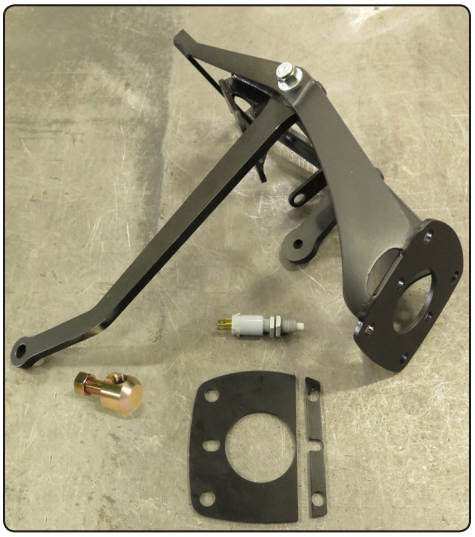
Steering, Brake & Suspension Specialists

#5559FMB - Firewall Mount Pedal/Booster Bracket Instructions

for 1955-59 Chevy/GMC Truck Applications



Notes:

Requires removal of factory (spot-welded) under-dash steering column brace; retains OE emergency brake lever mounting/operation.

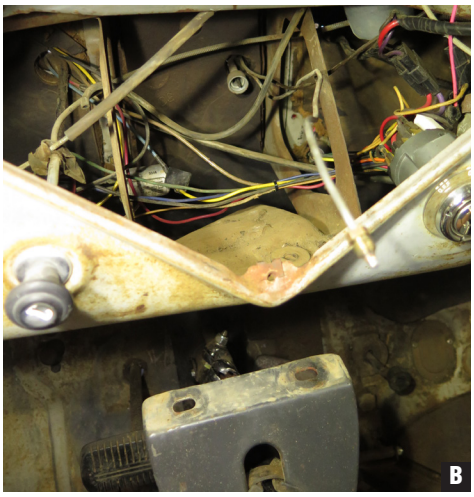
Use of specified spot-weld remover drill bit is strongly recommended to avoid creating unnecessary holes.

The two-piece firewall spacer has been designed to better help locate the bracket; the smaller piece mounts inside the cab, between the bracket and the inner firewall.

Instructions:

1. The CPP bracket will replace the entire factory sheetmetal under-dash brace and can facilitate the stock E-brake mechanism. Disconnect lever, remove from under dash, and set aside. (Fig A)

2. To access factory steering column brace, undo the column drop (and lower or remove column) and remove the instrument panel. Zip-tie any wiring out of the way that may obstruct access. (Fig B)



3. Locate and carefully drill out the spot welds retaining the brace to the dash above the steering column mount, at the firewall, and below the cowl; take extra caution when drilling the upper (cowl) welds, as you will have to fill any holes created to prevent water (rain/condensation) from entering cab. (Figs C-D)

4. You may need to use a pry bar to break loose any stubborn spot welds that cannot be fully drilled out before the brace can be removed. (Fig E)

5. Install new bracket/pedal assembly by first attaching to the column drop mount only, leaving the firewall side snug against the sheetmetal; if necessary, a bolt may be threaded into the old existing welded nut. (Figs F-G)

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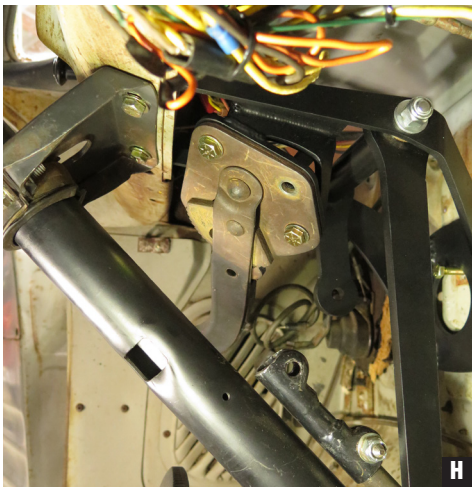
6. For trucks with factory parking brake, mount the brake lever and reconnect the engagement rod; the rod must travel in the same position as it previously did, without rubbing on the firewall. (Fig H)

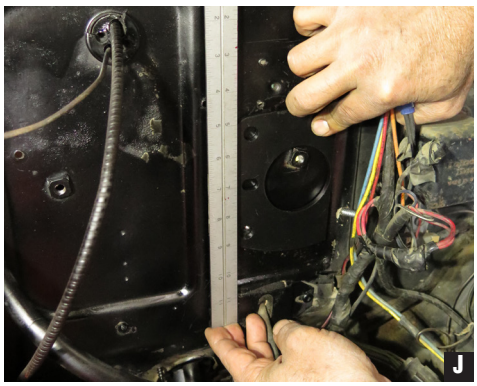

H

7. Measure 5-1/4" down from the firewall/cowl pinch seam to the top left bracket mounting hole to initially set the bracket placement for drilling. (Fig I)

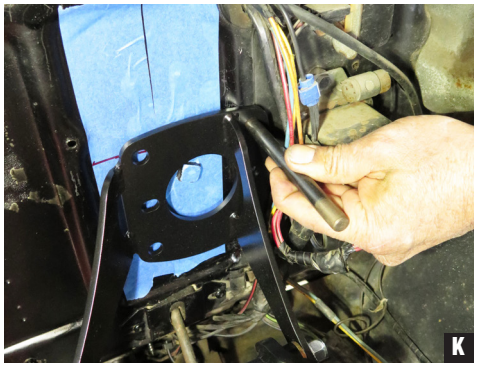
Note:
Because of OE manufacturing variances and slight inconsistencies between the lower dash and inner firewall, the approximate measurement (5-1/4") should be used as a starting/reference point. Ultimately, the E-brake handle will help dictate the exact placement of the bracket on the firewall (if none is present, rely more on measurement and smaller portion of the firewall spacer plate to determine proper placement).

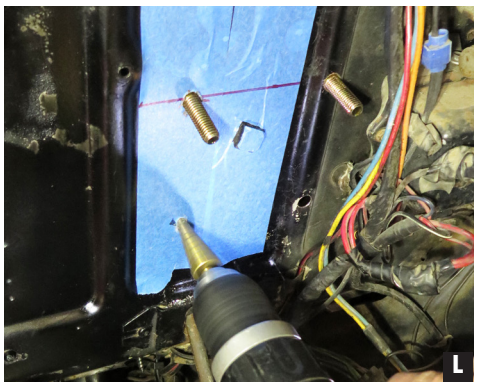

I

8. Using the outer firewall spacer, verify hole location by measuring same distance, 5-1/4". (Fig J)


J

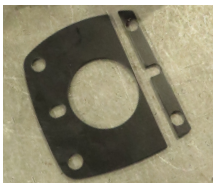
9. The actual bracket may be used as a formal template once you've located and marked the initial hole—either lower passenger side, based off existing screw hole, or upper driver's side, within the firewall bead—for drilling. (Figs K-L)

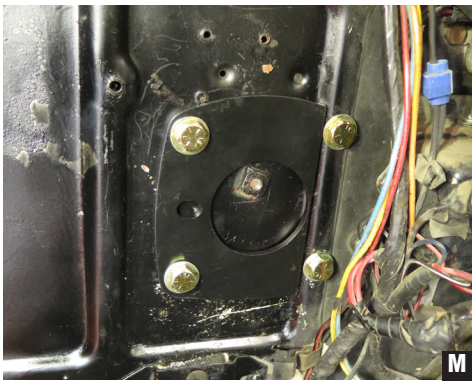

K


L

10. With bracket reinstalled under dash, constantly check for reference to insure accurate alignment after drilling each hole. (Fig L)

11. The smaller "sliver" of the firewall spacer is designed to be sandwiched between the bracket and the inner firewall in the recess of the factory bead line; the larger spacer goes on the engine-side of the firewall, and will sandwich between booster and/or master cylinder once installed. When installing the master/booster, the firewall will need to be opened up with the appropriate size hole saw (usually 2-1/8" diameter). (Figs M-N)




M


N

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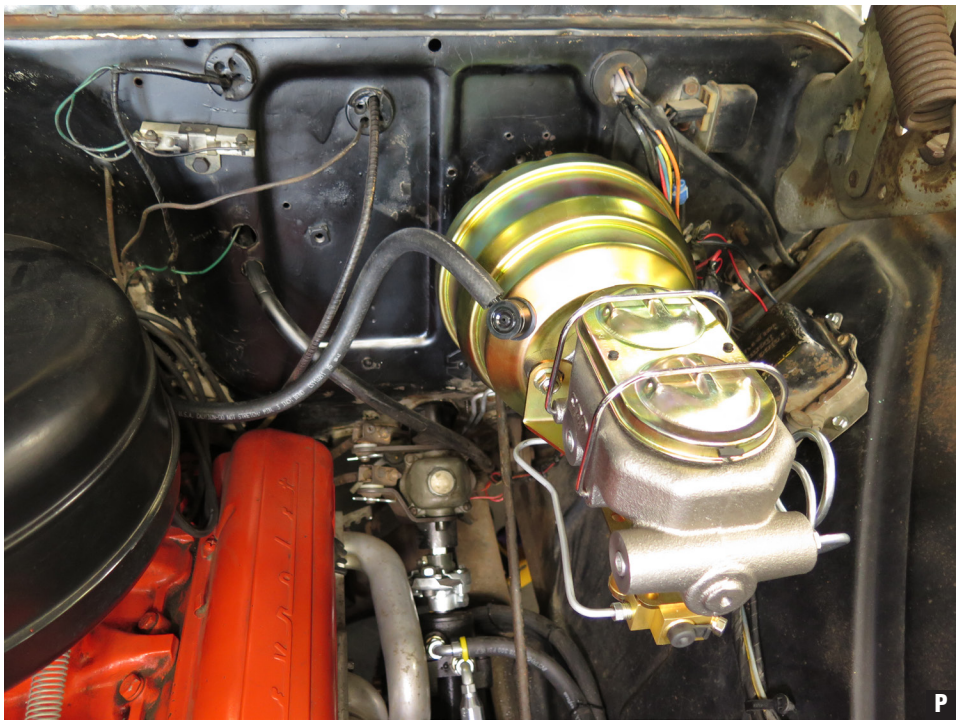
12. Pedal (sold separately) and brake light switch adjustment can be performed after the selected master cylinder/booster kit has been installed. Double-check that your E-brake maintains full functionality once the bracket has been securely tightened up. (Fig O)

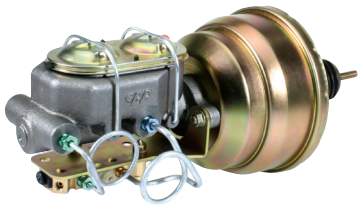


13. Shown with #5559FBB2 master cylinder and booster assembly installed. (Fig P)

PLEASE NOTE: The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs to make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.

RECOMMENDED PRODUCTS TO ASSIST YOUR INSTALL:

#90197
ALUMINUM PEDAL PAD W/RUBBER INSERTS



#5559BB2-8D
POWER BRAKE BOOSTER & MASTER CYLINDER COMBO

GENERAL TORQUE SPECIFICATIONS:					
1/4″	grade 5	10 lb/ft	1/4″	grade 8	14 lb/ft
5/16″	grade 5	19 lb/ft	5/16″	grade 8	29 lb/ft
3/8″	grade 5	33 lb/ft	3/8″	grade 8	47 lb/ft
7/16″	grade 5	54 lb/ft	7/16″	grade 8	78 lb/ft
1/2″	grade 5	78 lb/ft	1/2″	grade 8	119 lb/ft
9/16″	grade 5	114 lb/ft	9/16″	grade 8	169 lb/ft
5/8″	grade 5	154 lb/ft	5/8″	grade 8	230 lb/ft

NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.

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