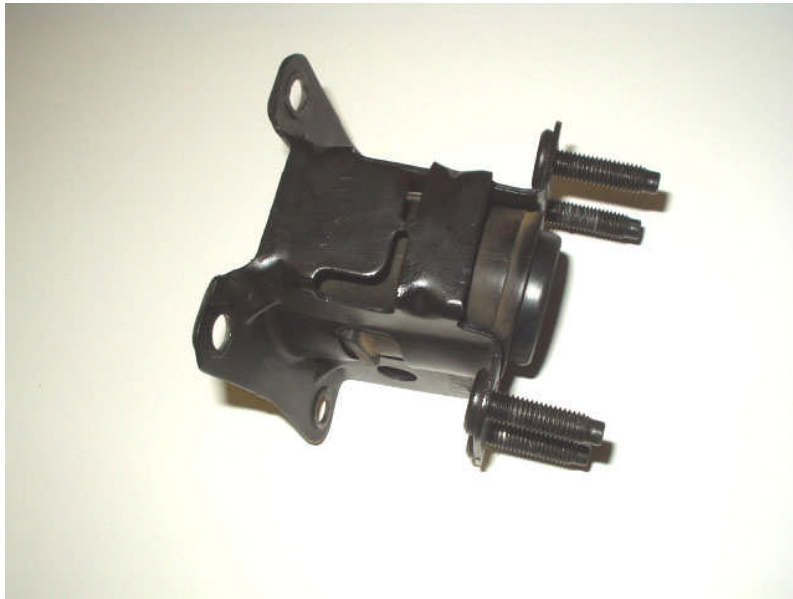


**Please note:** This system is intended for “*off road use only*”

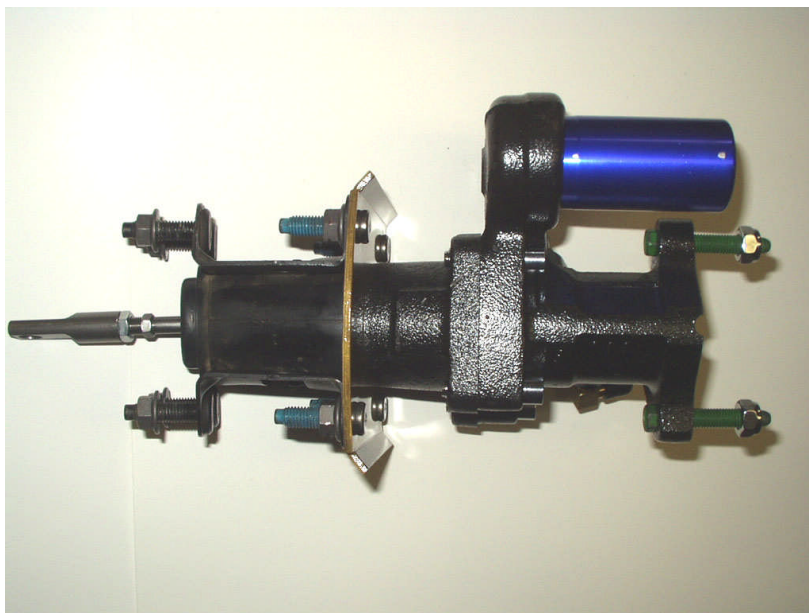
**'82 – '91 Camaro / Firebird installation instructions:**

- ✓ *Please carefully inspect entire braking system thoroughly and replace any marginal items. Installation of braided steel, high performance brake lines is highly recommended, though not mandatory.*
- ✓ *Please carefully inspect entire power steering system thoroughly and replace any marginal items. This system will not function properly unless the power steering system is 100%*
- ✓ Removal of the drivers seat greatly increases ease of kit installation and is highly recommended!
- ✓ Disconnect battery.
- ✓ Remove existing high pressure power steering line and allow system to drain. (16mm wrench at ps pump and 18mm wrench at steering box)
- ✓ Remove master cylinder (to vacuum brake booster) attachment nuts and secure master cylinder approximately 3 - 6 inches forward of existing vacuum booster if brake line routing / integrity permits. (15mm wrench / socket)
- ✓ Inspect master cylinder at this time for any signs of brake fluid seepage at rear seal and check for any sludge accumulation in fluid reservoirs. Replace master cylinder if necessary.
- ✓ Disconnect brake lamp switch electrical connector.
- ✓ Remove brake pedal rod retaining clip carefully, disconnect pedal rod from brake pedal. (needle nose pliers needed)
- ✓ Disconnect 4 power brake booster to firewall attachment nuts from inside vehicle. (15mm deepwell socket, swivel, long extension needed)
- ✓ Carefully separate vacuum assist unit from firewall. (you may need to pry it loose)  
Remove vacuum booster assembly from vehicle.

- ✓ Remove the firewall standoff bracket from the factory vacuum brake booster by grinding off the 4 rivet heads. (air grinder / cutoff wheel recommended)

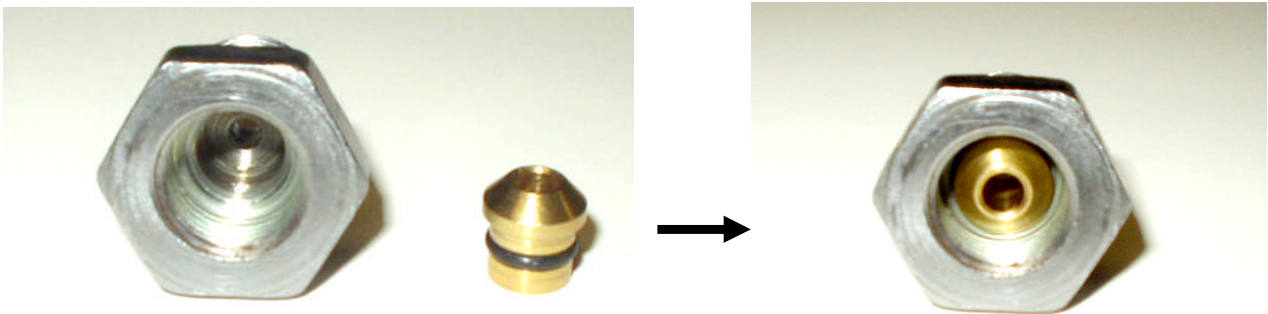


- ✓ Transfer this firewall standoff bracket to the new replacement brake booster, insuring that it is oriented the same way that it was on the factory vacuum brake booster.



- ✓ Install the supplied brake pedal rod adapter to hydraulic assist unit, insuring proper thread engagement – 8 thread minimum.
- ✓ Lightly lubricate the threads of the hydroboost unit master cylinder and firewall studs with lube of choice to ease installation.

- ✓ Install hydraulic brake booster carefully into firewall with hydraulic fittings facing downward, rounded section of mounting plate up, while aligning brake pedal rod connection to the correct side of the brake pedal.
- ✓ Grease and connect the brake pedal rod to the brake pedal, then using 4 supplied replacement attachment nuts, securely fasten hydroboost unit to firewall. (15 mm deepwell socket, swivel, long extension needed)
- ✓ Connect master cylinder to hydraulic brake assist unit firmly, using supplied replacement nuts. (17 mm wrench needed)
- ✓ Back off the pedal rod jam nut, and adjust brake pedal height approximately ½ inch lower than prior configuration, or to your liking. (9/16 and 7/16 wrench)
- ✓ Double check for appropriate thread engagement at clevis, and tighten brake pedal rod to clevis jam nut firmly. (9/16 wrench needed) Adjust brake pedal switch to match revised pedal height.
- ✓ **Install the supplied brass seat insert (o-ring style seat to flare style seat converter) into the power steering pump high pressure outlet port, by gently pushing it into place, with the o-ring side in, and the cone side out.**



- ✓ Then connect the flare style fitting to the ps pump, and then the other end to the AN style elbow to the **inlet / drivers side AN fitting** of hydraulic assist unit, nearest port to the accumulator. (5/8 and 11/16 wrench needed)
- ✓ Connect the longer pressure line, direct fit flare style fitting to **outlet / passenger side port** of hydraulic assist unit. (5/8 wrench needed)
- ✓ Install the supplied power steering AN style line adapter into the steering box pressure inlet port. (3/4 wrench / socket needed)
- ✓ Route the line from hydraulic assist unit, following the pressure line to pump, to the power steering box.

- ✓ Connect power steering line to control valve AN style adapter. (1 1/16 and 3/4 wrench needed)
- ✓ Inspect existing power steering return line, replace if marginal.
- ✓ Cut existing power steering return line, install brass “T” with supplied hose clamps.
- ✓ Remove vacuum supply hose from intake manifold fitting and cap with supplied 3/8 vacuum cap. (used to cap the return fitting on the assist unit during shipping)
- ✓ Connect chromed “hosenut simulator” end of ps return line to the hydraulic assist unit hose nipple.
- ✓ Route return line along the path of the high pressure line set to rear of power steering pump.
- ✓ Connect return line to brass “T” – trim hose to length as necessary.
- ✓ Verify that all prior steps have been successfully completed!
- ✓ Reconnect battery. Reconnect brake lamp switch connector and verify for proper brake lamp operation.
- ✓ With engine off, fill power steering reservoir with Valvoline Synpower, or Genuine GM high quality power steering fluid, or equivalent. \* *Never use ATF because it foams in use causing noisy pump operation and erratic operation.*
- ✓ Disable ignition system and crank engine for five full seconds to initiate proper system priming.
- ✓ Recheck fluid level topping off as necessary and crank engine for five more seconds. With the front wheels off the ground, cycle the steering wheel right to left approximately 20-25 times slowly. Repeat this procedure as necessary until fluid level remains consistent.
- ✓ Cap fluid reservoir and restore ignition system operations.
- ✓ Start engine briefly, check for any signs of fluid leakage. Do not depress brake pedal yet.
- ✓ Shut engine off and recheck fluid level, topping off as necessary. Pump brake pedal a few times to purge any air trapped in the nitrogen reserve tank. If fluid appears foamy and pump operation was noisy in prior run sequence, allow vehicle to sit for 15 – 20 minutes.
- ✓ Start engine, allow to warm up to full operating temperature.

- ✓ With engine warmed up and idling, check for proper power steering operations and any leakage by steering vehicle from lock to lock approximately 5 full sweeps.
- ✓ If all prior steps have been performed successfully, apply moderate pressure to brake pedal slowly 5 – 6 times. Shut engine off and recheck fluid level.
- ✓ Start engine, apply full pedal pressure 2 or 3 times to verify proper systems integrities.
- ✓ Steer the vehicle from lock to lock several times to help purge any remaining air in the systems, shut engine off, let vehicle sit for 15 – 20 minutes to allow any remaining air bubbles trapped in the system to settle.
- ✓ Carefully road test vehicle to verify proper operations and to get accustomed to the brake systems response.
- ✓ Allow vehicle to sit overnight. Next day, when vehicle is still cold, recheck all connections and lines for proper torque, recheck fluid level and top off as necessary.
- ✓ Congratulations! You are now ready to ***“Stop on a dime and get two nickels change!”***  
And, as always, please drive carefully!

**\*IMPORTANT! NEVER APPLY THE BRAKES WHILE THE MASTER CYLINDER IS REMOVED, OR YOU WILL DESTROY THE BRAKE ASSIST UNIT!**

**\*Perform brake bleeding procedures with the engine off for best results.**

**\*Please note:** The high quality Aeroquip power steering linesets have adjustable end fittings! If the preset angles require adjustment, simply use two 11/16 wrenches to slightly change the fitting angles. The gap between the stationary hose nut on the line and the end fitting itself should not exceed more than the thickness of a penny, or leakage may occur.

**\*Please allow up to 500 miles of operation for systems to fully “settle / break in”! Until all the air pockets and “micro bubbles” settle out of the assist unit and power steering system, operations may be initially noisy, accompanied by some “pedal kickback” upon braking, and “stiff / slow pedal return” caused by air in the systems.**

Thank you for choosing our products! Your satisfaction is our utmost priority. We have spent countless hours researching, developing and testing these products to insure your complete satisfaction and safety. We have also chosen to utilize the highest quality materials available for use in our kits. If you should experience any problems during installation, please contact us for assistance at (586) 531 –2115 during normal business hours (eastern standard time) or contact us via e-mail at: [info@hydroboost.com](mailto:info@hydroboost.com)

**Satisfaction Guaranteed – or your money back in full !**

If you find that you are not completely satisfied with our product(s), please call us to obtain a return authorization. We would ask that you then ship our product(s) back to us within 120 days of the date of purchase with a detailed explanation of why you have decided to return this product. Upon inspection of returned contents, to insure complete kit contents have been returned in relatively proper condition, a complete refund check will be issued and sent to you along with a statement of thanks for trying our systems.

\*For more info please our website at <http://www.hydroboost.com/>