

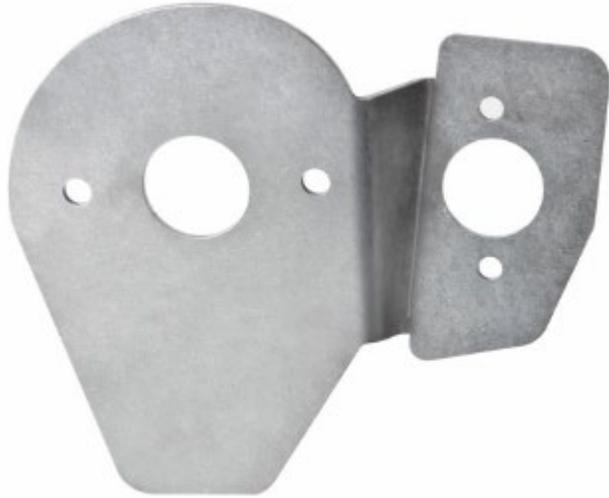


1962-1967 Nova Hydraulic Master cylinder kit

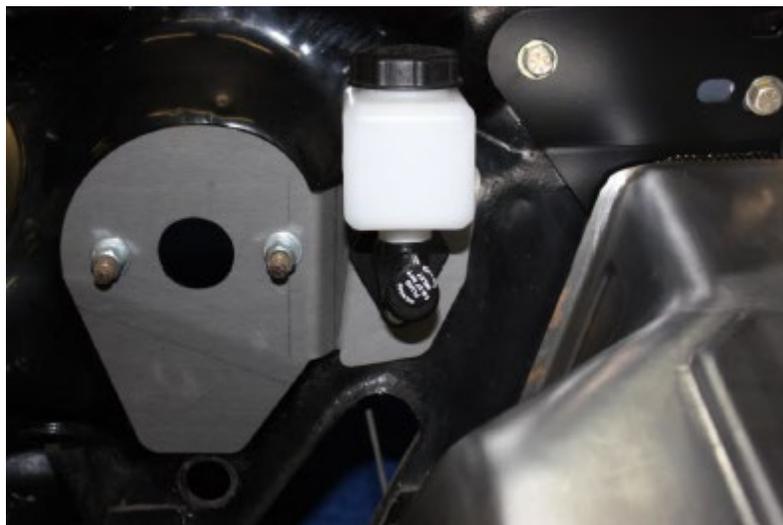


- Note: This hydraulic master cylinder kit is designed to be a bolt-on solution to convert your car's mechanical clutch actuation to a hydraulic actuation system. We make every effort to engineer the package to be a straightforward installation, but we cannot plan for every single car out there and this may result in some necessary modifications made to the bracketry or hardware for it to correctly fit your car. Please call us with any questions and we will do our best to guide you through the installation process.

1. Remove all existing mechanical clutch linkage components except for clutch pedal.
2. Remove the brake master cylinder and/or vacuum booster from the firewall.
3. Once you have the above components removed you can begin installation of the new master cylinder mounting bracket. This new bracket comes finished in a black powdercoat, ready to bolt into place. You can also choose to strip this finish off and weld onto the firewall if desired.



4. Align the bracket with the 2 studs used for mounting the brake master cylinder. This will give you the correct location for creating the opening for the clutch master cylinder. Use the bracket to mark the 2 bolt holes and master cylinder opening and with a drill and hole saw go ahead and cut the opening for the master cylinder.
5. Place the master cylinder into the new opening and secure with the supplied hardware. The bolts should be used to clamp the new bracket to the firewall by securing the nylock nuts from the inside of the car.



6. Set and check alignment of the push rod with the clutch pedal. The push rod must maintain a straight alignment with the master cylinder to avoid side loading the master cylinder piston resulting in premature failure. It may be necessary to drill a new hole in the clutch pedal for proper alignment. Some cars may also have an electrical bulkhead in this area that will need to be relocated.
7. The hex adjuster is left and right hand threaded for easier adjustment. You can lengthen or shorten the rod length to set the pedal height at your preference.
8. Ensure that the pedal moves enough to achieve full travel of the master cylinder. It may be required to install a pedal stop if the pedal travels the master cylinder to full compression before hitting the floor board. *** Do not allow the compression travel of the master cylinder be the pedal stop. This will damage the master cylinder piston and result in a non-warranty failure of the master cylinder. The pedal should stop moving just before the master cylinder runs out of travel.**
9. Once the push rod has been attached to the clutch pedal and adjusted correctly you can finalize the installation.
10. Using the supplied fluid reservoir, locate a spot on the firewall for mounting. Mark and drill the mounting holes and attach the reservoir.
11. Using the barbed fitting in the master cylinder and barbed outlet on the reservoir, route and cut the supply hose to length. Then using the hose clamps attach the hose to both fittings.
12. The 90° swivel fitting can be positioned for optimal placement of the braided stainless supply line. Determine the best routing and thread fitting in against the o-ring and use the lock nut to secure it in place.
13. The braided stainless supply line simply attaches to the outlet fitting, and using the male to male connector, attach the line to the slave cylinder/ hydraulic bearing.
14. Once all connections are made, tightened and secured on the master cylinder and slave cylinder you are ready to fill the system with DOT 3 brake fluid and proceed with bleeding out the air. Bleeding of the system will be dependent on the type of slave cylinder used. Please follow slave cylinder manufacturer's recommendations on proper air bleeding.
15. At this point you are also ready to re-install the brake master cylinder and booster if equipped.