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<i>Document Type (indicate):</i>			
<input type="radio"/> Bill of Material	<input type="radio"/> Drawing (may be attached)	<input type="radio"/> Specification	
<input checked="" type="radio"/> Assembly Instructions	<input type="radio"/> Operating Procedure	<input type="radio"/> Other	

Mk II Hydro boost Retrofit Kit Installation Instructions

I. Parts Included in Kit:

14083	MK II HYDROBOOST RETROFIT KIT	EA	1.00
14089	MK II HYDROBOOST RETROFIT INSTRUCTIONS	EA	1.00
13629	HYDROBOOST MOUNT	EA	1.00
13633	HYDROBOOST TOOL		

II. Tools Required:

- 1/2" Ratchet
- 3/16" Hex Key
- Brake line wrenches
- 9/16" socket
- Tubing Bender
- External Snap Ring pliers
- Jack Stands
- Floor Jack
- 1 1/4" Hole saw
- 3/8" Drill bit
- Jigsaw or Die grinder

III. Parts Needed:

- 96-04 Hydro booster and Master cylinder
- Power steering/Hydro-boost hoses
- Power steering pump
- Brake fluid
- Power steering/Hydro boost fluid – Mercron III

NOTE: These instructions assume that power steering is also being installed since the pump and hoses accommodate this in the stock configuration. If power steering is not going to be used, the lines will only be run from the Hydro booster to the pump and back.

IV. Installation Instructions:

A. Frame Preparation.

1. Place the front of the car on jack stands.
2. Remove the driver side front wheel.

3. Remove or bend the driver side splash guard forward.
4. Remove the old master cylinder and spacers. Keep the mounting bolts and nuts.
5. Remove the Serpentine belt.
6. Remove the alternate drive pulley assembly.
7. Use the Template at the end of the Instructions to mark the front of the pedal box.
8. Use a jigsaw or die grinder to remove the material necessary on the pedal box.
9. Drill the two new mounting holes for the Hydro booster.
10. On the Hydro-booster, remove the snap ring in front of the retaining nut inside the car
11. Remove the nut using the tool provided with the kit.



1997 Hydro-booster, Master cylinder, Hydro-booster retaining nut and snap ring.

B. Installation.

1. Attach the Hydro boost mount to the Hydro booster using the tool provided. Make sure to attach the Snap ring after the nut is attached.
2. Attach the Hydro booster assembly to the footbox front using the old $\frac{3}{8}$ "x 2" fasteners.
3. Attach the power steering pump to the engine in the stock location.
4. Bend and route the brake lines to the new locations.
5. Attach the Hydro boost hoses to the Hydro booster.

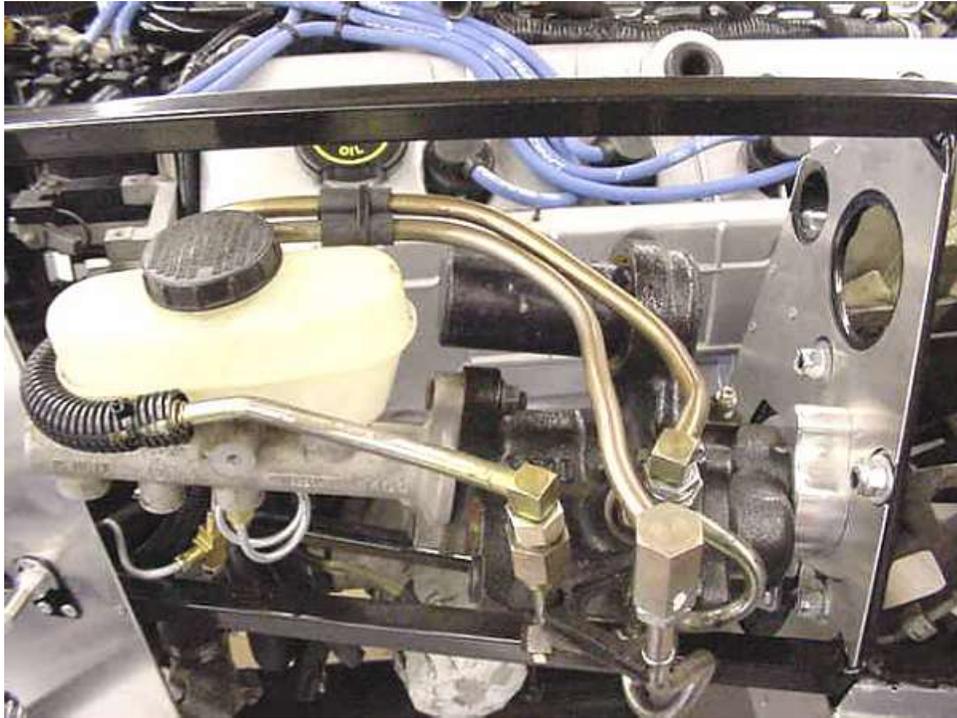


Hydro-boost lines shown in stock location. Lines must be bent and re-routed to fit behind aluminum

6. Use a tube bender to bend the lines around the master cylinder.



Tubes bent around inside of Master Cylinder.



Lines in bent and routed in final locations

6. Run the hoses towards the steering rack and the power steering pump.

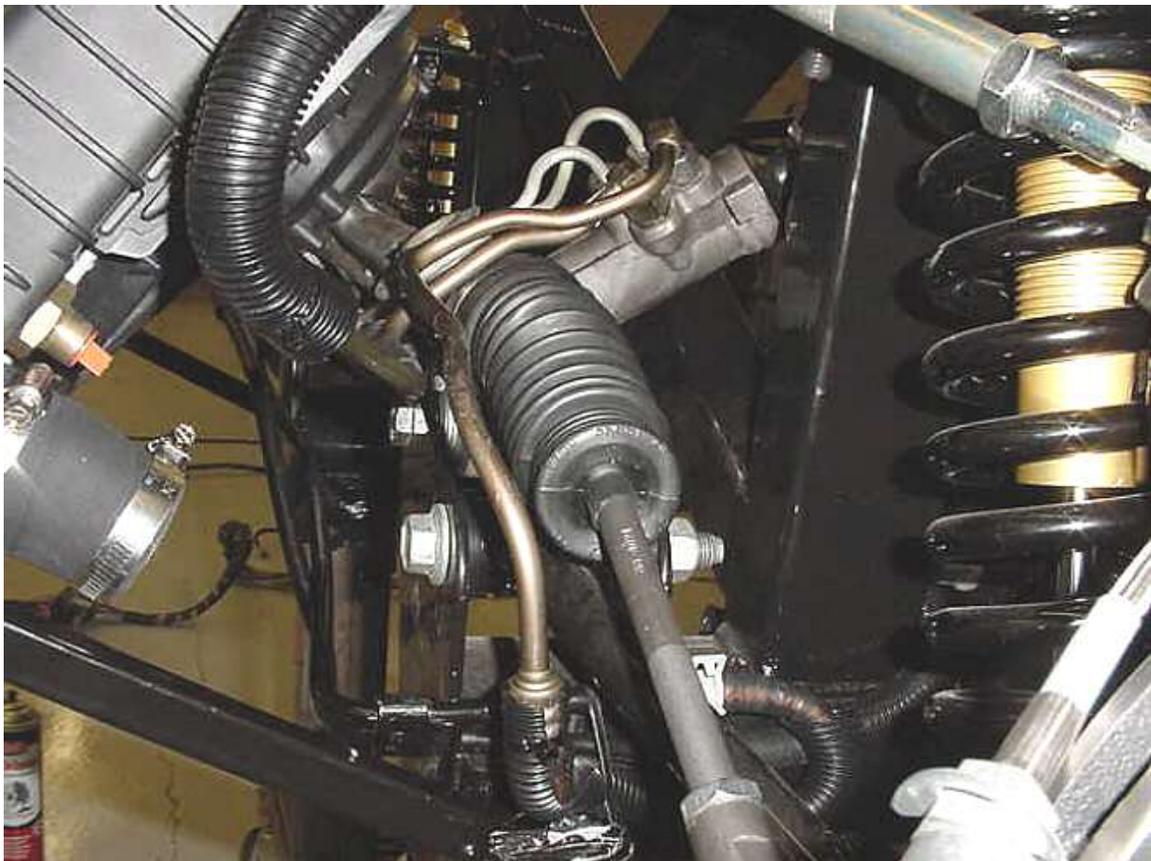


Lines running from booster, along steering shaft to steering rack.

7. If a power steering cooler is being used, this can be mounted under the radiator in the oil cooler location if desired.



Hose routing for power steering cooler.



Power steering line for steering rack. Note stock line bent.

8. Fill the power steering reservoir with the appropriate fluid for the pump/Hydro booster.
9. Fill the Master cylinder with brake fluid.
10. Start the engine and turn the steering wheel lock to lock a few times to purge the lines of air.
11. Add more fluid if necessary.
12. Position the splash guard and mark the location of the master cylinder.
13. Use a hole saw to drill a clearance hole for the end of the Master cylinder in the Splash guard.
14. Reattach the Splash guard to the "F" panel.
15. Use some push-on grommeting from the kit around the hole in the Splash guard.
16. Jack the remainder of the car up and bleed the brakes to remove all the air in the lines.
17. Take the car out for a **SLOW** test drive. Press the brake pedal slowly to feel the way it engages. It may take a while to get used to the sensitivity of the brakes. If the brakes feel too sensitive, there are a few things that can be done to the brake pedal.
 - a. If the pedal was cut and welded for the manual brakes, replace the pedal with a stock length pedal and use the upper mounting hole as opposed to the lower for the shortened pedal.
 - b. Shorten the bottom part of the pedal which will raise the pedal so it is higher on your foot.

These two suggestions change the pedal ratio. This changes the amount of force applied to the booster and how much assist the booster applies.

