



## Jeep Heavy-Duty Dual Diaphragm Brake Booster & High-Pressure Master Cylinder INSTALLATION INSTRUCTIONS

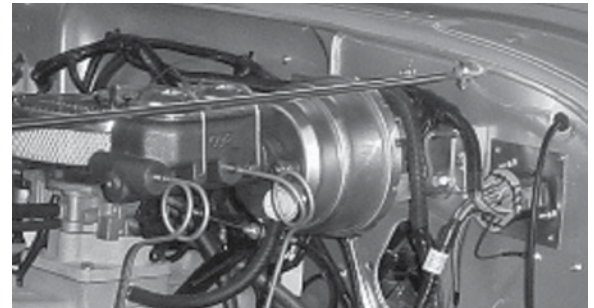
Part #RT31010, RT31011, RT31017, RT31018

This Heavy-Duty power brake conversion kit is designed for 1976-1995 Jeep® CJs and YJs. The setup is unique because it is a dual diaphragm Brake Booster and a high-pressure Master Cylinder. This setup converts a single diaphragm setup to a dual diaphragm setup, which creates more stopping power with less pedal pressure.

Start by securing the vehicle with chock blocks to prevent it from rolling. Remove the original brake assembly using a reliable service manual as a guide.

- Carefully remove the brake lines from the original master cylinder. Plug these lines. Be very careful not to damage the lines.
- Disconnect the wires from the stoplight switch.
- Loosen, but do not remove the nuts attaching the Master Cylinder to the Booster.
- Remove the instrument panel trim cover.
- Remove the retaining clip attaching the original booster pushrod to the brake pedal.
- Remove the Vacuum hose.
- Remove the nuts and bolts holding the booster to the dash panel.
- Remove the Master Cylinder.
- Remove the Booster.
- The new Master Cylinder will require bench bleeding prior to installation. Take care that the rear plug insert of the Master Cylinder does not fall out.
- Install the new Booster by reversing the procedure used in removal of the original.
- Attach the new Master Cylinder to the new Booster.
- Install the adjustable push rod and adjust free play from the pedal assembly
- Once adjusted, properly tighten the jam nut.

- Install the vacuum line.
- Attach the brake lines.
- When all components are installed and tightened, the entire brake system needs to be bled properly.
- Some Jeep® Wrangler® applications may require converting the brake light switch to an older Jeep® CJ style (Replaces Part # J5352620), or the installing of an inline hydraulic brake light switch.
- Some applications may require modifications for brake lines at the master cylinder.. Some applications may require slight adjustment of the push rod at the front of the booster.
- If running 4-wheel disc brakes, we recommend eliminating or modifying stock brake proportioning valve to get adequate pressure to the rear brakes for optimum stopping power.



**Product Disclaimer:** While every attempt is made to ensure that the information contained in these instructions are correct, no liability can be accepted by the authors for loss, damage or injury caused by any errors in, or omissions from the information given. All service should be performed by qualified mechanics. Crown Automotive Sales Co., Inc. cannot be held responsible for any mechanical work performed. Standard and accepted safety precautions and equipment should be used in every procedure. This modification will cause the vehicle to handle differently than with stock suspension. Unusual maneuvers could cause loss of control. Care must be taken at all times.