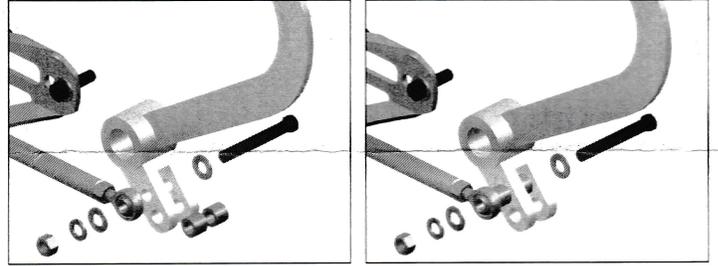
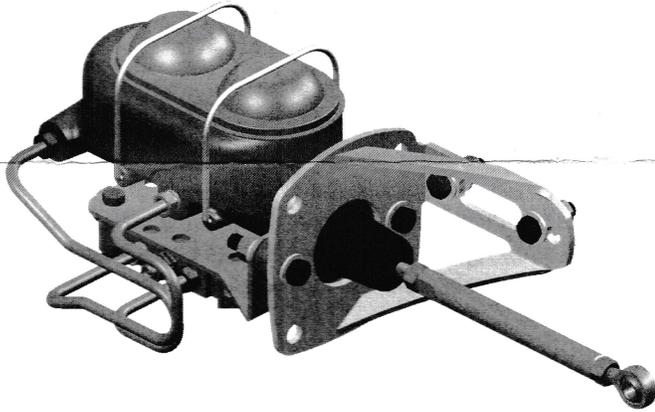
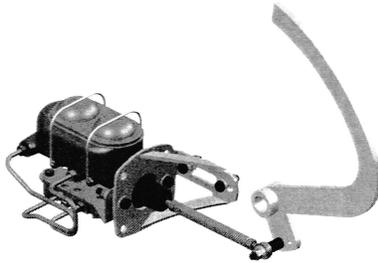
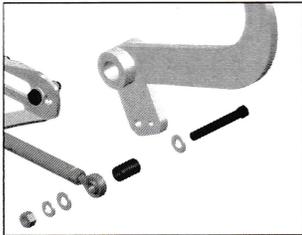
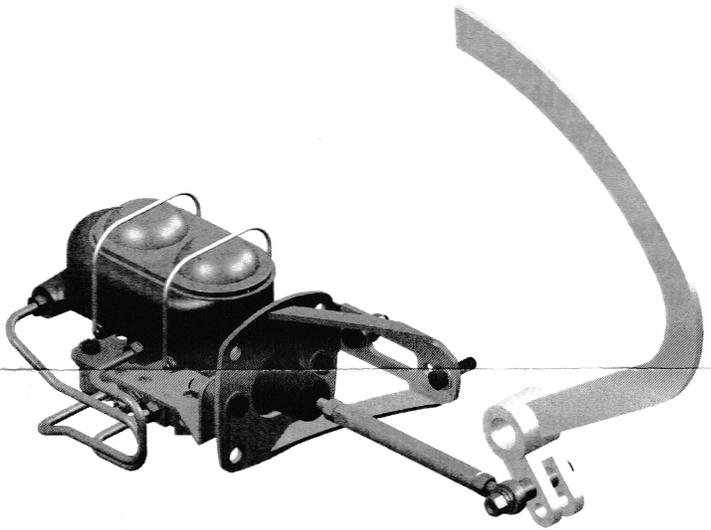


#4756MCA - Instructions (Continued)



7. Attach the pedal rod to the pedal assembly.
 - a. For Chevrolets, the 2.5" long bolt goes through a washer, the pedal hole, the 1" spacer, the rod end, a second washer, a lock washer, and finally a nut in this order as shown in the illustration. The pedal attachment goes between the spacer and the washer nearest the bolt head. Tighten the nut. Double check that the master cylinder has no preload or excessive dead play. Readjust the pedal rod length if necessary.



8. Plumb the brake lines.
9. Bleed the brakes.

- b. For Fords, the 3" bolt goes through a washer, the upper (smaller) 3/8" pedal hole, a 1/2" spacer, the second 3/8" pedal hole, a second 1/2" spacer, the rod end, a washer, a lock washer, and finally a nut in this order as shown in the illustration. Tighten the nut. Double check that the master cylinder has no preload or excessive dead play. Readjust the pedal rod length if necessary.

GENERAL TORQUE SPECIFICATIONS:

1/4"	grade 5	10lb/ft	1/4"	grade 8	14lb/ft
5/16"	grade 5	19lb/ft	5/16"	grade 8	29lb/ft
3/8"	grade 5	33lb/ft	3/8"	grade 8	47lb/ft
7/16"	grade 5	54lb/ft	7/16"	grade 8	78lb/ft
1/2"	grade 5	78lb/ft	1/2"	grade 8	119lb/ft
9/16"	grade 5	114lb/ft	9/16"	grade 8	169lb/ft
5/8"	grade 5	154lb/ft	5/8"	grade 8	230lb/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.