

LEVEL 7
Motorsports

Product Information / Installation Instructions







Hydraulic Pedal Assembly, 1973-87 C/10

PART# LEV7387PED



Thank you for purchasing a product from Level 7 Motorsports! We have been in business since 2001 and have built a very diverse list of completed projects. Some of these projects have shown us a need for certain parts in the market. We are very passionate about what we do and are fortunate enough to be able to share some of these parts with you.

Before you begin, please ensure that all of the components required for your installation have been included in your package.




Photo	Part #	QTY	Description
	NA	1	Completed Pedal Assy
	# LEV7387HOSE1	1	Pressure Hose Assy
	# LEV7387HOSE2	1	Return Hose Assy
	# BR-001	1	Billet Reservoir Kit
	066082223	1	Reservoir Mounting Bracket
	5580N153	2	M10x1.5, 50mm Firewall Stud <i>(for use with our master cylinder spacer)</i>
	92196A242	4	SS Socket Head, 10-24x 1/2" Long <i>(for mounting modules to side of pedal)</i>

Product Information and installation.

This pedal assembly has been manufactured to add a hydraulic master cylinder to the clutch pedal. The ratio and master cylinder bore size are specific and will work with either a GM slave cylinder or the Tilton adjustable unit. We have also built in two different brake pedal ratios available on the brake pedal lever. Please note that the welded stud is the factory power ratio of 4.5:1 and is compatible with the factory style pushrod. If you are going to have manual brakes, you will need to use the 6.3:1 ratio hole that is drilled to $\frac{3}{8}$ ". If you have purchased a C10 specific Wilwood manual brake master cylinder from us, you have a dedicated bushing and bolt for it's pushrod. If you need a bushing and hardware they are available on our website. We have also included additional firewall mounting studs in the box. These are longer than the preinstalled studs and are for use with our master cylinder spacer and manual master cylinder.




NOTES

-You will need to reuse a few parts from your original pedal assembly. Those parts are listed in the chart below.

Photo	QTY	Description
	1	Brake Light Switch
	1	Brake Switch Activation Bracket
	1	Cruise Deactivation Switch and Bracket

-There are also two different brake activation brackets. There was one for manual brakes and one for power brakes. How they mount to the pedal lever is different.

Not Included but are able to be purchased separately.

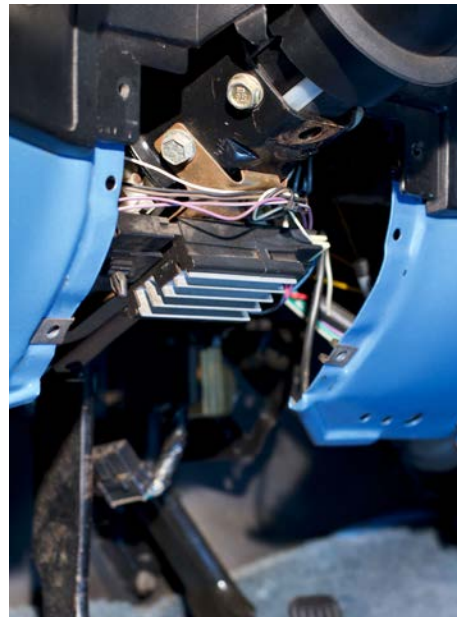
Photo	Part Number	QTY	Description
	# LEV7387HOSE3	1	Hose, Bulkhead to Tilton Bearing
	# LEV7387HOSE4	1	Hose, Bulkhead to GM Style Bearing from Bowler (-4AN)
	# LEV7387HOSE5	1	Hose, Bulkhead to GM Bearing w/ gold quick release.
	# 300-11181	1	Replacement Clutch Pressure Switch
	# LEVBPPRB	1	Brake Pedal Pushrod Bushing w/ 3/8" ID

Installation Instructions

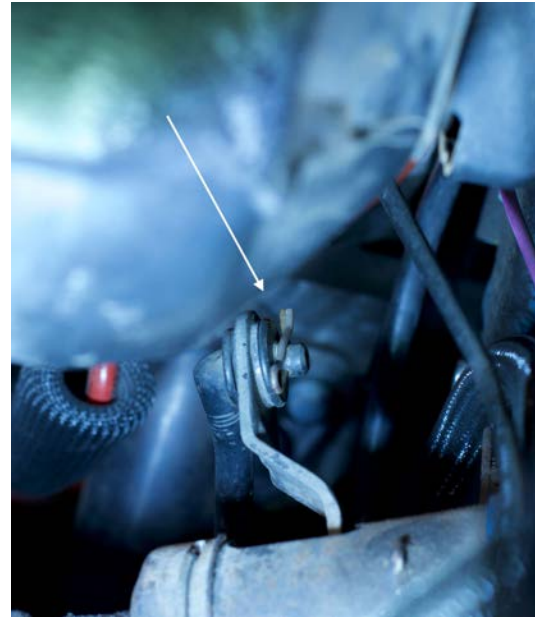
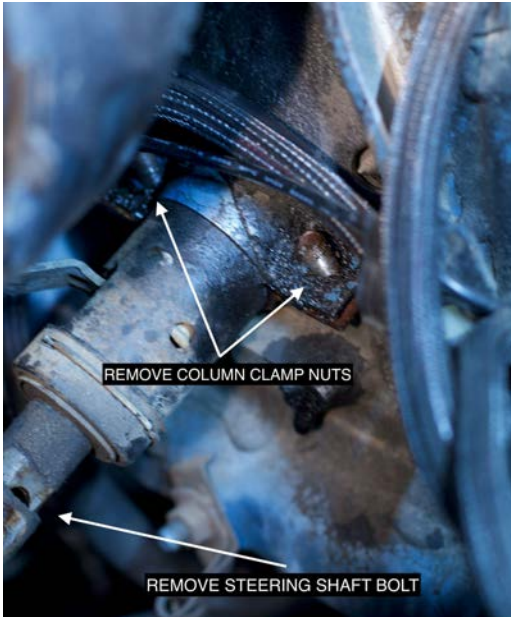
Step 1 - To install your new pedal assembly, you must remove the old unit, which requires removal of a few other parts to gain access. The first of which is the lower column cover which is very easy. There is just a series of screws that hold this cover on.



Once the cover is off, you will see the driver side vent vent and the wiper module (81-87). Remove the crossover duct as well as the wiper module that is attached to the column.

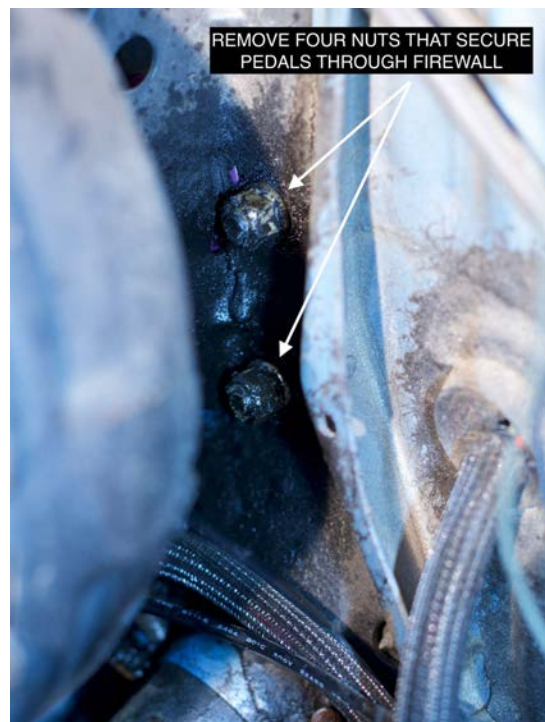


The next item to remove is more involved. You must remove the steering column from the truck. We have tried to install these with it just dropped down and it will not work. The first step will be to disconnect the steering intermediate shaft from the column output (in the engine bay) as well as the column clamp fasteners, and the shift linkage if you have a column shift column.

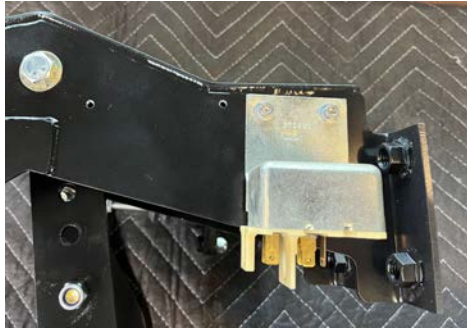


Once the shaft has been disconnected, you need to disconnect all of the column wiring connections. You will need to remove all of the lower column seal screws as well as the two upper column bolts. Once these two bolts are removed, the column will fall, so be ready to remove it from the truck.

Step 2 - Once the column is out of the way, you will have much greater access for removing the pedal assy. You need to disconnect the brake light switch and cruise control deactivation switch if equipped. If your truck is a newer model, there will also be a couple of modules attached to the passenger side of the pedal assy. These can stay bolted on, you just need to make sure that they are disconnected. The only fasteners that hold the pedal assembly into the truck are the two column bolts that you just removed then the 4 studs that pass through the firewall into the brake master bracket. You are now ready to pull the old pedals.



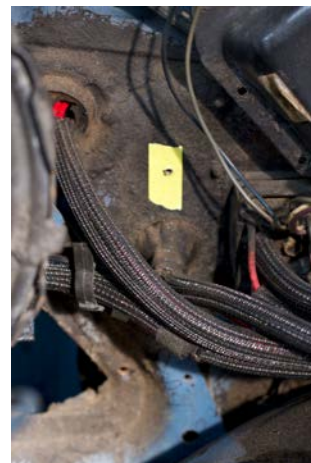
Step 3 - While the new pedal assembly is out of the box and ready to be installed, take this time to transfer over those original pieces. If you had a power window relay, or cruise module, bolt those to the side of the new pedal assembly with the supplied 10-24 button head bolts. This would also be the time to swap in your brake pedal switch or cruise deactivation switch if you have it.



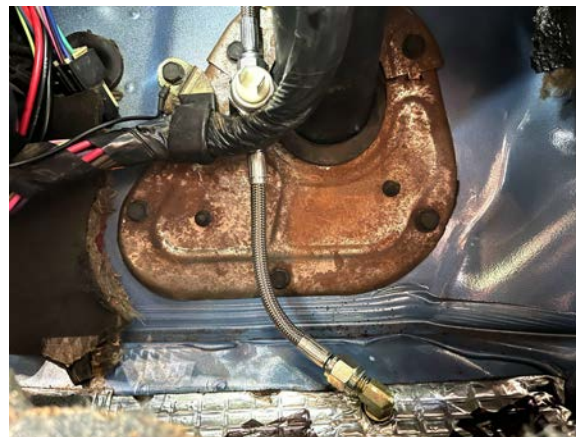
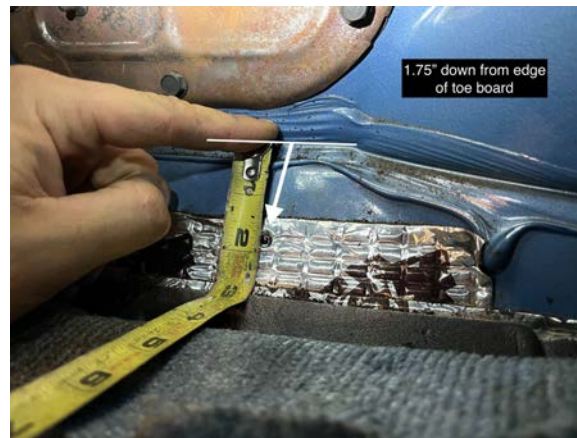
Step 4 - At this time you can go ahead and install the new pedal assembly. Put the studs through the firewall first, then lift it straight up toward the front of the dash. You can temporarily install the bolt for the column to help the pedal assembly up. (Note: we have installed these into a few cabs and have found that there is a big difference in how they fit the dash. Please see the photo below.)



Step 5 - It is now time to do the plumbing and the first step is to mount the reservoir out in the engine bay. We have supplied you with a mounting bracket that locates the reservoir utilizing the windshield wiper mounting holes. We suggest installing the reservoir first, then determine the bulkhead fitting hole location by using the hose attached to the reservoir. I would also just drill an 1/8" pilot hole for now.



Now go back inside the truck to install the hoses onto the master cylinder. The pressure hose installs onto the port furthest from the pushrod (end of the master). The closer port to the pushrod is the hose that will attach to the reservoir. Take the reservoir hose and make sure that it will comfortably reach the $\frac{1}{8}$ " pilot hole that you drilled. If so, go ahead and drill your hole and mount the black bulkhead fitting. The return section of hoses can be tightened completely now. Move on now to installing the high pressure section of hoses.



Refer to the photos above for final pressure hose installation. Measure over 2" from the bottom bolt in the lower column seal and down 1.75" from the edge of the toe board. Mark this location and install the pressure bulkhead fitting. You can now final tighten all of the pressure hose connections and reassemble the truck.

Step 6 - You can now reassemble the truck in the reverse order. As for the exterior feed hose, we do not provide that hose since there are so many different release bearings on the market. The bulkhead that you have installed provides you with a very common -4AN output. If you need help with purchasing this hose, please email us at sales@levelsevenmotorsports.com

Step 7 - BLEEDING PROCESS The clutch pedal pushrod is adjustable and shipped **UNADJUSTED**. Make sure that the pushrod is adjusted to allow for full travel of the master cylinder. In other words, make sure that it is not hitting the floor or the upper stop in its travel. Fill the reservoir and start by vacuum bleeding the system. We recommend using Wilwood 570 or even 600 fluid. At no time should you allow the reservoir to run dry! If you do not have a vacuum bleeder, I would highly recommend getting one. If you still don't have one, you can allow the system to gravity bleed for a few minutes. This will ensure that fluid has made it through the system and air up and out the reservoir. Once you have fluid in the system and most of the air out, you will **have** to traditionally bleed the system with a helper. With the bleeder tight, pump the pedal slowly through the full travel roughly x20-x30 times. You will start to feel pressure at the bottom of the pedal travel. Once you get a small amount of feel, you can start bleeding with a helper. Pump and hold while they break the bleeder loose. Once they have it tight, you will have to pump the system back up until you feel the pressure come back. This may take another x20 pumps. Repeat this process until the pedal has full pressure. Always make sure that there is fluid in the reservoir. It does not hold a ton of fluid, so don't let it get low. Once you have the system bled, adjust the clutch pedal down until it contacts the floor before it maxes out the bore of the master cylinder.

Level 7 Motorsports LLC • Liability Waiver RELEASE OF LIABILITY

Read this document (the “Release of Liability”) carefully. This release agreement will affect your legal rights and will limit or eliminate your ability to bring a future lawsuit.

I, the Buyer, do hereby agree that Level 7 Motorsports LLC has no control over the installation and use of the parts once sold. I also understand that Level 7 Motorsports LLC highly recommends that certified professionals install all parts that it sells. I, the Buyer, agree that I rely on my own skill and judgment in evaluating the installation of parts bought from Level 7 Motorsports LLC, and I agree that I am solely responsible for the part’s use.

I, the Buyer, agree to hold the Seller (Level 7 Motorsports LLC) harmless from, and hereby assume the entire responsibility and liability for, any and all damage or injury of any kind or nature whatever, including death, as to all persons, whether Buyer's employees, agents or otherwise, and as to all property, including Buyer's own property, caused by, resulting from, arising out of, or occurring in connection with the use by Buyer or any other person, of any parts serviced by and or purchased from Level 7 Motorsports LLC.

I, the Buyer, agree that if any person makes a claim for any damage or injury, including death, resulting from the use of the parts or services Buyer purchased from Seller, whether based upon Seller's alleged active or passive negligence, or based upon principles of product liability, or based upon any alleged breach of any statutory/contractual or common law duty or obligation Seller may have, I shall defend, indemnify and hold harmless Seller, its agents, servants and employees, from and against any and all loss, expense, damage or injury that Seller may sustain as a result of any such claim.

Having read this agreement and knowing these facts and in consideration of Seller accepting my purchase, I, the Buyer, for myself and anyone entitled to act on my behalf, waive and release Level 7 Motorsports LLC, its members, shareholders, officers, directors, agents, volunteers and employees, from all claims or liabilities of any kind arising out of the installation and or use of parts sold and or serviced by Level 7 Motorsports LLC even though that liability may arise out of negligence or carelessness on the part of the Seller.

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