

68-73 Power Brake Conversion Installation Instructions

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1. Remove the brake fluid from the Master Cylinder, usually a cheap turkey baster will work well for this. Please note that brake fluid is caustic so it will damage your paint if you get any on it.



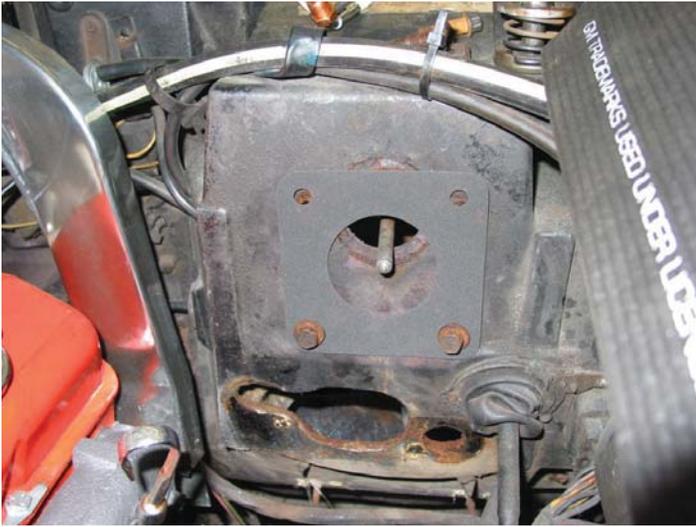
2. Once, drained, remove original non-power Master Cylinder and Master Cylinder lines.



3. Once the Master Cylinder is removed, you will need to remove the upper studs by driving them out with a hammer and the lower bolts on the firewall. These two bolts help hold the pedal assembly to the firewall, the new brake booster will have studs that will replace these.



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4. Using the supplied brake booster gasket, align it with the lower holes on the firewall. Using a silver marker draw the center hole and the four bolt holes for the booster. The bottom holes are in the correct position but will need to be opened up.



5. Drill a small pilot hole through the top hole, once you have done this follow through with a 3/8 drill on both the top and bottom holes.

6. You will have to use an air saw or something similar to cut the center hole. It will look like a egg when it is done.



7. Remove the push rod from the pedal and the stop light switch bracket, these will be replaced.



8. Now go ahead and pre-mount the booster and check the fitment. If you are having trouble you can enlarge the holes just a little. If you look on the inside you should see where the booster studs come through each of the corners of the pedal assembly.

9. Once everything is fitting, remove the booster install the gasket and reinstall the booster and tighten it down. Once you have that done you can install the push rod clevis onto the pedal. The push rod and brake switch bracket will be in different locations than before. The push rod clevis will mount in the bottom hole and the bracket will bolt into the upper hole.

***Note, 1968 Corvettes will have to have a spacer mounted between the switch and the housing so that the switch can pivot back far enough for the new pedal position. The spacer is not included in the brake kit.**



10. You can now install the power master cylinder. Once it is mounted you can install the new power master cylinder lines.

11. Now it is time to bleed the system, Zip highly recommends our bleeder part number DB-636 to make a one man job out of this. Remember you always bleed from the furthest to the nearest to the master cylinder. So it goes RR, LR, RF, LF, your rear calipers have two sets of bleeders, you have to bleed the outside of the caliper first, then the inside.

12. You should now have power brakes on your car, make sure your rear brake light switch is adjusted properly and that your brake lights are working. If there are any questions please feel free to contact us at: customerservice@zip-corvette.com or 800-962-9632.



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