



# RETROFIT SOLUTIONS

## Gen 2 iBooster Installation

'67-'72 C10

1. Disconnect existing booster pushrod from pedal by removing through bolt.
2. Drain fluid from existing brake master cylinder, disconnect lines and remove.
3. Remove booster from bracket and bracket from firewall. Cap off booster vacuum port on intake manifold or carburetor base plate if replacing a vacuum booster. Be careful not to damage cone shaped firewall grommet on the booster pushrod. You will likely re-use it.
4. Slide iBooster firewall bracket onto pedal bracket studs that extend through firewall. Note: firewall bracket is made to tight tolerances, you may have to slightly enlarge some holes in firewall bracket to compensate for production irregularities on pedal bracket studs.
5. Before securing bracket to firewall make sure it is level to the vehicle. Top of cowl panel and top of core support are good reference points.
6. Once level secure firewall bracket to firewall using supplied hardware.
7. Thread pushrod/clevis onto booster pushrod about half- way. Feed pushrod through firewall and insert booster studs into firewall bracket. Booster should be oriented with small pedal position sensor connector at approximately 11:00 o'clock.
8. Thread supplied M8 x 1.25 nuts onto booster studs but do not tighten. Only put the nuts on 4-5 turns enough so that they are secure. This will allow you to slide the booster in and out of the bracket about 1". This will help as you adjust pushrod length.
9. The pushrod length should be close but you may need to cut off some excess length. You can slide the booster back on the firewall mount to gain so the yoke will clear the pedal to adjust the length. If it may be necessary to remove the plate covering the bottom of the brake pedal bracket that includes the pedal stop(s). Adjust pushrod length so pedal just rests on pedal stop with no preload on the pushrod. Tighten jam nuts
10. Remove clevis pin and nuts holding booster in bracket. Remove booster from bracket.

11. This is where you need to decide what you'll be doing for a firewall grommet. Every truck is different but the accordion gator installed on the iBooster will generally all but fill the firewall hole. Trimming the factory cone shaped grommet to within 1/2 an inch of the firewall flange will generally provide a snug fit but you will have to determine the best solution for your truck and installation.
12. Once the firewall grommet is installed reinstall booster to bracket. Make sure clevis is over both sides of the pedal before tightening!
13. Install clevis pin, double check pushrod length and secure with cotter pin.
14. Connect wiring harness to booster and route wiring. Large red wire is 40 amp constant hot and needs to go directly to the positive battery terminal. Insert supplied 40 amp inline fuse in this circuit. Connect small green wire to a switched (5 amp) circuit and ground the black wire.
15. Bench bleed to Wilwood master cylinder per manufacturer instructions. Make sure you place the 3/16<sup>th</sup> fitting adaptors on the outboard side, plug inboard side with supplied caps. Take your time and do this right, it will save you considerable time when bleeding the whole system. Attach the cap and diaphragm but be careful not to overtighten the small stainless screws. They strip easily.
16. Remove the plastic bench bleed fittings and attach the proportioning valve to the master cylinder using the pre-bent lines. Once everything is lined up tighten the fittings at both the master cylinder and the proportioning valve.
17. Install the machined aluminum pushrod extension onto the iBooster pushrod hollow side in. It should slide on easily.
18. You can now install the master cylinder to the front of the booster using supplied hardware. Make sure to install proportioning valve bracket on top of master cylinder ears, not between the master cylinder and the booster.
19. Connect your brake lines to the proportioning valve. This will may require bending new or re-bending exiting brake lines. Note the Wilwood proportioning valve has two outlet circuits for the front and one for the rear. If your truck is plumbed for a single feed to the front circuit (T on the cross member) you can plug one of the front circuit exits with supplied 1/8" pipe plug.
20. If your truck is still equipped with rear drum brakes make sure to include a 10 lb. residual pressure valve into the rear circuit.
21. Once plumbed, bleed your brakes in this order RR LR RF LF. Bleed until you have a firm pedal with key in off position. Avoid the temptation to energizing the ignition until brakes are fully bled as this will engage the booster and soften pedal feel considerably even with engine off. This is normal.
22. Check for leaks and test drive in a safe area at reduced speed.