



# Jeep Heavy-Duty Dual Diaphragm Brake Booster & High-Pressure Master Cylinder INSTALLATION INSTRUCTIONS

Part #DDBTJ1 & DDBTJ2

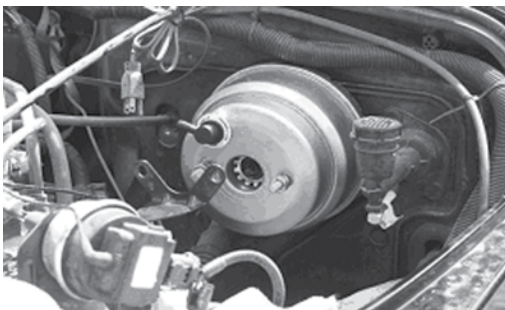


**T**his Heavy-Duty power brake conversion kit is designed for 1997-2006 Jeep® TJ Wranglers, less ABS brakes.

The setup is unique because it is a dual diaphragm Brake Booster and a high-pressure Master Cylinder. This assembly converts a single diaphragm setup to a dual diaphragm configuration, which creates more stopping power with less pedal pressure.

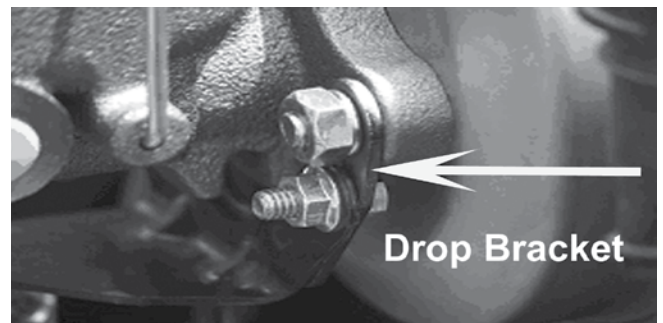
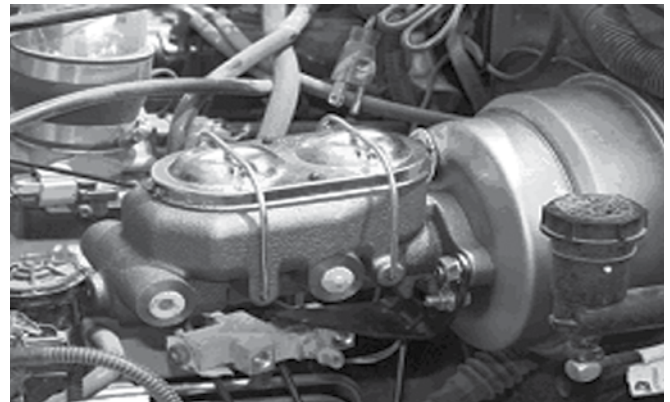
Start by securing the vehicle with chock blocks to prevent it from rolling. Remove the original brake assembly using a reliable service manual as a guide.

- Carefully remove the brake lines from the original master cylinder and brake proportioning valve. Plug these lines. Be very careful not to damage the lines. Be careful to protect the vehicle surface from any brake fluid that escapes.
- Loosen, but do not remove the nuts attaching the Master Cylinder to the Booster.
- Remove the retaining clip attaching the original booster pushrod to the brake pedal.
- Remove the Vacuum hose.
- Remove the nuts and bolts holding the booster to the dash panel.
- Remove the Master Cylinder.
- Remove the Booster.
- Remove and save the original foam gasket from behind the booster. You will re-use this on the new booster.
- The new



Master Cylinder will require bench bleeding prior to installation. Take care that the rear plug insert of the Master Cylinder does not fall out.

- Install the new Booster by reversing the procedure used in removal of the original.
- Install the adjustable push rod and adjust free play



- from the pedal assembly. Use the factory retainer clip.
- Attach the new Master Cylinder to the new Booster.
- Install drop bracket for the proportioning valve.
- Once adjusted, properly tighten the jam nut.
- Install the vacuum line.
- Attach the brake lines. You will need to obtain and modify some new replacement steel brake lines. The recommended NAPA #s and size lines to have available are:

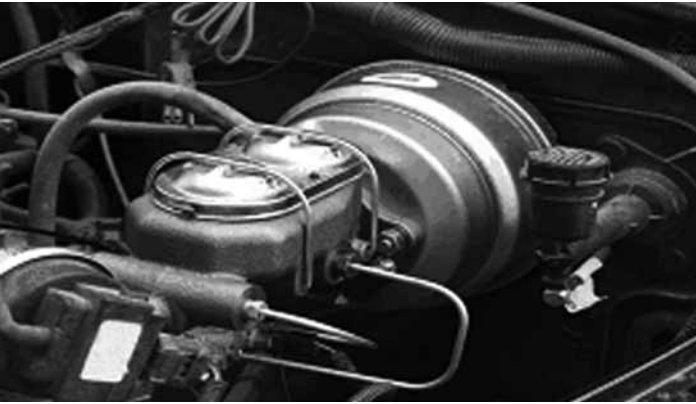
Qty. 1 3/16 x 9/16-20 fitting ( 641-3322 )

Qty. 2 3/16 x 1/2 -20 fitting ( 641-3321 )

Qty. 1 3/16 x 7/16-24 fitting ( 641-3296 )

Qty. 2 – 3/16 steel brake line ( 813-1203 )

NOTE: The front port of the master cylinder (for front brakes) goes to the rear port on the proportioning valve. The rear port on the master cylinder (for rear brakes) goes to the front port on the proportioning valve.



NOTE II : If the vehicle has 4 wheel disc brakes we recommend eliminating or modifying the stock proportioning valve in order to make sure that there is adequate pressure to the rear brakes. You may consider an aftermarket proportioning valve, which is adjustable.

When all components are installed and tightened, the entire brake system needs to be bled properly.

**Product Disclaimer:**

While every attempt is made to ensure that the information contained in these instructions are correct, no liability can be accepted by the authors for loss, damage or injury caused by any errors in, or omissions from the information given. All service should be performed by qualified mechanics. Crown Automotive Sales Co., Inc. cannot be held responsible for any mechanical work performed. Standard and accepted safety precautions and equipment should be used in every procedure. This modification will cause the vehicle to handle differently than with stock suspension. Unusual maneuvers could cause loss of control. Care must be taken at all times.

**Warranty:** All merchandise is warranted to be free from defects in material and workmanship prior to installation. Any alteration or improper use will void this warranty. Because this item is intended for heavy-duty applications, it is not possible to warranty or guarantee the performance of this product.