

1955-64 POWER BRAKE BOOSTER AND DUAL MASTER CYLINDER



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Randy has been involved in the Chevy parts business for over 25 years. He is a wizard at creating, making and modifying custom parts for Chevs.

The dual reservoir power brake master cylinders that are used in all the Eckler's Classic and Late Great Chevy power brake conversions for the 1955 to 64 passenger cars and trucks are originally from 1968-1972 A and F-body Chevrolets. On 1968-72 A and F-body cars, two styles of boosters were used. One style booster had a short pushrod on the front of the booster and one style had a long pushrod. The Eckler's Classic Chevy power brake master cylinders are designed to work with both styles of boosters.



Parts Needed:

20-152 Power Brake Dual Master Cylinder For Disc Brakes

20-151 Power Brake Dual Master Cylinder For Drum Brakes

20-31C Chrome Power Brake Dual Master Cylinder For Disc Brakes

20-57 7" Power Brake Single Diaphragm Booster

20-57C 7" Chrome Power Brake Dual Diaphragm Booster

20-215 8" Power Brake Dual Diaphragm Booster

20-216 8" Chrome Power Brake Dual Diaphragm Booster

To order parts call 1-800-456-1957 or visit ClassicChevy.com



Photo #1: The aftermarket power brake boosters that are used in the Eckler's Classic & Late Great Chevy power brake/dual master conversions for the 1955 to 1964 cars accept the common dual master cylinder from 1968 to 72 A and F-body cars. The aftermarket boosters have a

short master cylinder pushrod that match up to the shallow dimple in the piston on the A and F-body brake master cylinders.

Photo #2: Not all 1968 to 72 A and F-body cars had the shallow dimple style master cylinder. Some applications used the master cylinder with the deep hole in the piston and required a booster with a long master cylinder pushrod.



Photo #3a & 3b & 3c:

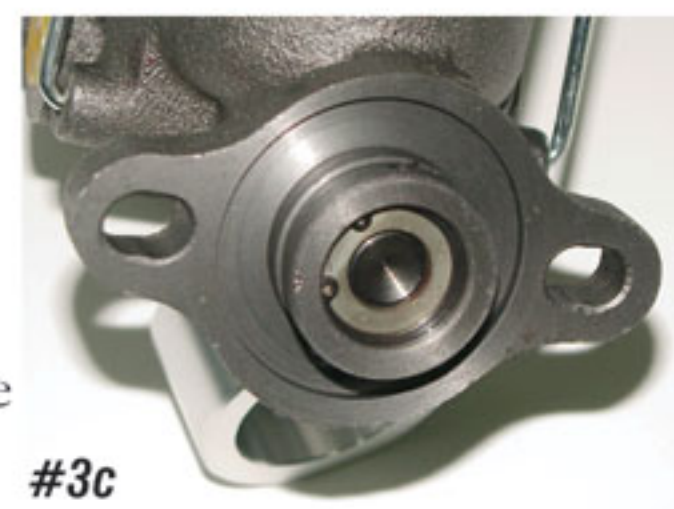
The power brake master cylinders that are included in all the Eckler's Classic & Late Great Chevy power disc or drum brake conversion kits can be used with either a short or long pushrod booster. The power master cylinders we supply have a deep hole in the piston and work fine with a long pushrod booster. For boosters with a short pushrod, a plug is included with the master cylinders that when installed in the master cylinder piston will simulate the shallow dimple to work perfectly with the short pushrod style booster.



#3a



#3b



#3c

Good Luck!

1955-64 Fullsize Chevrolet Booster Bracket

Parts List:

- 1 ea Firewall Seal
- 1 ea Left Booster bracket
- 1 ea Right Booster Bracket

Note:

Some cars may need to trim the steering column seal.

1955-57 cars with the original power steering pump mounted on the back of the generator must use Bracket Kit #5561BB.

Recommendations:

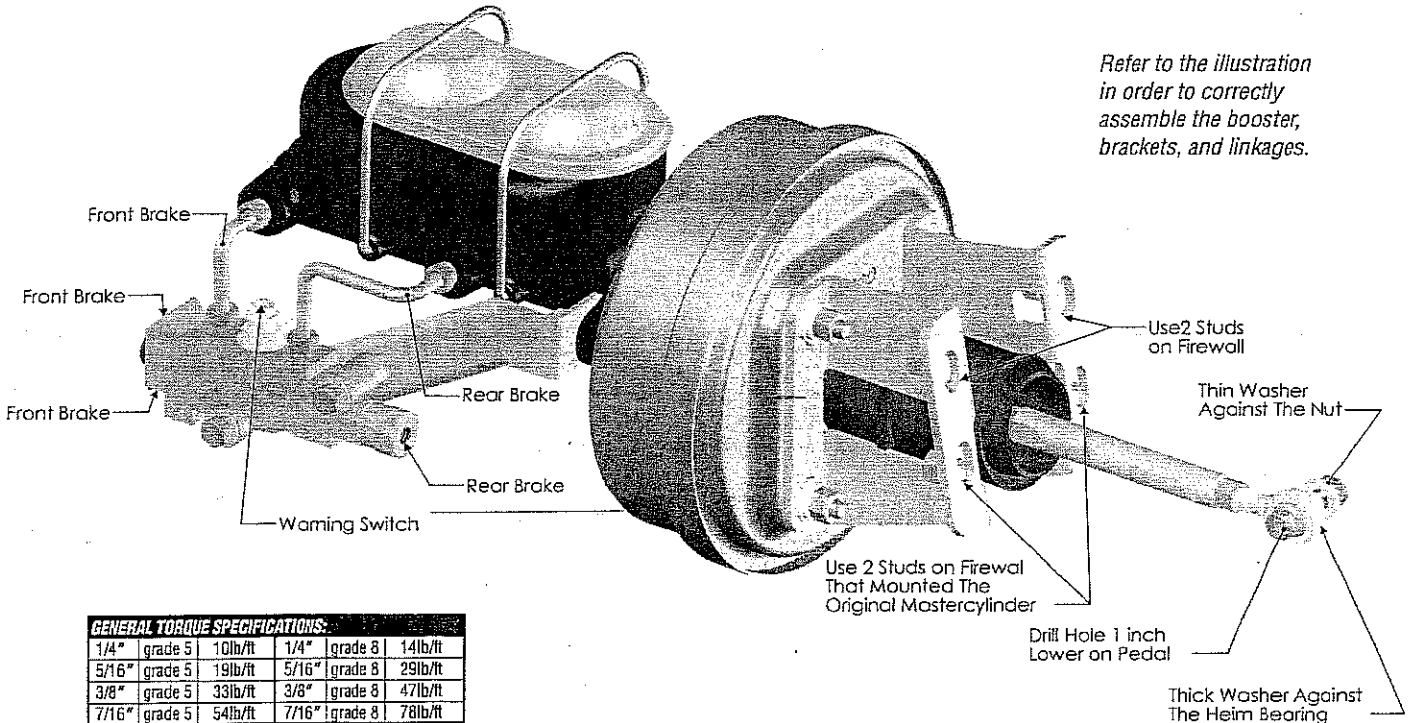
CPP recommends using a new master cylinder and booster assembly with this kit.

Instructions:

1. Disconnect the brake push rod from the brake pedal.
2. Remove the original master cylinder/booster assembly from the car. 1955-1957 with the Treddle Vac system will need to remove all of the

Treddie Vac system, and may need to drill new mounting holes for the new bracket-assembly.

3. 1955-1957 cars will need to drill a new 3/8" hole 1" lower than the original brake push rod hole.
4. Attach the booster, bracket assembly, and firewall seal to the firewall.
5. Using the lower hole on the brake pedal connect the booster push rod to the brake pedal. The thick washer fits between the brake pedal and the heim joint on the booster push rod. Without the thick washer the push rod binds and prevents the brakes from working safely. Adjust the booster push rod length so that the rod is as long as possible without preloading the booster. *Warning: Preloading the master cylinder will cause the brakes to drag, and lock up.*
6. Move the pedal through its full range of motion and check that the linkage is not binding. If the linkage is binding make the appropriate adjustments to have a smooth bind free linkage.



GENERAL TORQUE SPECIFICATIONS:

1/4"	grade 5	10lb/ft	1/4"	grade 8	14lb/ft
5/16"	grade 5	19lb/ft	5/16"	grade 8	29lb/ft
3/8"	grade 5	33lb/ft	3/8"	grade 8	47lb/ft
7/16"	grade 5	54lb/ft	7/16"	grade 8	78lb/ft
1/2"	grade 5	78lb/ft	1/2"	grade 8	119lb/ft
9/16"	grade 5	114lb/ft	9/16"	grade 8	169lb/ft
5/8"	grade 5	154lb/ft	5/8"	grade 8	230lb/ft