

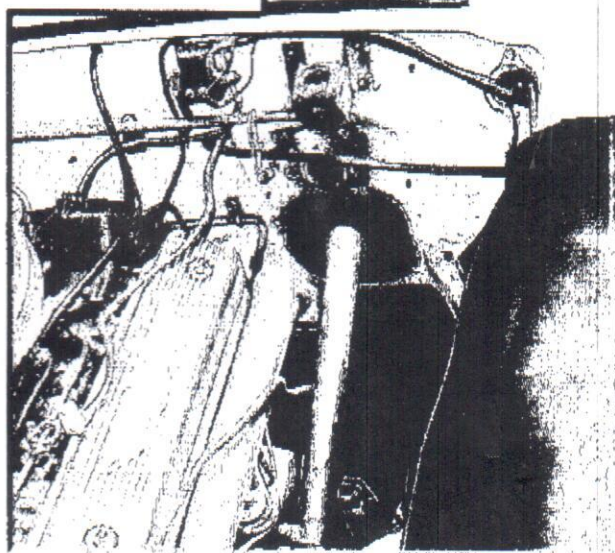


1955-57 Thunderbird Power Booster Kit

*the best in
Power Brakes
& Steering*

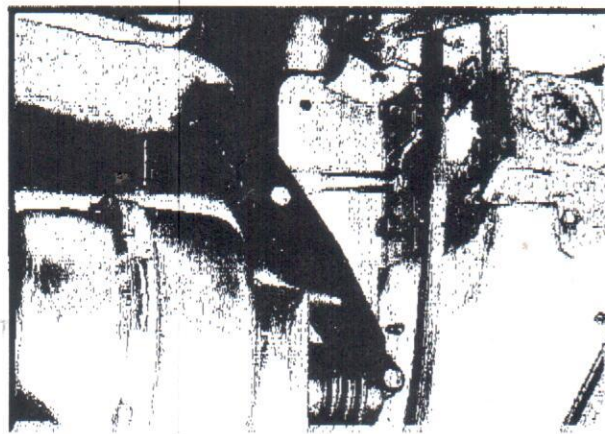
Step 1

Start by loosening master cylinder brake line, once you loosen the line remove the master cylinder completely from the firewall including manual pushrod.



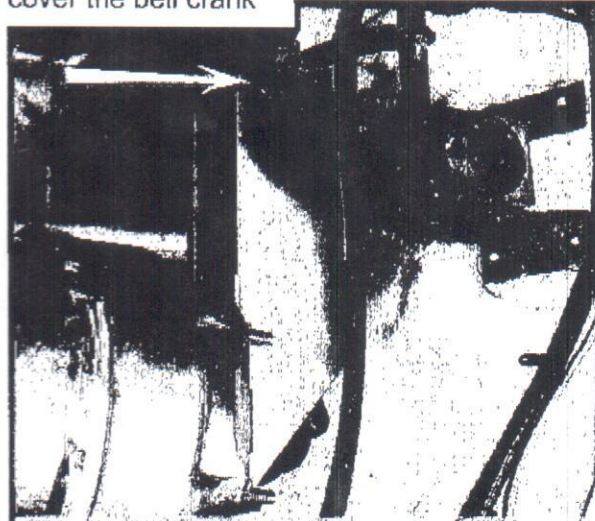
Step 2

Start off by removing front mounting bracket, this would make it easy on the installation, the mounting bracket is very unique and it has the same bolt pattern that your manual cylinder has, so you're going to start with the bottom studs, this booster has a built-in bell crank that is going to be the new adjustable rod for your pedal and your new built-in ratio.



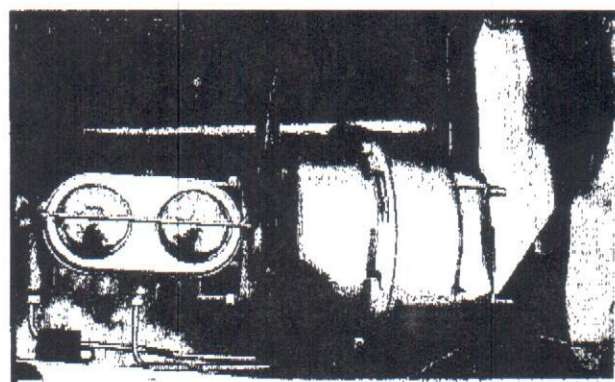
Step 3

Now you're ready for the second half, line up the bracket to the upper treaded holes. This is the bracket that clears your hood latch and it's going to cover the bell crank



Dont forget there's a 3/8" pin that needs to go back and to lock on the bottom part. This is the bolt that holds the bell crank that is between the two brackets as shown with the arrow.

Step 4



Top view of your new power brake booster, we make this change over either for 4 wheel drums, disc & drum, or 4 wheel disc brake. Disc & drum and 4 wheel disc brake comes with a proportioning valve and its already plumbed from master cylinder to the proportioning valve, so all you have to do is run two lines, one of the lines is 9/16"-18 it goes to the rear, front lines are 3/16".

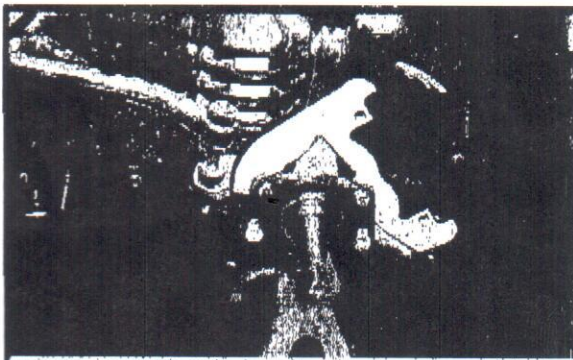
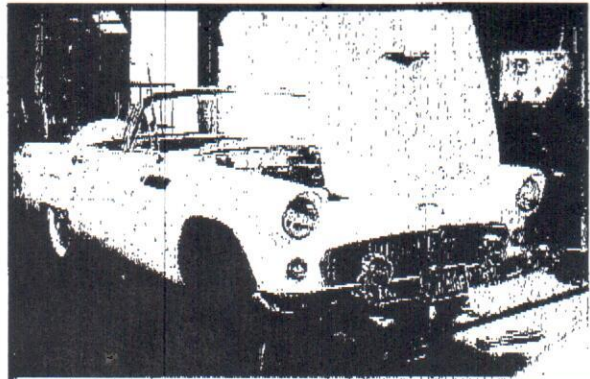
1955-57 Thunderbird

Front disc Kit

This conversion kit enables you to use most of the original components. This is a true bolt-on setup, no machining is necessary. The kit allows you to use the same spindles, tie rods, ball joints, and wheels without altering your turning ratio. The kit shown uses 11-inch rotors. We are going to walk you through step by step of a typical installation of our disc brake kit. The conversion should take about one and a half hours for a professional to install.

IMPORTANT

Start by placing the car in park, setting the parking brake, jacking up the car using jack stands, and a block behind the rear tire to keep the car from rolling. Make sure that the car is stable and on level ground.



Step 1

Once backing plate is removed, caliper mounting bracket mounts behind the face of the spindle, there are two $\frac{3}{8}$ " washers supplied that go between the back of the spindle and the mounting bracket. The purpose of these washers are to line up the brackets with special machining on the spindle.

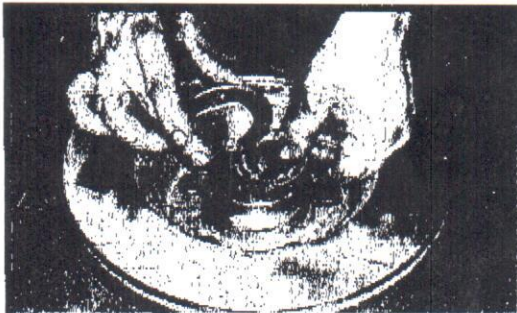
Step 2

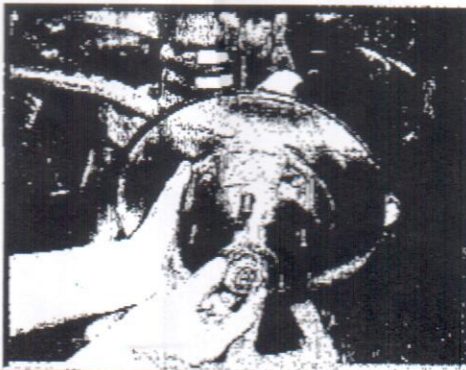
Now the bolts are tightened and opening brackets are toward the back of the vehicle on the same side of your steering arm, everything checking good; next there is a bearing adapter that goes before the inner bearing, this is to give you the right spacing on your caliper mount.



Step 3

Next, place the rotor face down and install the bearings using wheel bearing grease. Make sure that you pack the wheel bearings. To do this, place a large dollop of grease in the palm of your hand. With your other hand, push the bearing into the grease from the back side and rotate the bearing until you see the grease coming out the other side.



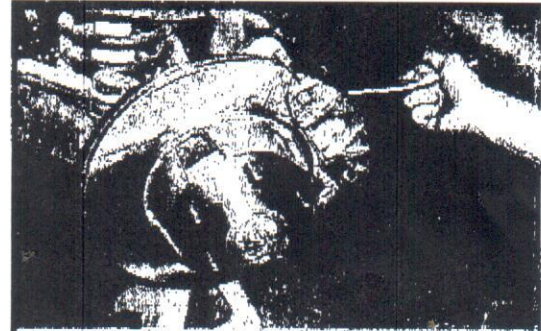


Step 4

Once the seal is installed, proceed to mount the rotor onto the spindle. Next mount the outer wheel bearing, packed with grease same as before. Mount the spindle washer followed by the spindle nut. Tighten the spindle nut until the nut stops turning. Back off on the spindle nut and finish by installing the cotter pin. Finally, install the dust cap.

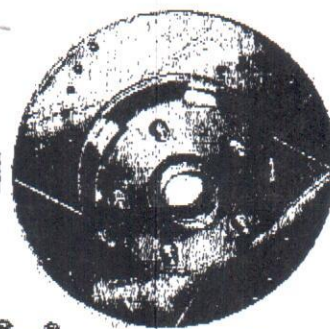
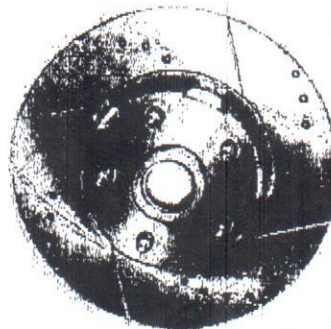
Step 5

Now, install the brake caliper with the bleeder screw facing up and the caliper piston to the inside. Once everything fits correct, mount the drive pins through the caliper and into the caliper mounting bracket. Turn the rotor to make sure that it is not binding on the caliper and tighten the pins.

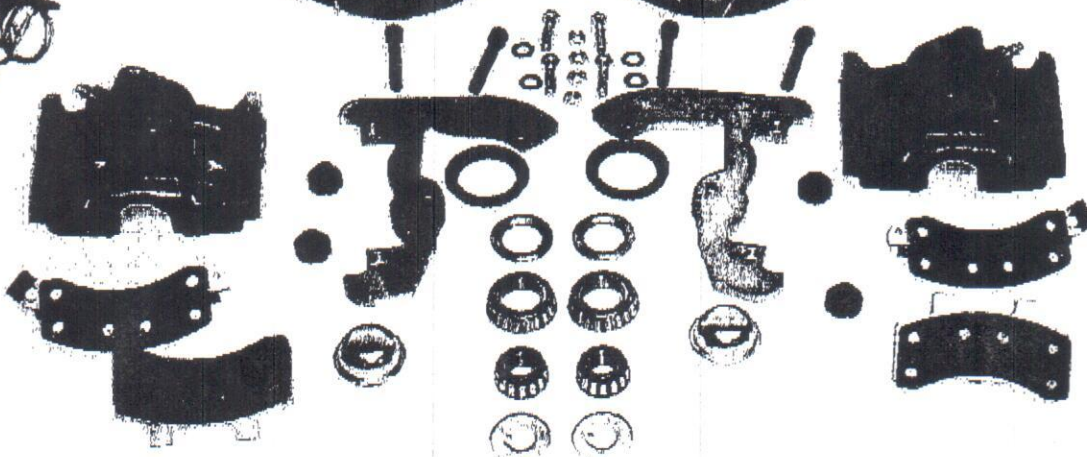


**BOLT
PATTERN**
5 - 4½

SINGLE PISTON DISC BRAKE KIT



Drilled and
slotted rotors
available as an
upgrade
(shown)



**American
Brake & Steering**