

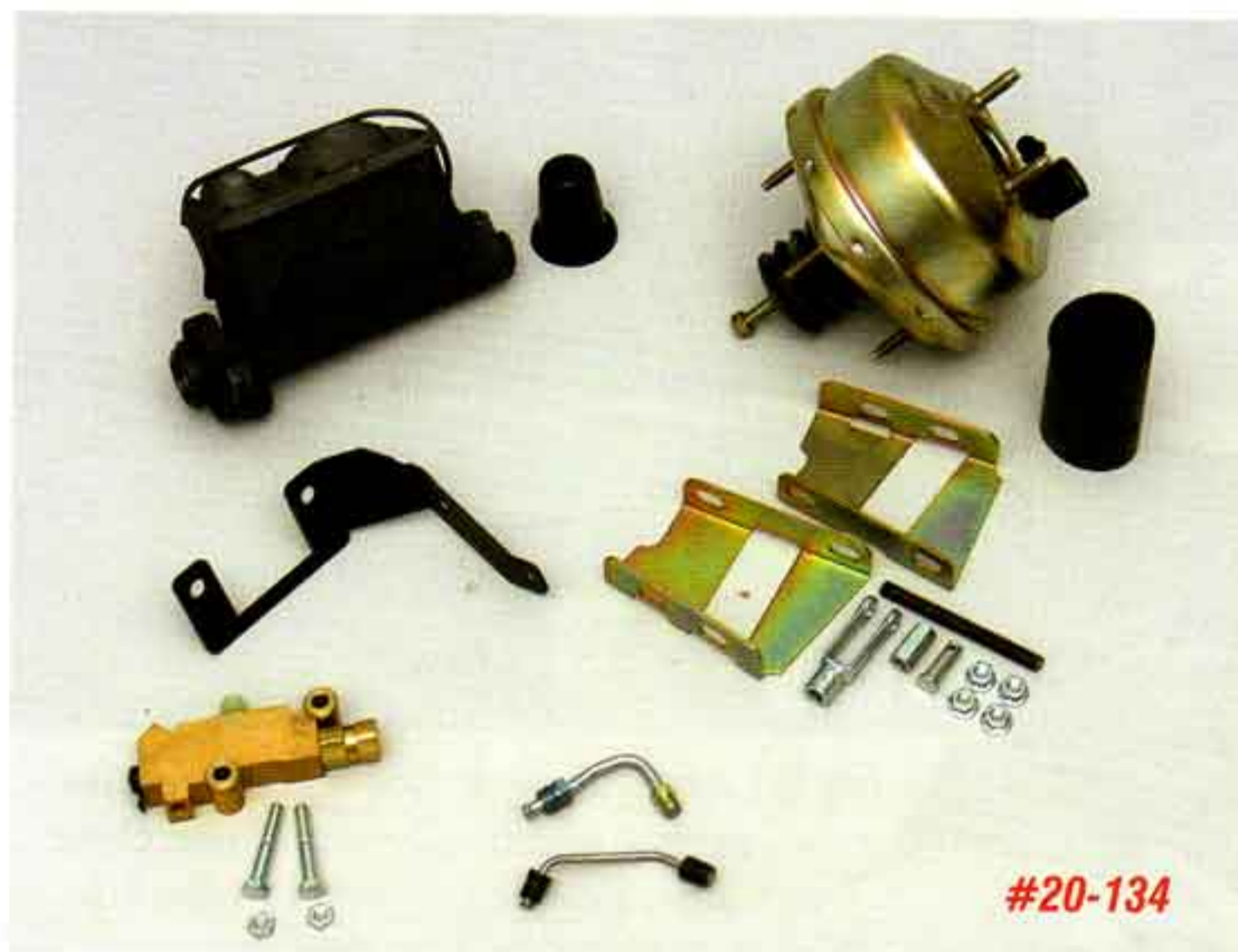
**" THIS ARTICLE IS INTENDED FOR YOUR REFERENCE ONLY.**

**ACTUAL PARTS, YEARS AND BODY STYLES CONTAINED**

**IN THIS ARTICLE MAY DIFFER SLIGHTLY FROM YOUR APPLICATION. "**

# YOU CAN DO IT EASY UPGRADES

## 1955-64 POWER AND NON-POWER DUAL MASTER CYLINDER INSTALLATION



*Safety. We are all more conscious of it every day. You've installed seat belts, new brake shoes and drums, radial tires and you're ready to go, right? Maybe not. If your early Chevy is still equipped with the non-power single master cylinder brake system, then you're not so safe!*

*This article will guide you through the installation of a brand new power and non-power booster/dual master cylinder system that can be used on drum or disc brake cars.*

### **Parts Needed:**

#### **Power Conversions**

20-134 Dual Master Cylinder Kit  
Use w/Disc Brakes

20-03 Dual Master Cylinder Kit  
Use w/Drum Brakes

#### **Non-Power Conversions**

20-149 Dual Master Cylinder Kit  
Use w/Disc Brakes

20-148 Dual Master Cylinder Kit  
Use w/Drum Brakes

### **Tools Needed:**

Ratchet

Assorted Sockets

7/16" Wrench

1/2" Wrench

9/16" Wrench

Drill

3/8" Drill Bit

Brake Fluid

#### **Optional**

49-11 Dual Master Cylinder Pressure  
Bleeder

49-38 Tube Bending Tool

## **Time Frame:**

3 Hours

Our Dual Master Cylinder Kits include all the lines and hardware you will need. Just install and add fluid. Our installation is

completed on a 1956, but 1955-64 procedures are the same.



### **Photo #1a & 1b:**

Remove the original single master cylinder from the car by removing the brake line connection and the 4-9/16" nuts at the firewall. Be sure to place a rag under the master cylinder to collect any brake fluid that may run out. Remove the original master cylinder to left front brass block line and discard. Also remove the original left and right frame brass blocks and crossmember line.



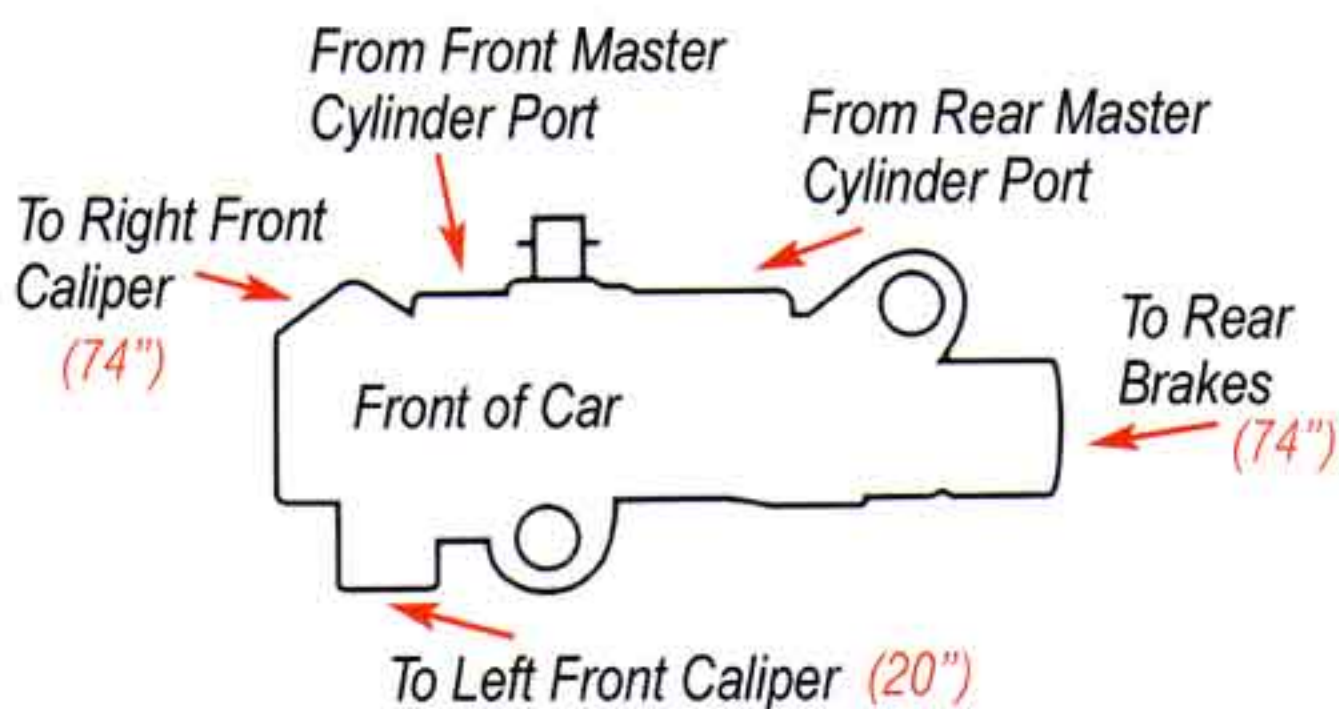
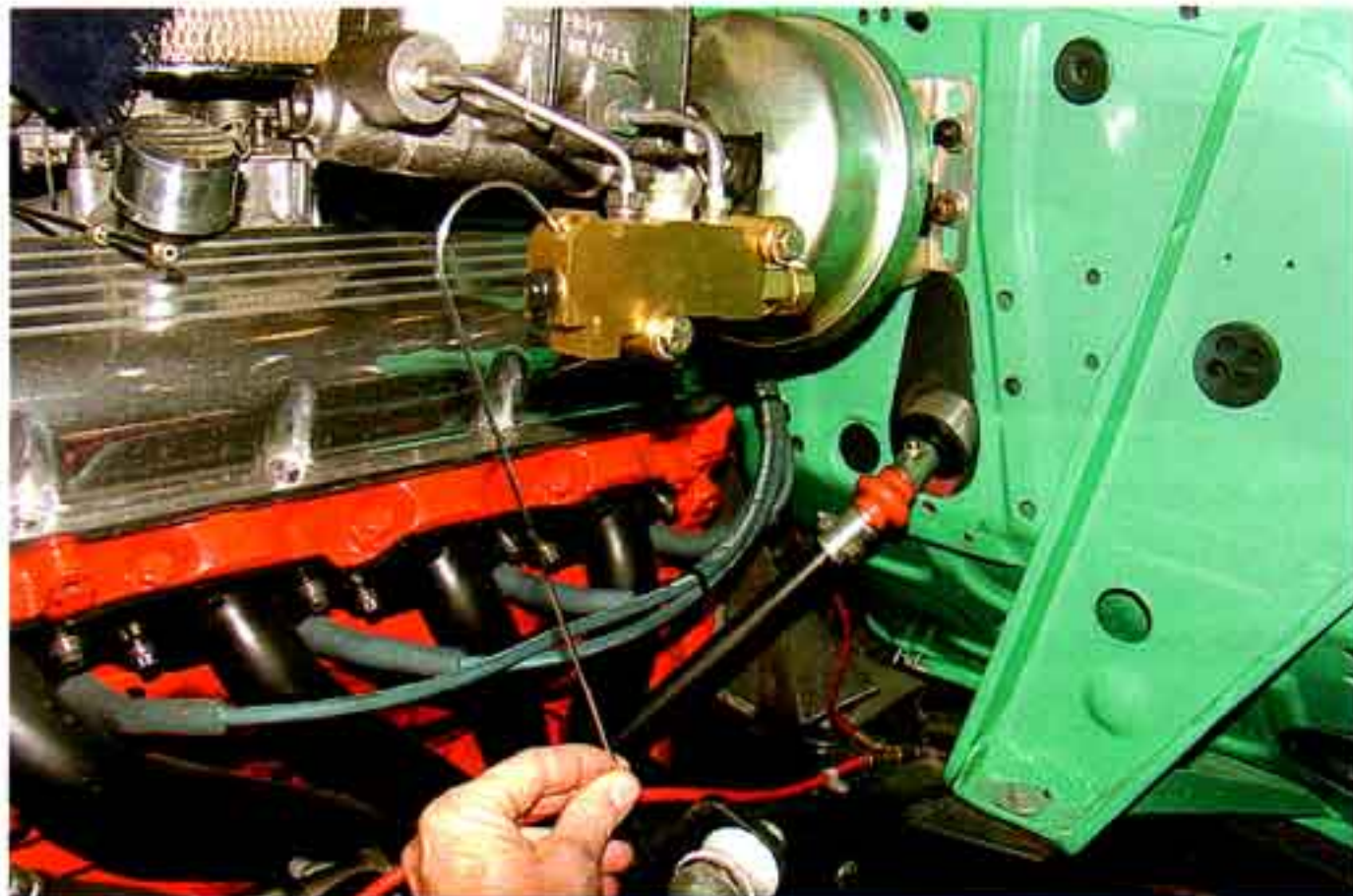
**Photo #2:** If you are installing the non-power system, you can leave the original pedal clevis and pushrod in place. Install the proportioning valve bracket using the upper two master cylinder studs on the firewall.



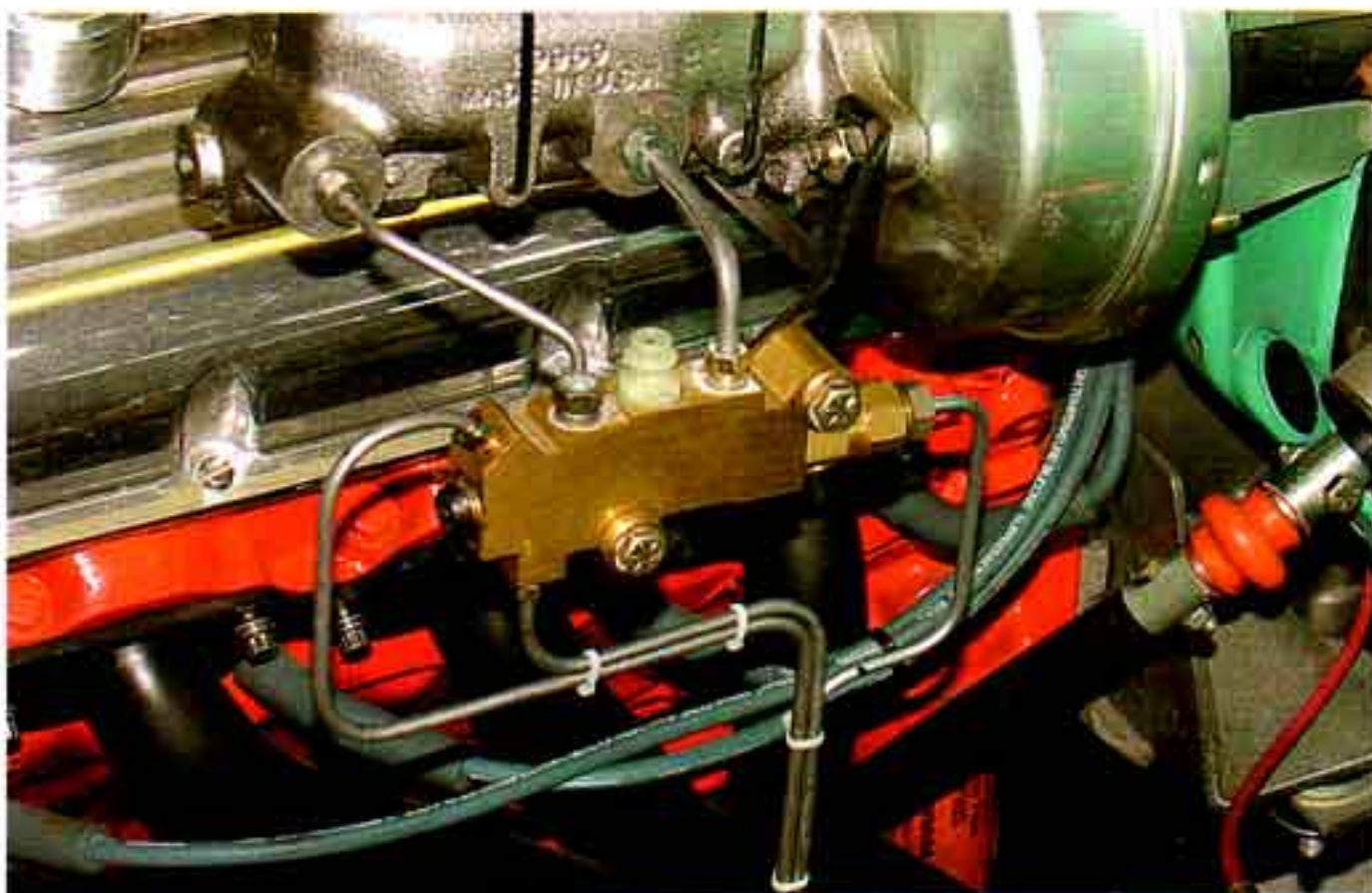
**Photo #3a & 3b:** It is helpful to bench bleed the master cylinder by adding fluid and pumping while it is chucked in a vise. Pump the cylinder until it is free of air and fluid is running out both lower ports. Install the dual master cylinder using the two lower studs on the firewall. Be sure the pushrod engages the hole in the piston at the rear of the master cylinder.



**Photo #4:** Install the proportioning valve on the bracket with the large port fitting facing the rear. Install the two lines between the master cylinder and the proportioning valve.



**Photo #5 & Diagram 1:** The brake lines may now be run to the front and rear wheels. These lines are not prebent so you may bend them as you wish. Use a piece of coat hanger to bend a template for each brake line routing. This will keep you from bending and re-bending the new lines. A good tubing bender #49-38 will come in handy. Here is how each line should be run: 74" line with small fittings from front of proportioning valve across front crossmember to right front drum brake hose, 74" line with one large and one small fitting from rear of proportioning valve across front crossmember to union at rear brake line on right side below firewall 20" line with small fittings from bottom of proportioning valve to left front brake hose.



**Photo #6:** Install all new lines and tighten all fittings. Adjust the brake clevis under the dash so you have about 1/2" free play in the brake pedal. Bleed the brakes manually (rear first, front last) or by using pressure bleeder #49-11.



**Photo #7:** If you are installing a power dual master cylinder system, the original brake pedal clevis and rod will need to be removed from the swing pedal under the dash. For proper pedal travel with a power system, a new 3/8" hole should be drilled in the brake pedal swing arm 1" below the original hole. This is easier to do if the pedal is removed from the car.



**Photo #8:** Assemble the booster, brackets, new pushrod and clevis, master cylinder and valve before mounting it to the firewall. Be sure the new clevis engages the pedal swing arm under the dash. Adjust the new pedal clevis rod so there is about 1/2" free play in the pedal. Attach the booster check valve located at the bottom right side of the booster, to an intake manifold or carburetor baseplate vacuum source using 1/2" reinforced power brake hose. Run the brake lines by following steps 5-7, add fluid and bleed.

Enjoy your new better, safer brake system and happy cruising! ✓