Installation Instructions

Manual Brake Conversion Kit

Item # **FC0026HK**

Applications: **1964-69 Ford Falcon**

Thank you for choosing Leed Brakes for your automotive product needs. Before you begin your installation please inspect all parts and review the installation instructions. If you have any missing or damaged parts or if you have any questions regarding the fitment of this kit on your specific vehicle please contact our customer service team at (716) 852-2139 before beginning your installation

Tools required for a safe and smooth installation:

Proper Jack & Jack Stands, Tube Wrenches, Standard Socket Set, Standard Wrench Set, Torque Wrench, Lug Wrench, Pliers, Mallet, Brake Fluid, Brake Cleaner

Vehicle Prep :

1. Safely raise the vehicle off the ground until the wheels are clear and spin freely. Support the vehicle using the appropriate Jack Stands and remove the front wheels.
2. Remove wheels for easy access to the bleeders on your calipers & wheel cylinders.
3. From under the dash remove the pushrod from the pedal assembly.
4. Disconnect the brake line(s) from your master cylinder. ***Be very careful not spill any brake fluid on any painted surfaces as it will damage your paint.***
5. Remove all hardware retaining your current master cylinder or power booster to the firewall and remove from vehicle.

Brake Line Installation 1964-65 & 67-69 Cars

1. On 1964-65 & 1967-69 Cars re-bend your factory brake lines to install into the proportioning valve as shown in figure 1 below.
2. 1967-69 Cars will need the supplied 7/16 adapter fitting to install the factory rear brake line to the new proportioning valve.
3. 1964-65 Cars will use the brake light pressure switch and new pigtail to power the tail lights. Cars that do not have a factory pressure switch will not need to run any wires to this switch.
4. Once you have pre-fit all your brake lines, remove your master cylinder & follow the bench bleeding instructions below.

Brake Line Installation 1966 Cars

1. 1966 Cars re-bend and install the 2 factory brake lines into both front out ports on the proportioning valve.
2. Install the supplied brake line into the rear port on the proportioning valve & route it along the firewall to the tee on the passenger side.
3. Remove your factory rear brake line from the passenger side tee – see figure 2
4. Install supplied 3/8-24 plug into the open port in the tee.
5. Connect factory brake line to supplied brake line using the supplied union.
6. Once you have pre-fit all your brake lines, remove your master cylinder & follow the bench bleeding instructions below.

Figure 1

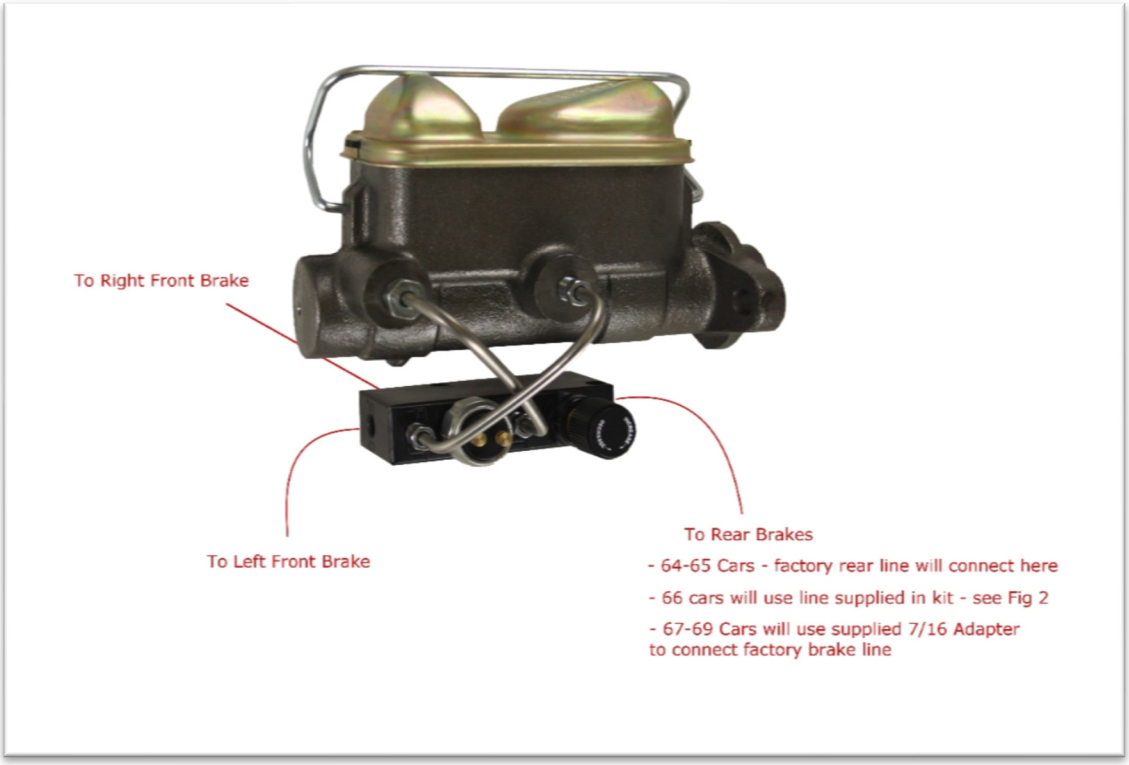
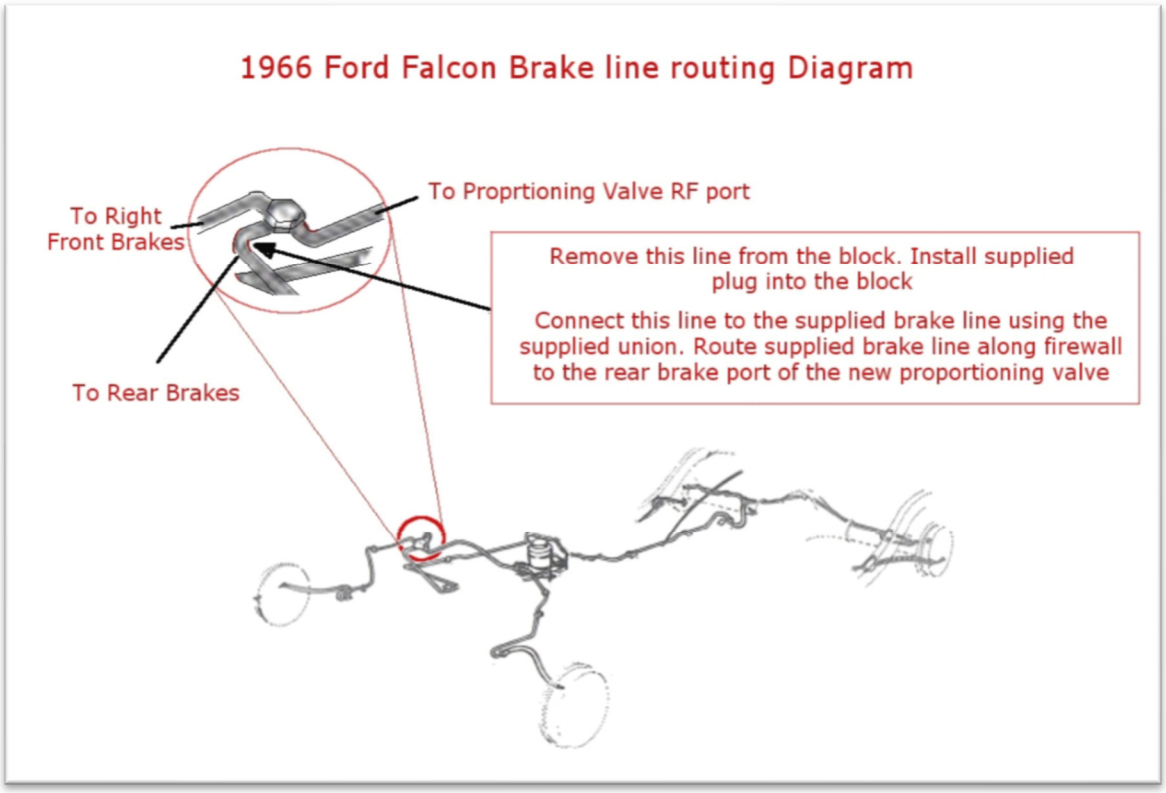


Figure 2



Master Cylinder Bench Bleeding

1. Before you install your master cylinder you must **bench bleed** it in a vice off the vehicle using the **bench bleeder kit** provided.
2. To Bench Bleed
    a. Place your master cylinder in a vice by the mounting ears.
    b. Attach a clear plastic hose to the short end of each of the plastic nozzles provided.
    c. Clip the plastic bridge onto the partition wall of the master cylinder and insert each plastic tube into the holes insuring the end of the tube will be fully submerged in the brake fluid.
    d. Press the tapered end of the nozzles firmly into the master cylinder ports with a twisting motion.
    e. Fill the reservoir with new clean brake fluid (DOT 3 or DOT 4 Recommended).
    f. Using a large Phillips head screwdriver push the piston in, then release using full strokes. This MUST be done until ALL air has disappeared from the clear plastic hoses.

    CAUTION- MASTER CYLINDER WILL NOT BLEED PROPERLY IF HOSES ARE NOT FULLY SUBMERGED IN BRAKE FLUID UNTIL THE BLEEDING PROCESS IS COMPLETE

Master Cylinder Install:

1. Remove the master cylinder from the vice and install on the firewall, secure with factory hardware. ***Be very careful not spill any brake fluid on any painted surfaces as it will damage your paint.***
2. Carefully remove the bleeder kit nozzles and install the brake lines in the appropriate ports.
3. Secure all brake lines and check for leaks.

Bleeding the vehicles braking system:

We recommend that the brake system is bled using a gravity bleed method. While there are many ways to bleed a system this way is less likely to introduce air in the system causing a spongy pedal. Whenever bleeding your system you must keep an eye on your fluid level. If your master runs dry you will have to bench bleed the master again.

1. Remove the cap from the master cylinder.
2. Starting at the right rear wheel cylinder or caliper attach a clear hose to the bleeder with the other end in a clear container.
3. Open the bleeder and observe the fluid flow. It may take a couple of minutes for the fluid to flow with a new system. Once the fluid begins to flow let it drip until you do not see any air.
4. Move to the left rear wheel, repeat step 3.
5. Move to the right front wheel, repeat step 3.
6. Move to the left front wheel, repeat step 3.
7. Repeat steps 2 thru 6 once more.
8. Install the lid on the master cylinder.
9. Pump the brake pedal until you achieve a firm pedal.
10. Remove lid on master cylinder & check fluid level
11. Repeat steps 2 thru 6 to insure all air has been removed.

Adjustable Proportioning Valve Adjustment

1. The adjustable proportioning valve is meant to control rear brake lockup by limiting the pressure to the rear brakes. If the rear brakes lockup prematurely the car can be difficult to control during a hard stop.
2. The valve provides a maximum of a 55% reduction in rear brake pressure. Meaning that even when adjusted to the full decrease position it will not shut off the rear brakes. Count the turns from the full decrease position to the full increase position. Turn the knob back in the full decrease direction half that number of turns. This will give you a good starting point for most vehicles.
3. Once you are confident that the brakes are fully bleed, working properly and broken in you can make several stops in a safe open area to determine your ideal setting. The goal is to provide as much pressure as possible to the rear brakes without locking them up prior to the front brakes.

Once you feel you have successfully removed all air from your brake system check all fittings and lines for leaks and verify all fasteners are tight. Install your wheels and torque the lug nuts. You may now take your vehicle for a test drive in a safe area

If you have any questions please call our tech line at (716) 852-2139

Thank you for purchasing from Leed Brakes we hope you have had an enjoyable experience.