



Blowfish Racing LLC
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Master Cylinder Brace, 2005-2014 Mustang

Congratulations on the purchase of your Blowfish Racing LLC Master Cylinder Brace! You have chosen a quality, American Made product that has been Engineered for the demands of the racing world.

The S197 chassis is a vast improvement over earlier models, but still lacks structural rigidity at the firewall. When applying medium to heavy braking effort, the firewall flexes away from the driver. The movement at the master cylinder can be anywhere from .060" to .130", which makes the pedal pad move 1/2" to 1" down without applying any more braking force. This extra travel exaggerates pedal "mushiness". The Blowfish Racing Master Cylinder Brace effectively uses the robust strut tower to prevent this movement and improving pedal feel.

WARRANTY: This product is guaranteed to be manufactured to a high quality standard. If the part or finish fails within 1 year, it can be returned for a new replacement. Shipping costs back to us is the customer's responsibility. Any mis-use or alteration of this product will void the warranty.

KIT CONTENTS:

- (1) CNC Machined Brace
- (1) M8 Swivel Snubber Screw
- (1) M10 x20 Hex Flange Head Screw
- (1) M10 Serrated Hex Flange Nut
- (1) M6 x 20 Hex Flange Head Screw
- (1) M6 Serrated Hex Flange Nut



STEP 1: Clear area for Master Cylinder Brace mounting

Locate plastic clip (REF1-RED arrow) holding a black plastic hose to the driver side strut tower on the face closet to the engine. Pull the clip free of the hole it is pressed into. Note that hole(REF1-YELLOW arrow), as it will be used to mount the Brace. Remove the felt insulation pad from the strut tower face.

STEP 2: Attach Master Cylinder Brace

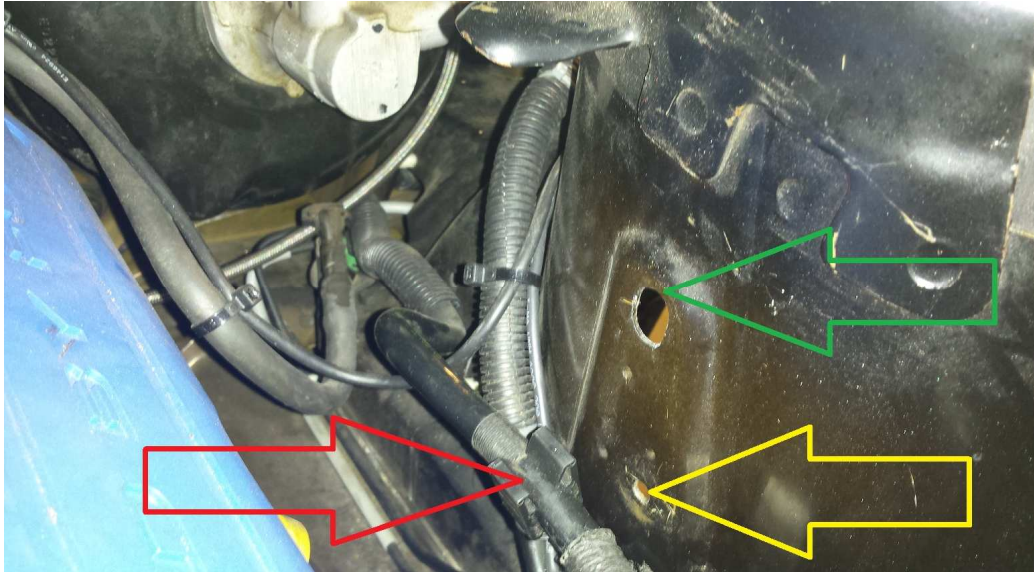
NOTE: If Snubber is not pre-installed, do so now. Thread it all the way in. Gain access to the underside of the strut tower (where the coil spring and strut are) by removing the front driver side wheel. Locate the small hole noted earlier (REF2-YELLOW arrow) and a larger slot (REF2-GREEN arrow) above it. Either use a helper or duct tape to hold the M10 Nut to the slot and the M6 Nut to the small hole. From inside the engine bay, hold the Brace up to the strut tower and align its holes to the slot and hole (REF1-GREEN and YELLOW arrows) in the strut tower. Carefully thread the M10 screw into the upper hole until it engages completely with the Nut on the backside. Repeat the process with the M6 screw. Hand tighten the screws while holding the Brace such that the Snubber side is as high as possible. Torque the screws to the proper torque spec (M10 is 20ft/lbs, M6 is 6ft/lbs). The Serrated Nuts should be able to bite into the metal and not need a wrench on that side to torque down. If it spins, hold it and turn the screw until it begins to bite in.

STEP 3: Snubber Adjustment

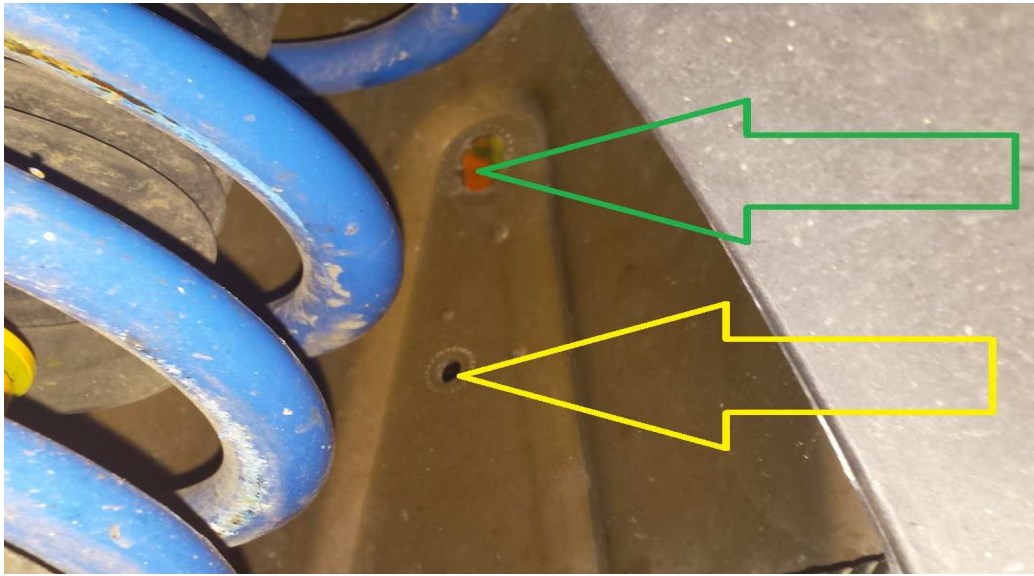
Turn the Snubber out until the Swivel end is flat against the end of the master cylinder. Turn the Snubber out 1 full turn to set the pre-load. Then lock the jam nut so the Snubber cannot move.

STEP 3: ENJOY FIRMER BRAKING!

REF1 - Clearance and Holes



REF2 - Outside Hole Locations



REF3 - Final Assembly

