

Front Brake Line Set for Disc Brake Conversion w/Power Dual Master Cylinder
For master cylinder mounted 4 1/2" to 6 3/4" from firewall.

READ ALL INSTRUCTIONS CAREFULLY BEFORE YOU DO ANYTHING

IMPORTANT;

WE RECOMMEND THAT ALL BRAKE PARTS SHOULD BE INSTALLED BY AN EXPERIENCED PROFESSIONAL.
DO NOT RISK IMPROPER INSTALLATION, HAVE A 'PRO' DO IT.

Be sure to use the correct proportioning valve & master cylinder for your particular application, Front Disc or 4 Wheel Disc. (This set is NOT recommended or designed to be used with 4 wheel drum brake applications. It will not bolt on to drum brake dual master cylinders or valve blocks without adapter fittings. It is highly recommended that you complete the improvement of your brake system by the installation of disc brakes. The increased effectiveness of Disc brakes cannot be denied)

This kit is designed to work with most single stage cast iron GM dual master cylinders that have the front reservoir for the front wheels. Be sure to use a cylinder from mid or full size car or full size truck. Use a new master cylinder and proportioning valve.

INSTALLATION SEQUENCE

1. Remove the following lines; the 2 short lines from the original brass brake blocks to the flex hoses, the long line that goes between the 2 brass blocks under the engine, the line to the original master cylinder & the original master cylinder itself. Install master cylinder/booster assembly as per manufacturers' instructions.
2. Examine brass blocks for cracks or cross threading, we recommend replacing these with new parts but if you wish to use them make sure they are in good condition & clean. These will now only be used to feed the rear brakes.
3. Do not remove plastic caps from lines until you are ready to install that particular fitting. Make sure to work clean & do not allow any dirt to get into lines or other parts.
4. Identify lines by length as shown in diagram & install lines to brass blocks & to New flexible hoses (not supplied). Install lines by hand, it is not necessary to tighten fully at this time. The 64" 3/16 line feeds the right front wheel from the flexible hose bracket, it then gets routed under the right upper A arm then across the front frame crossmember, it then goes under the rear of the left upper A arm then shoots up in front of the steering box. The 47" 1/4 line goes from one brake block to the other as original. The remaining long 1/4 line which is somewhat 'U' shaped (32" on 55's, 23" on 56-7's) goes from the drivers side brass block then goes under the steering box on the top of the frame, then comes straight up and should end up with the short side of the 'U' pointing toward the front of the car. The 15" 3/16 line feeds the left front wheel and should be installed with the 'S' shaped end to the flexible hose.
5. Install & tighten the 2 plugs supplied, in the brass blocks where the original short lines to the front wheels were.
6. You should now have 3 lines coming up around the steering box, a 1/4" line from behind, & 2 3/16" lines in front of the box. It is now time to install the proportioning valve, install the valve with the warning switch (has white plastic boot) facing up and the 2 small fitting holes facing front. Do not install the proportioning valve bracket until all lines are in. The 3/16 line from the right front wheel goes in the upper front fitting hole, and the 3/16 line from the left front wheel goes into the lower front fitting hole. The 1/4 line goes into the fitting hole in the rear of the valve. Install lines by hand finger tight.
7. You should now have 2 short lines left. The thinner 3/16 line goes from the front master cylinder reservoir to the front top hole in the proportioning valve. The 1/4 line goes from the rear reservoir to the rear top hole in the valve, large fitting end to master cylinder. NOTE; Due to the wide variety of master cylinders used for these applications some slight reshaping of these short lines may be necessary because of various design differences in the master cylinder hole locations. These should only be minor but if adjustment is necessary take care not to kink any line.
8. Once all lines are installed go back and tighten all fittings. Adjust routing to your satisfaction & install crossmember line clips & flexible hose clips (not supplied).
9. A proportioning valve bracket can be made using 1 1/4 x 1/8 steel stock or you may order the one we make for this purpose.
10. It is recommended that the remaining lines & fittings & parts not included in this kit be replaced. For best results use new or professionally rebuilt components. If you install these yourself, to insure proper operation have a professional check your work & do the bleeding. After bleeding check all connections for leaks & retighten as necessary.

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