Phone (209) 400-7200 Fax (209) 943-7923 www.wildhorses4x4.com

Hydro Brakes Systems Date 2/5/19 rev. 0

These new hydraulic brake boosters have been dyno tested for proper quality operations during the time of initial manufacture. These brake assist units are still filled with residual amounts of power steering fluid and will seep out during shipping. Do not be alarmed by oil in the packaging. Unpack the brake booster and then place it on the cardboard box to allow the brake booster to drain any excess residual fluid. Any remaining fluid left should then be wiped off of the booster before installation into the vehicle. We strongly advise against the use of solvent cleaning sprays, as this may damage the finish on the booster unit.

CAUTION: Never press hydro unit push rod without the correct master cylinder installed. If you do you will cause damage to the booster unit that will require a complete over haul of the unit. WILD HORSES will not be responsible for a blown up booster unit. We will feel bad and help you out but it will cost you. We would prefer to avoid the issue altogether so please don't operate the unit until everything is set up and installed properly. See master cylinder pic below so you will understand how to make sure it is correct.

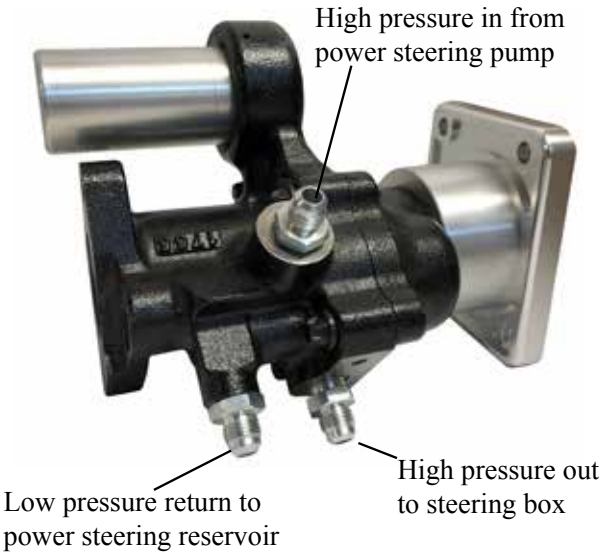
IMPORTANT! NEVER APPLY THE BRAKES WHILE THE MASTER CYLINDER IS REMOVED OR YOU MAY DESTROY THE BRAKE ASSIST UNIT BY OVEREXTENDING THE POWER BRAKE UNIT'S OUTPUT PISTON OUT OF THE PRECISION BORE THAT IT OPERATES IN!

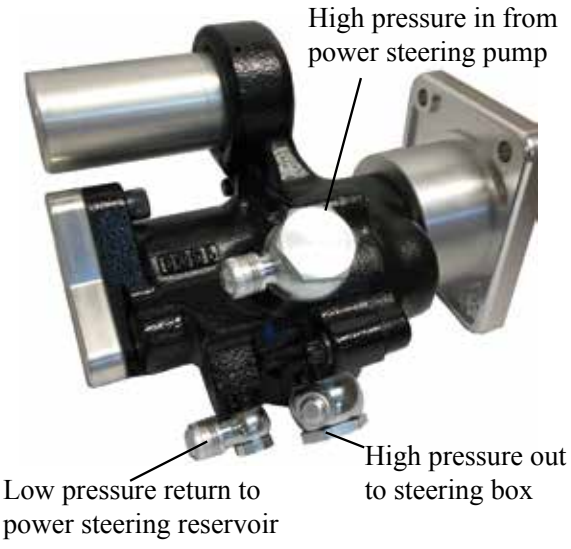
NOT READY TO INSTALL READY TO INSTALL

EXAMPLE OF BULLETS

IMPORTANT! MAKE SURE YOUR MASTER CYLINDER IS READY TO BE INSTALLED ON HYDRO UNIT! DO NOT USE ANY DEEP BORE MASTER. SEE EXAMPLES ABOVE. WH MULTI APPLICATION MASTERS HAVE A "BULLET" TO INSTALL IN THE BORE OF THE MASTER. MAKE SURE THE "BULLET" IS INSTALLED TO KEEP FROM DAMAGING THE NEW UNIT!

Your brake booster may be set up with the fittings shown or other fittings. The pics are for reference to show which ports go to the steering box, pump and pump reservoir.





1966-1977 Ford Bronco installation instructions:

First inspect the entire braking system thoroughly and replace any marginal items. Adding power to the brake system will not fix any pre-existing issues.
Inspect the entire power steering system thoroughly and replace any marginal items. This system will not function properly unless the power steering system is in proper working condition.

Disconnect the battery.

Disconnect the brake light switch electrical connector under the dash. It is hooked to the brake pedal. Remove the brake pedal rod pin or clip. Disconnect the pedal rod from the brake pedal.

Remove the existing high pressure power steering line. Drain fluid into a suitable container.

Disconnect the brake lines at master cylinder (brake fluid can damage paint so precautions should be taken to avoid brake fluid getting on paint. Wipe off any brake fluid immediately).

Typically two bolts hold the master cylinder to the firewall. Unbolt and remove the master from the vehicle. If equipped, remove power brake vacuum booster and or bracket from firewall, and remove the assembly from the vehicle.
*NOTE: Firewall clearance will be necessary. See before and after pics and remove material as shown.

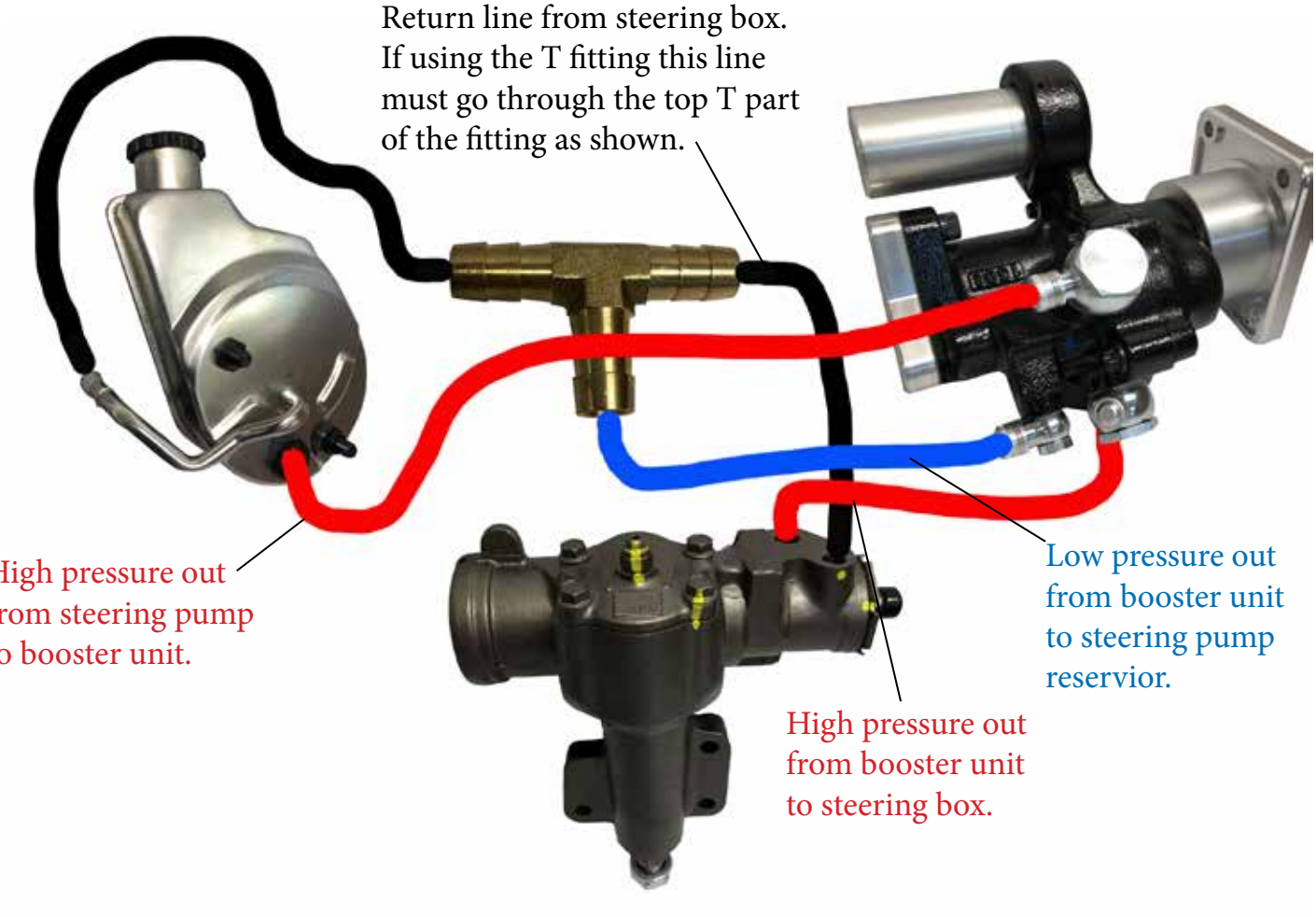
Install the brake booster to the firewall using three stainless allen head bolts and washers as shown. Pic #1
Connect correct master cylinder to brake assist unit using the supplied bolts. Bullet must be installed in master cylinder boar. Pic #2


Pic #1


Pic #2

Install the brake pedal push rod and adjust the brake pedal height by spinning the brake pedal push rod. The push rod assembly must thread on a minimum of 3/4". Once you have the desired brake pedal height install the brake pedal rod, brake light switch and bushing to the brake pedal with retaining clip/pin. Double check for appropriate thread engagement at brake pedal push rod, then tighten the brake pedal push rod jam nut firmly. Reconnect the brake light switch electrical connector.

Connect hoses as shown in hose diagram below. A duel return pump will work best for fluid flow. If using the T fitting it should be as close to the steering pump reservoir as possible. Run the return from the power steering box through the top of the T and the return from the hydro unit through the bottom of the T as shown.



Reconnect battery, verify brake light operation.

With engine off, fill power steering reservoir with high quality power steering fluid only. With front wheels raised off the ground, slowly turn the steering wheel back and forth approximately 20-25 times, while occasionally rechecking the fluid level. *Never use ATF because it foams in use and can cause noisy pump operation and erratic system operation.

Disable the ignition system and then crank engine for five full seconds to initiate proper system priming.

Recheck the fluid level, top off as necessary, and crank engine for five more seconds. Repeat this procedure as necessary until the fluid level remains consistent.

Cap the fluid reservoir, and restore ignition system operations.

Start engine briefly and check for any signs of fluid leakage. Do not depress brake pedal yet.

Shut the engine off and recheck the fluid level, topping off as necessary. Pump brake pedal a few times to purge any air trapped in the accumulator bottle. If fluid appears foamy and pump operation was noisy in prior run sequence, allow vehicle to sit for 15-20 minutes.

Start the engine and allow to warm up to full operating temperature.

With engine warmed up and idling, check for proper power steering operations and for any leakage by steering the vehicle from lock to lock approximately 5-10 full sweeps.

If all prior steps have been performed successfully, apply moderate pressure to the brake pedal slowly 5-6 times. Shut engine off and recheck fluid level.

Start the engine and apply full pedal pressure 2 or 3 times to verify proper system integrities.

Carefully road test vehicle to verify proper operations and to get accustomed to the brake systems response.

Allow vehicle to sit overnight. Next day, while vehicle is still cold, recheck all connections and lines for proper torque. Recheck fluid level and top off as necessary.

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

Please allow up to 500 miles of operation for the systems to fully "settle / break in"! Until all the air pockets and "micro bubbles" settle out of the hydro 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 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 at 209 400-7200.