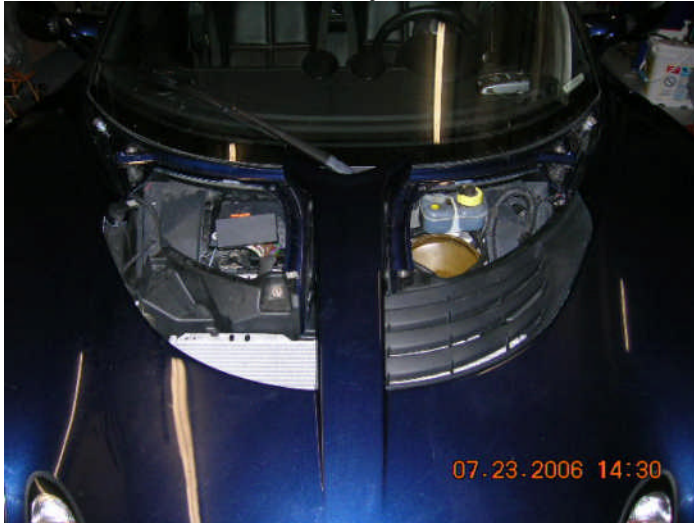


## Installation Instructions

### Section 1 – Installing the Vacuum Source

Always take your time, nothing has to be forced and be very careful not to drop hardware into car.

- 1) Remove the driver's side and passenger side cowls (1 screw) and passenger grill (2 screws). These are located in front of the windshield (over the radiator area). When removed they will expose the fuse box (passenger side) and the brake master cylinder (driver side). Set the cowls and grills aside.



- 2) Remove the fuse box screws (2) being careful not to drop the white spacers between the fuse box and its attachment points. There is enough slack in the wiring harness to allow it to twist out of the way for easy access to the heater hoses.



3) Remove the windshield motor cover (2 screws and 1 tie wrap). Set aside.



4) On the brake master cylinder vacuum booster, locate and remove the vacuum check valve and hose assembly. It is a large vacuum line (1/2 inch or so). It will pull out of the booster with some coaxing. **It will help to pump the brakes several times after the engine has been turned off to drain down the residual vacuum in the booster.**



- 5) From the passenger side, pull the vacuum hose that was just removed from the booster across to allow better access.



- 6) Cut the booster hose off squarely approximately 6" from the check valve.  
7) Install the two larger ends of the vacuum tee in the two ends of the cut hose and use two large ties wraps to secure them in place.  
8) Install 16" of 3/16 vacuum line on the remaining end of the tee and secure it in place with a small tie wrap.



- 9) Thread the large vacuum hose back to the driver's side making sure not to damage or pull-off the small vacuum line. Push the check valve back into the brake master cylinder booster completely. Wetting the white plastic makes it easier to reinsert.

**You have now completed the vacuum source plumbing.**

As an option, you can put vent tubes from the nose area of the car that feed directly into the climate box area of the frame. The thought here is that free flowing air around the firewall and heater tubes will flush out heat from the heater tubes that gets into the firewall. It seems to be very effective on my car. I made the vents from 1 1/8" swimming pool hose (thin plastic). I pulled back the foam on either side of the radiator and stuck the end of the hoses into the opening. I then routed the hose

around the heat shield so that air dumps right into the area below the master cylinder on the driver's side and right towards the firewall on the passenger side. I had to trim the heat shield behind the radiator on the passenger side. The driver's heat shield required no mod as I just deformed the hose to go around it. This seems like an effective mod so far (just one or two hours since the mod, but the firewall stayed around 93 degrees compared to 113 before the bypass mod and this vent tube mod, although those two numbers were at different times of the day, 93 at 10AM, 113 at 5PM. More testing to ensue.



**End Section 1**