

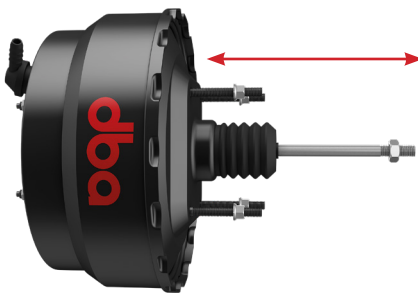
DBAMV1002, DBAMV1003, DBAMV1004 DUAL DIAPHRAGM BRAKE BOOSTER

All brake components must be in good working condition to gain maximum benefit from installing a dual diaphragm booster. We recommend upgrading rubber brake lines with steel braided versions.

The vehicle must be driven by the same person before and after installation. Noting: brake pedal effort and travel before brakes start to apply, both with the engine running and not running.

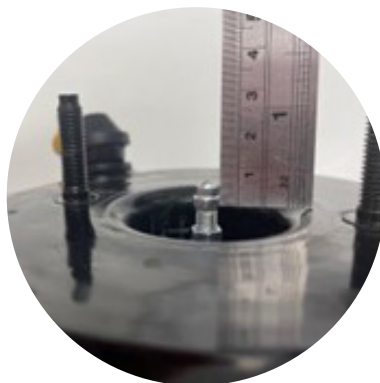
DISASSEMBLY:

1. Remove as much brake fluid as you can from the master cylinder.
2. Remove the brake pipe at the master cylinder using the correct pipe spanner, remaining fluid will drain out of the master cylinder. Protect brake pipe to minimise loss of fluid from the pipe.
3. Unbolt the master cylinder, remove the vacuum hose and disconnect the pushrod from brake pedal. Then unbolt the booster from the firewall of the vehicle.



▶ On the original booster, measure the distance from the fire wall face to the pedal mount and adjust the new booster to the same length.

◀ Also on the original booster, measure the distance from the master cylinder face to the pushrod end. Check that new booster pushrod has been locked into the correct position and adjust if necessary.



ASSEMBLY:

1. Place the supplied gasket and OE spacer back onto the booster. Guide the pushrod through the firewall, inside the vehicle, ensure the pushrod is correctly guided onto the pedal.
Be sure to align the push rod in the booster into the extended piston of the master cylinder as you are installing it. Failure to correctly fit will cause breakage and failure of the unit.
2. Install the master cylinder, brake pipe and vacuum hose.
3. Fill the reservoir with new brake fluid using the specified Dot point fluid
4. Bleed the brake hydraulics and be sure to remove any air in the system.

When installation is complete confirm pedal height and operation is the same or better than original without engine running. With ignition on, check that the brake lights work as soon as pedal is applied. Then test with engine running before road testing vehicle. Due to the light control valve and higher output of unit, installers tend to apply substantially more pedal pressure than they realise they are.

4. Clean any old gasket material from the master cylinder and between the spacer block and firewall faces.

