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Instructions for MustangSteve PB-6770-AT, PB-6770-MT

Boosters are factory coated with a grey anti-corrosion coating, but should be painted for long term best appearance. RustoLeum #7777 satin black duplicates factory appearance. Remove any oily residue on the booster before painting.

When installing the Bendix booster (evidenced by crimped body and a separate, formed steel plate between it and the firewall), DO NOT OVERTIGHTEN the nuts that hold the booster to the pedal support. The provided lock washers and self-locking nuts are required, and will keep the nuts from backing off. Tighten the nuts only tight enough where the booster is completely seated against the firewall, when the pedal support or firewall just barely starts to deform. If you tighten the nuts too tight, it will bend the firewall and the pedal support into the cavity in that formed plate. This is exactly as FORD did it. The studs are only stressed in tension, never compression, so the pedal support is what holds the booster in place more than the firewall. You can remedy the problem, if you wish, by placing a stack of washers on each stud, so the stack of washers is slightly less thick than the thickness of the plate. Doing this allows you to tighten the nuts tighter. This is NOT a requirement for proper function.

When converting to power brakes from manual brakes, use a brake light switch from a power brake 67-70 Mustang.

Retain all old washers and factory cotter pin from the old brake pedal/master cylinder rod connection. A new black flanged plastic bushing is provided with the booster supplied by MustangSteve. The brake pedal pin must have (2) white plastic washers, (1) black flanged bushing and the brake light switch, all held in place by a cotter pin.

All pedal assemblies supplied by MustangSteve are preassembled and tested for proper fitment, then disassembled for easier shipping. Brake pedals are test fitted to assure proper fitment in the pedal support.

The Bendix booster has a curved (offset about ½") input shaft (to connection with brake pedal). This is the 1967-69 design and require use of a 1967-69 power brake pedal. That pedal measures 5.0" from the center of the pivot tube to the center of the brake pedal pin. This setup can be used on all 1967-70 models as long as the 67-69 booster AND 67-69 pedal are used together. This is the booster and pedal supplied in the MustangSteve kit.

The POWER BRAKE PEDAL pivots on a 3/8" bolt and hollow steel sleeve with plastic bushings. It attaches at the very top of the pedal support, NOT pivoting on the 5/8" diameter clutch pedal shaft or 5/8" diameter pedal pivot shaft as a manual brake car would do. Torque the bolt to 24 ft/lb, or tight enough to hold the steel pivot tube inside the brake pedal clamped tight to the pedal support so the tube cannot move.

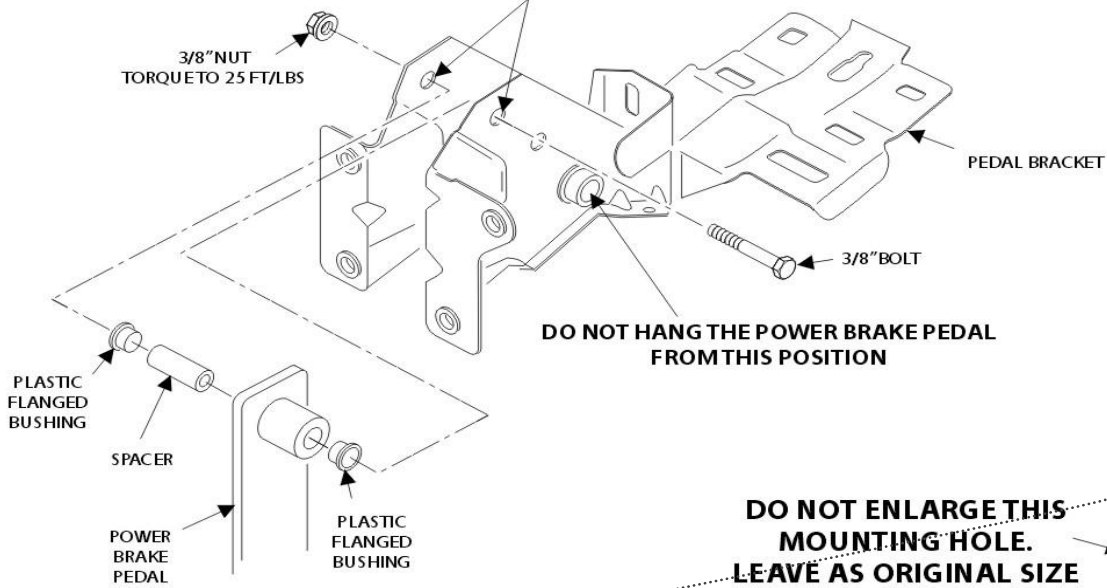
It is normal ("the way Ford did it") for the clutch pedal to be about ¾" longer than the power brake pedal and for the static position of the clutch pedal to be about ¾" closer to the driver when installed on 67-70 Mustangs with manual trans.

Further general info and pictures on this topic can be found at <https://www.mustangsteve.com/msfaqbrakepedals.html>

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USE UPPER MOUNTING HOLES TO HANG THE
POWER BRAKE PEDAL



ENLARGE EXISTING
MOUNTING HOLE
USING 1/2" DRILL

ENLARGE EXISTING
MOUNTING HOLE
USING 1/2" DRILL

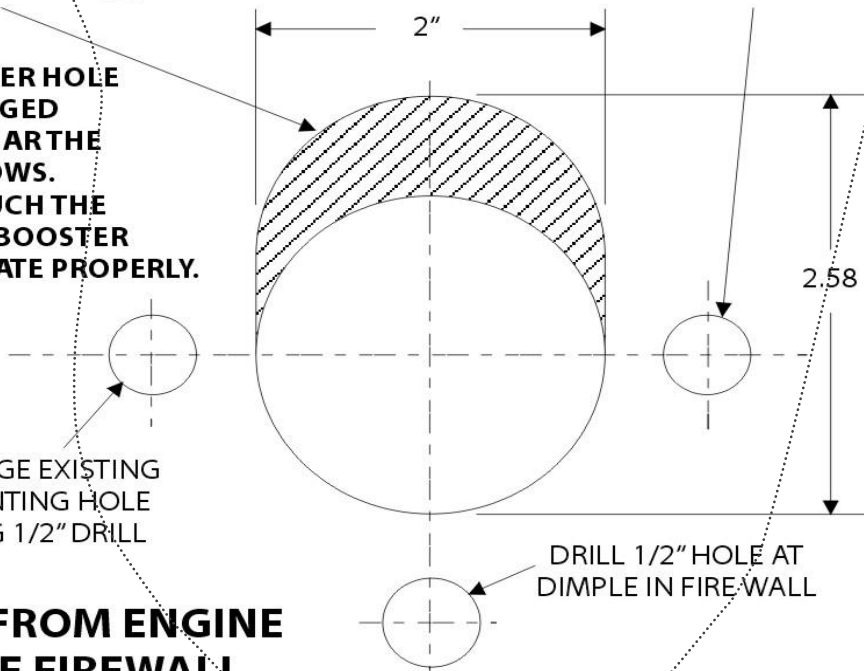
ENLARGE OPENING
AS SHOWN.

**NOTE: THE CENTER HOLE
MUST BE ENLARGED
ENOUGH TO CLEAR THE
BOOSTER BELLOWS.
IF BELLOWS TOUCH THE
FIREWALL, THE BOOSTER
WILL NOT OPERATE PROPERLY.**

ENLARGE EXISTING
MOUNTING HOLE
USING 1/2" DRILL

DRILL 1/2" HOLE AT
DIMPLE IN FIREWALL

**VIEW IS FROM ENGINE
SIDE OF FIREWALL**



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