

Subject: Campaign to Correct Midland-Ross Tandem Brake Boosters on All 1967 Shelby GT350 and GT500 Vehicles from Shelby Serial Number #0001 to and including #1385

All GT350 and GT500 units beginning with Shelby Serial Number #1386 have been corrected in production and need not be recalled for repairs. This campaign is to correct a possible condition reported as loss of power assist after a soak at lower ambient temperatures.

Shelby American GT350 and GT500 Vehicles requiring this campaign **MUST BE** corrected by one (1) of the following methods.

- a. All vehicles having power boosters **WITHOUT** a RED DOT identification on the power booster outer shell must have the booster replaced. The replacing booster **MUST** have a RED DOT on the outer shell **AND** A RED DOT on the check valve.
- b. All vehicles having power booster **WITH** a RED DOT on the outer shell, **BUT NO** RED DOT on the check valve, **MUST** have the check valve replaced with a **WHITE** check valve.

NOTE: When installing a new booster assembly, be sure that the master cylinder push rod and the power brake booster push rod are properly seated and centered in the booster. **DO**

NOT remove the plastic protector from the booster until ready to install the master cylinder

REMOVAL OF BOOSTER

1. Disconnect two (2) hydraulic outlet lines from master cylinder
2. Remove two (2) nuts retaining master cylinder to booster and remove master cylinder.
3. Disconnect vacuum hoses from booster check valve.
4. Remove pushrod from brake pedal, secured by one (1) hairpin clip, and disconnect brake light switch.
5. Remove four (4) nuts retaining booster to dash panel.
6. Remove one (1) bolt retaining booster to dash panel.
7. Remove booster from car.

INSTALLATION OF BOOSTER

1. Position booster in car and install one (1) retaining bolt. Check adjustment of master cylinder push rod (Refer to pages 2-5 of the 1966 Comet-Mustang Shop Manual).
2. Install four (4) retaining nuts.
3. Connect push rod and brake light switch to pedal.
4. Position master cylinder and install retaining nuts.
5. Connect two (2) hydraulic brake lines to master cylinder.
6. Connect vacuum hoses to booster check valve.
7. Remove front wheel covers.
8. Remove front wheel and tire assemblies.
9. Bleed complete system.

IMPORTANT: Only extra heavy duty brake fluid, part No. C6AZ 19542-A or B, may be used with disc brakes.

10. Install wheel and tire assemblies.
11. Install wheel covers.

12. Start engine and check hydraulic system for leaks, brake system and booster operation.

POWER BRAKE BOOSTER CHECK VALVE REPLACEMENT

Power brake boosters having a RED DOT on the outer shell and a black check valve **WITHOUT** a RED DOT must be reworked as follows:

1. Remove the hose connection(s) from the check valve and discard the clamp.
2. Remove the check valve and grommet from the power brake booster and discard both.
3. Install a new grommet, part No. C4GA 2365-B, into the booster, chamfer end first.
Use care to avoid cutting or distorting the grommet and make sure groove of grommet is seated squarely in the hole of the booster.

4. Lubricate the check valve with windshield washer solution (specification ES-BM-856-A). Dip valve in solution approximately 1/8-inch and shake excess off valve.
5. Push the new check valve, part No. C5SZ 2365-A, straight down into hole in booster. NO NOT rotate check valve into grommet as this can result in damage to grommet.
6. After check valve is installed, orient to proper position for hose connections.
7. Install clamp, part No. 376428-S8 on vacuum hose and install hose on check valve. Using proper hose clamp pliers, tighten clamp securely.
8. Install the automatic transmission vacuum shift supply hose on the check valve for vehicles so equipped. On all applications where the vacuum supply for automatic transmissions is not through the power booster, cement the check valve protective rubber cover with ES-BM-M2G17-A cement or the equivalent to the valve.
NOTE: Exercise care - put cement on outside of nipple, NOT in cap.
9. Start vehicle and check brakes and booster functioning.

PARTS REQUIRED TO REPLACE CHECK VALVE

<i>Part Number</i>	<i>Part Name & Description</i>	<i>Usage</i>
C4AG 2365-B	Grommet - one (1) required	All effected vehicles
C5SZ 2365-A	Check Valve - white plastic when furnished as service replacement part. One (1) required.	All boosters
376428-S8	Hose Clamp - One (1) required	All effected vehicles
ES-BM-856-A	Windshield Washer Solution as required	All effected vehicles
ES-BM-2G17-A	Cement - as required	All vehicles not having vacuum through booster for Automatic transmission shift

The above parts are available through regular Ford Motor parts ordering procedure and are NOT to be ordered through Shelby American.

WARRANTY & REIMBURSEMENT INFORMATION

All brake booster campaign modifications MUST BE submitted on Shelby American Warranty & Policy Ford No. 61. The Claim must be marked "Brake Booster Campaign 67-6." We are reasonably sure that all Shelby GT350 and GT500 vehicles came equipped with boosters marked with a red dot. It should, therefore, only be necessary to replace the check valve. However, if it requires replacement of the entire booster because the booster was not marked with a red dot, such boosters must be returned to Shelby American, Inc., attention: Service and Warranty Department.

Labor allowance for replacing the booster will be 0.7 hours per GT350. Labor allowance for replacing the booster will be 1.0 hours per GT500. Labor allowance for replacing the booster check valve only will be 0.5 hours for both the GT350 and GT500.

NOTIFICATION OF DEALER & PURCHASER

In accordance with Section 113, Title I., Public law 89-563, Motor Vehicle Safety Standards, dated September 9, 1966, each Auto Manufacturer is required to notify by certified mail, the dealer and the original purchaser of any defect which requires the recall of any vehicle effected by such defect.

In view of the new law, all dealers should make earnest efforts to fill out and submit to Shelby American the Shelby American IBM Retail Sales Card for each new GT350 or GT500 retailed. Pre-addressed envelopes are furnished for each card. Shelby American Field Sales Managers will contact all dealers to obtain the names and addresses of all retail purchasers who have bought a 1967 model GT350 or GT500, with Serial Numbers #00001 to and including #1385.

In the interest of safety to our customers, it is respectfully requested that all dealers give this matter fullest attention and priority.

Your full and devoted cooperation regarding this campaign will be greatly appreciated.

Harry Neumann
Service & Warranty Administrator