch master cylinder as it passes through the firewall.

Install the remote reservoir above the master cylinder in the desired location then connect red rubber hose from reservoir to master cylinder. Be sure to use hose clamps on all hose connections.

Now connect the master cylinder to your slave cylinder and make sure all lines and fittings are tight before filling with DOT 3 brake fluid. AN-4 braided lines or hard steel brake lines are recommended.

Adjust clutch rod to desired pedal height and make sure there is no pressure on the rod while in the relaxed position and bleed the system. To Adjust: Loosen the jam nut and adjust the pedal height by screwing the rod in/out depending on desired pedal height. Re-secure jam nut to hold adjustment in place. Make sure that there is a slight amount of free play in the rod to be certain the piston in the master cylinder is NOT preloaded.

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