



PEDAL POWER

A Firewall Booster Option for '47-'53 Chevys

by Rob Fortier

The days of transplanting huge old Camaro boosters onto a '40s/'50s truck firewall are—for the most part—far behind us. Typically, behind that massive air canister is the same donor car's pedal assembly and, just as likely, its tilt column ... all of which are completely unnecessary in this day and age.

Classic Performance Products has developed an all-new firewall-mount brake booster/underdash pedal assembly—an all-in-one, compact, simple-to-install unit that's designed specifically for your '47-'53 Chevy. Other than the mounting/pushrod holes on the firewall, there's

no modifying whatsoever to make the bracket, or its counterpart components, do exactly what they're designed to do: fit.

The underdash bracket incorporates an ergonomically shaped swing pedal (versus the stock pedal that requires cardio workouts to

manipulate) with adjustable brake light switch and its rearmost (dash) mounting points piggyback with the factory column drop. The opposite end sandwiches the firewall sheetmetal and the exterior-mounted booster and master cylinder assembly. Simple as that.

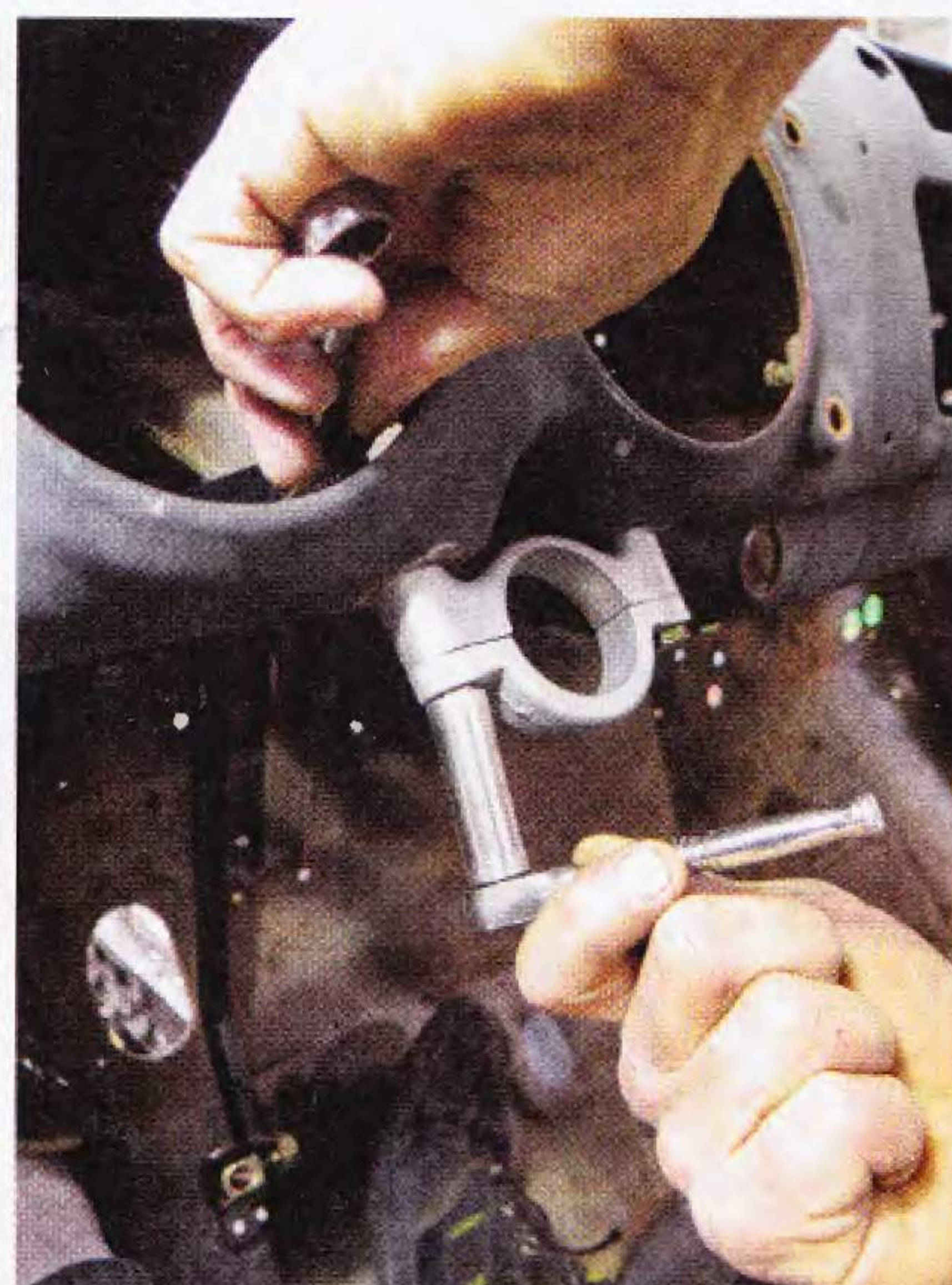
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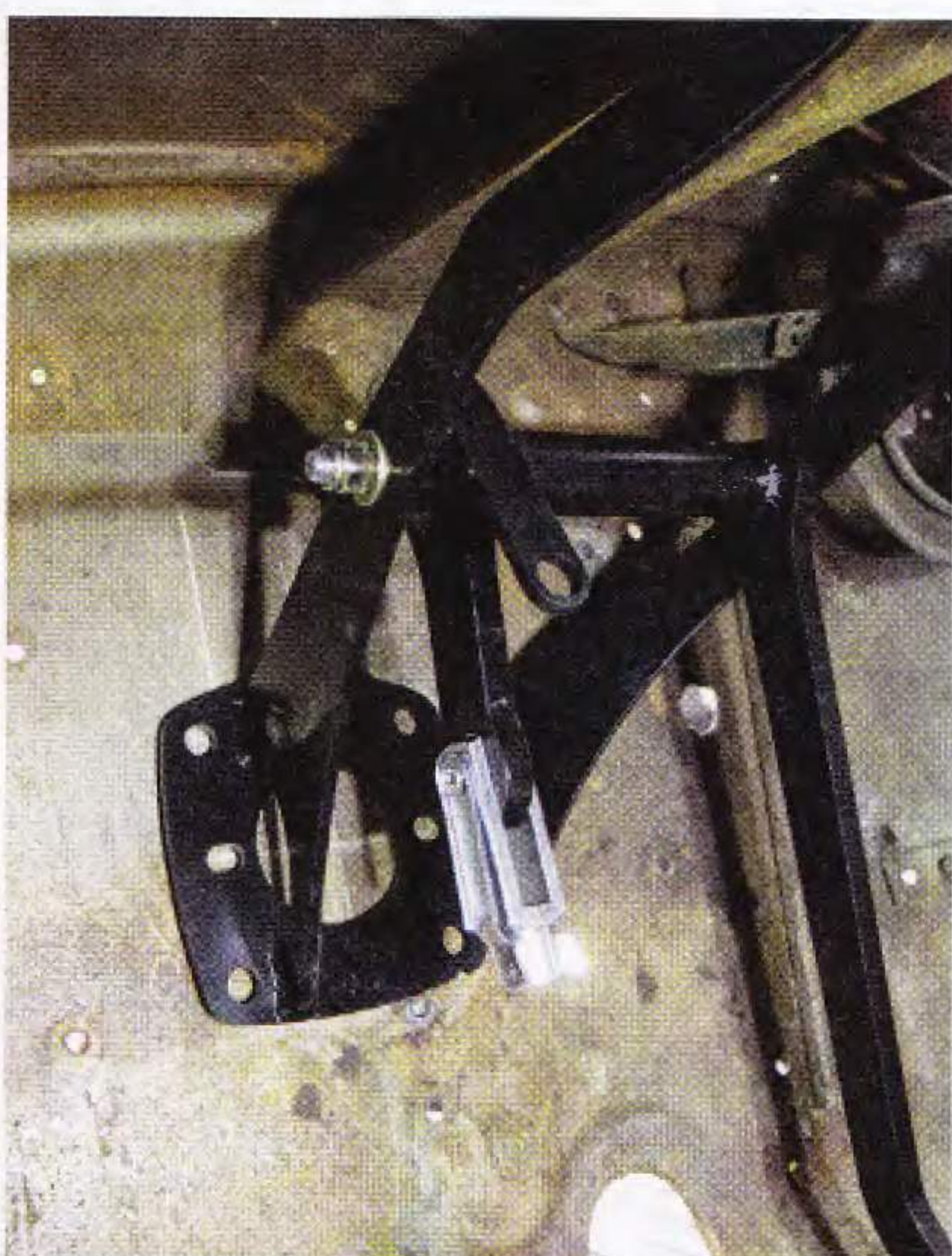
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01 The bracket slides up, underneath the dash as one whole unit—no disassembly required.

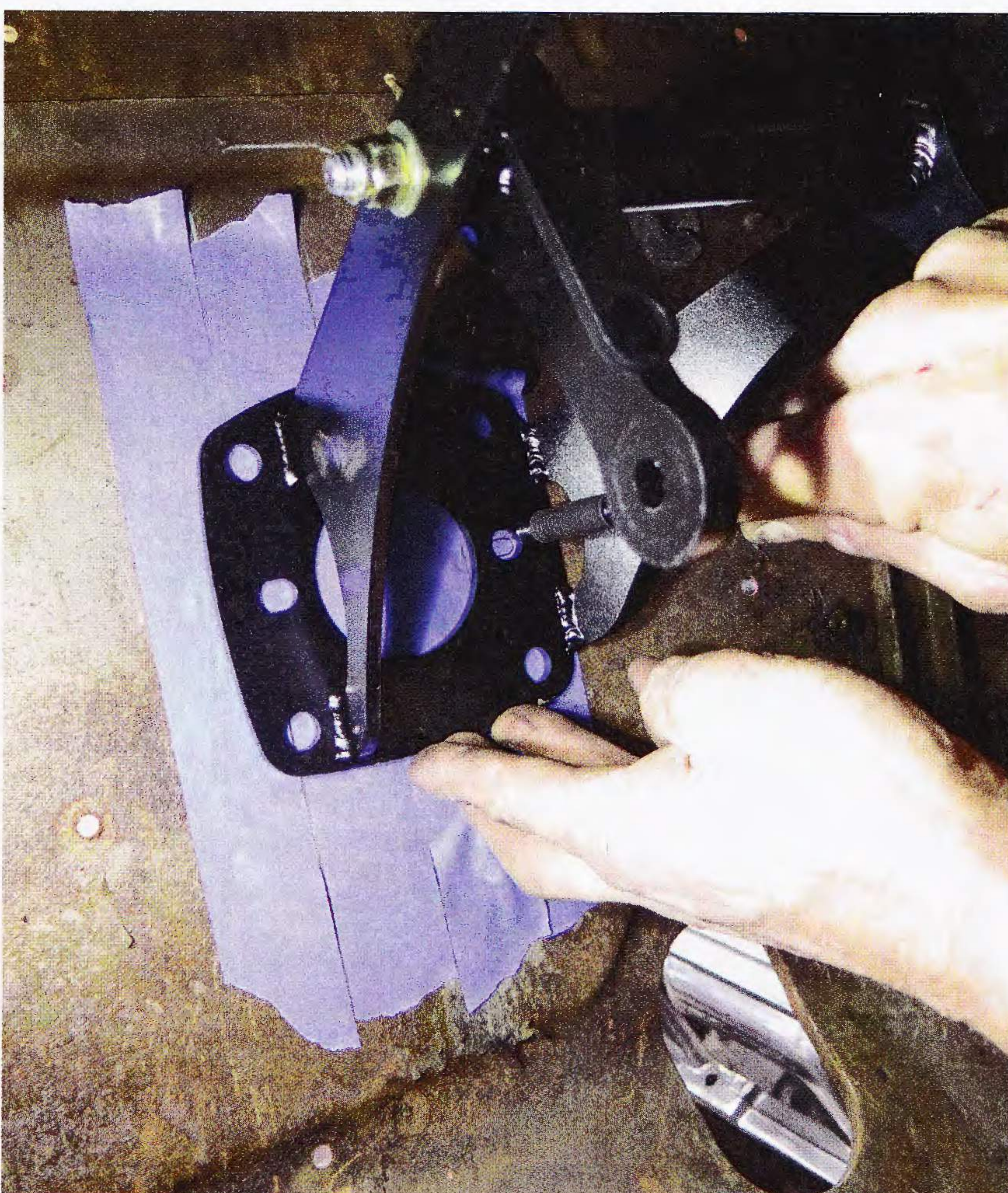


02-03 With the truck's original column and frame-mount pedal assembly already removed, the stock cast-iron column drop is retained to facilitate mounting the new booster bracket to the dash. (For mounting only, shorter bolts can be used instead—this simply emulates the integration of the stock steering column/drop.) Flanged nuts are supplied with the kit.



04 The bracket will have some flexibility as far as exactly where the booster flange aligns on the firewall—this will allow you to position it precisely where it needs to be before drilling the mounting/access holes.

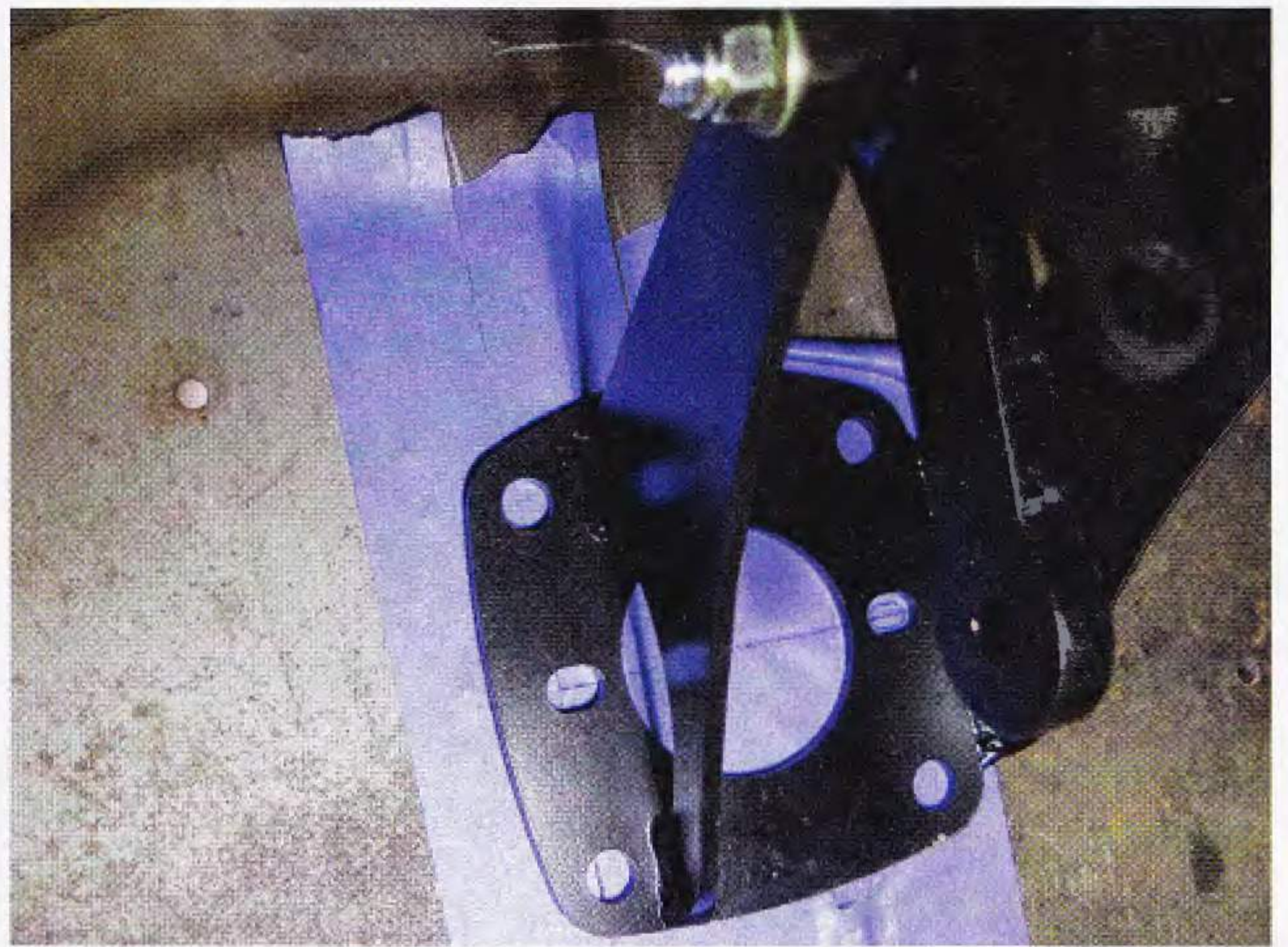
We'll illustrate the simplicity of the product with the following install on a '49 Chevy 3100. Bear in mind, though, this particular truck had already been stripped down to a bare cab: no gauges, steering column/box, or stock pedal assembly to remove, so much of the dirty work is already behind us. Fortunately, none of that is imperative to the task at hand, and it will allow a much better visual perspective of the installation procedure.



05 To be more accurate, we laid out blue tape behind the flange to mark the sequence of holes—we started with left-side center ...



06... then removed the bracket and plotted our layout using a level to ensure everything was straight.



07 The bracket was then reinstalled and aligned with the "leveled" centerline; both slotted master cylinder holes marked accordingly. (Note: these two holes are only used for manual/non-power booster applications ... we won't be drilling them.)



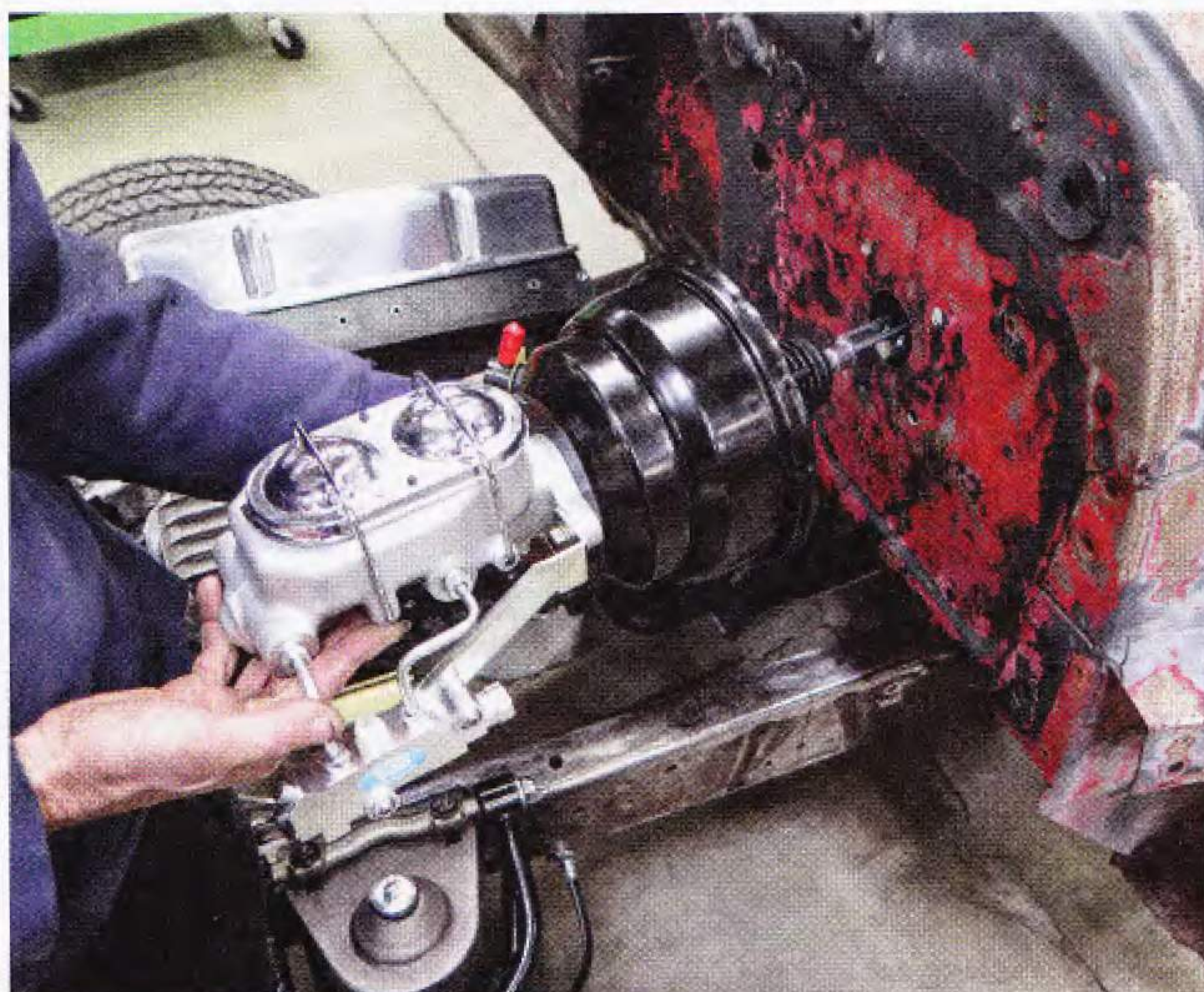
08-09 With the bracket located off the centerline/MC hole template, we first drilled the lower right mounting hole; a nut and bolt were used to secure the bracket in place while the remaining holes were marked and drilled.



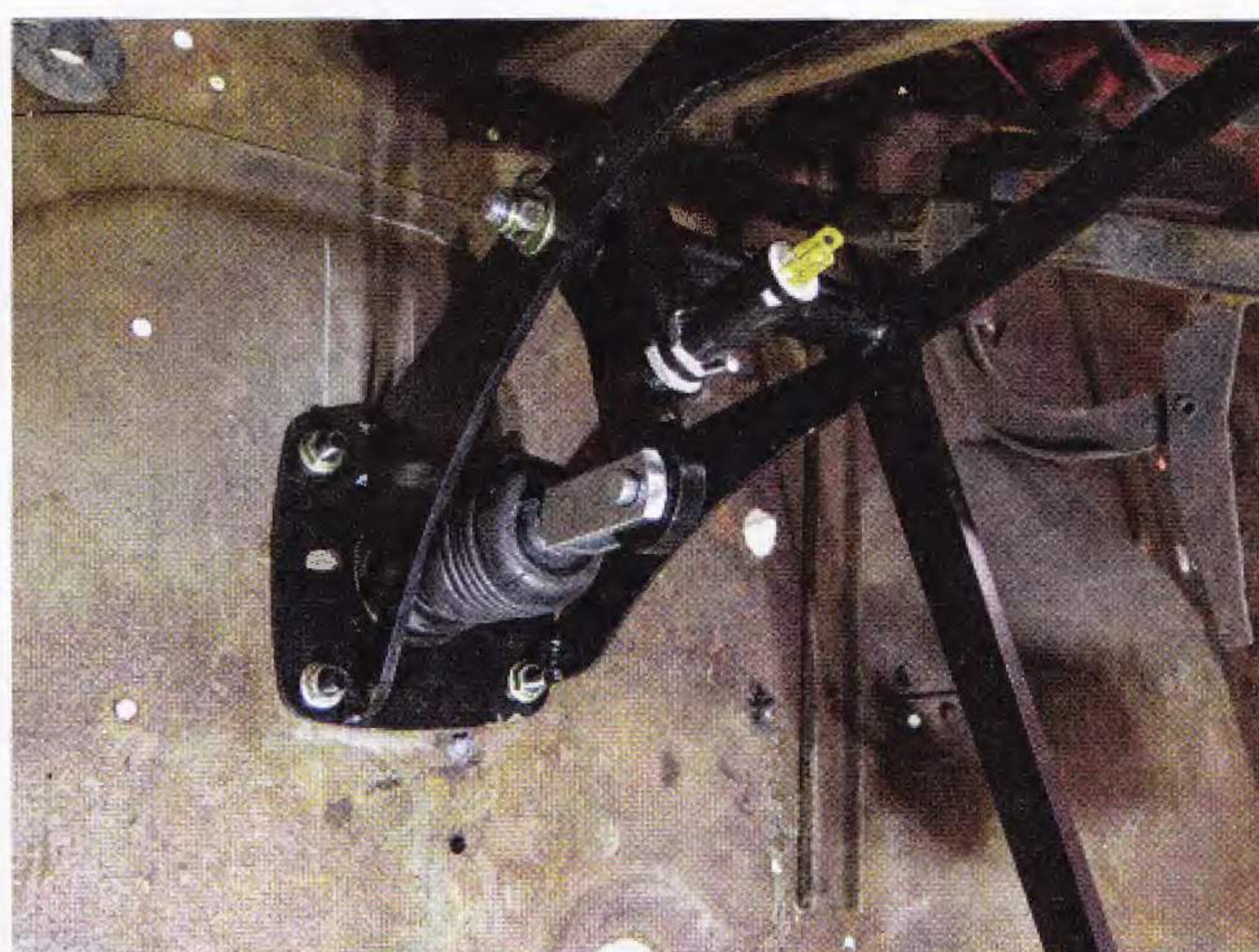
10-11 Once the perimeter bracket holes were plotted and drilled, the booster pushrod center hole is made with a 1 $\frac{1}{8}$ -inch holesaw—it can be piloted from the interior, then finished from the exterior firewall side, or drilled out completely from under the dash.



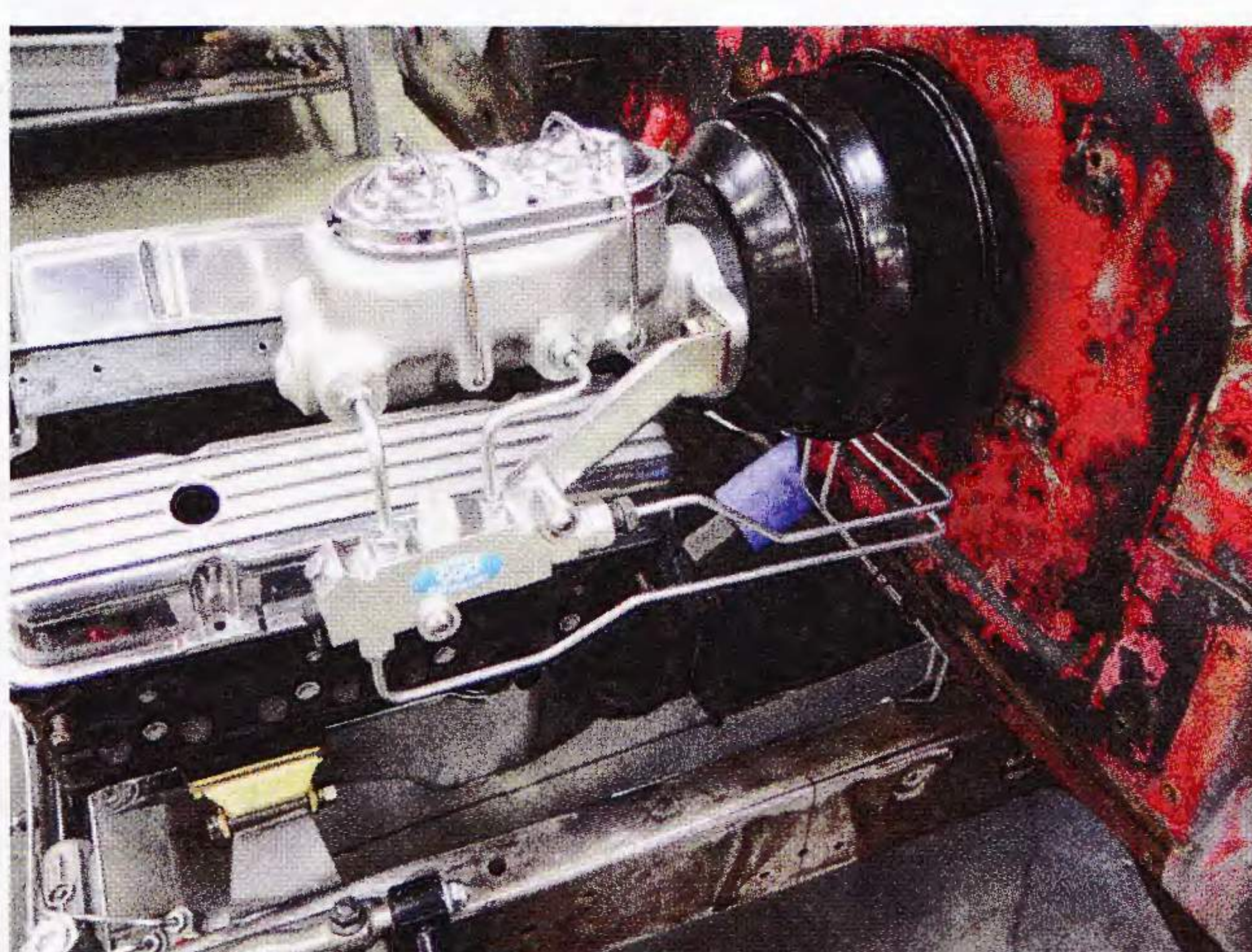
12 The bracket is temporarily bolted back onto the firewall to verify hole placement (just in case) and any sharp edges are deburred.



13 Now the brake booster assembly, with the pushrod clevis threaded onto the booster, can be installed through the firewall.

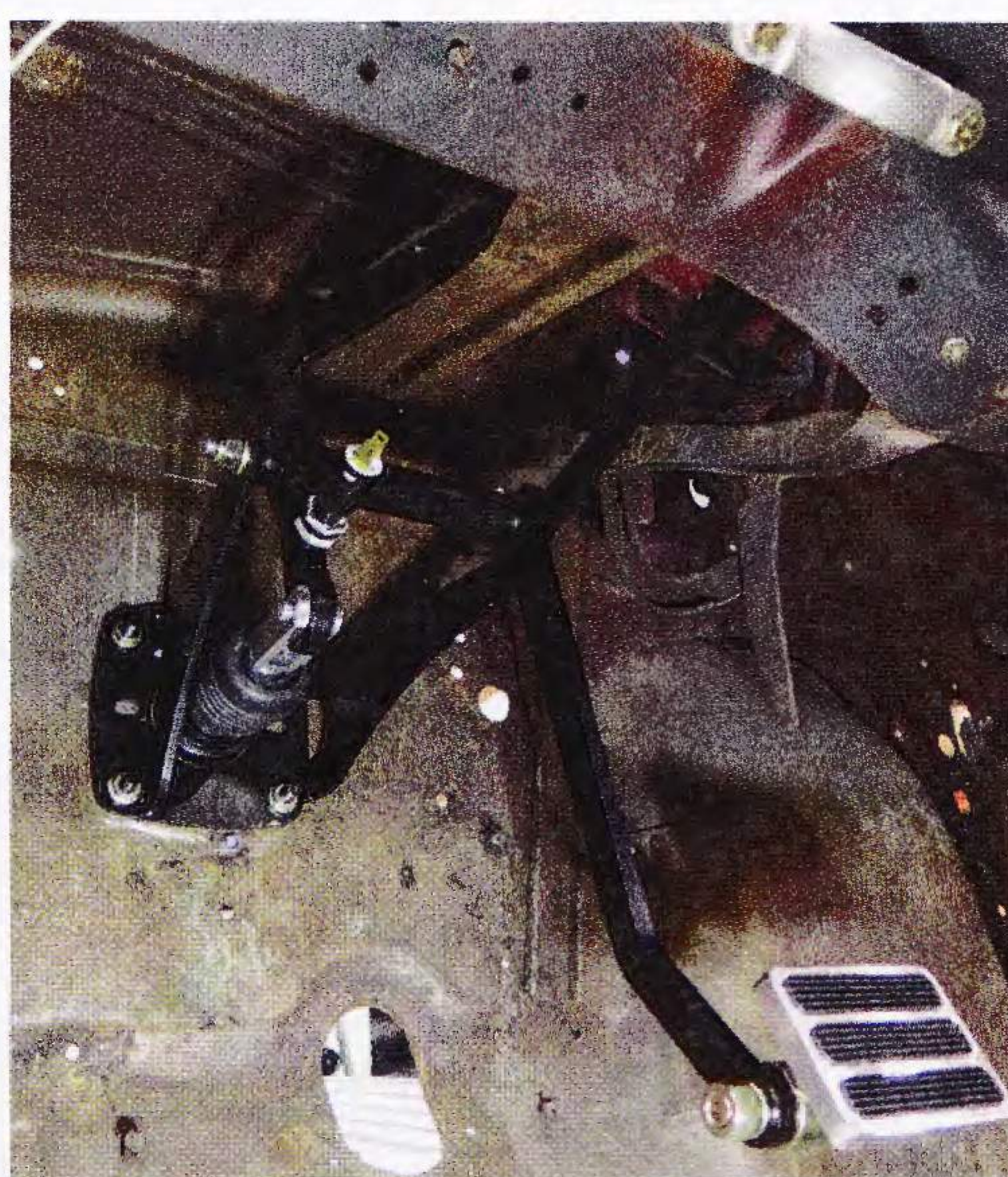


14 As with the dashboard mounting ears, the booster is fastened with supplied flanged nuts. The pedal is set so that there is no preload on the master by adjusting the pushrod clevis accordingly. The brake light switch can be set once that has been done as well.



15 The 4753FBB4 8-inch booster kit is set up with an internal combination valve for four-wheel disc brakes—so no additional means of metering/proportioning are required ... simply plumb the valve directly to the respective caliper flex hoses.

16 Bracket install complete—almost. After the supplied billet pedal pad is bolted to the brake pedal and set to the driver's liking ...



17 ... we installed a new CPP tilt column to ensure a complete package fit. Stay tuned for the full steering component installation!