

1955-57 OFFSET EMERGENCY BRAKE IDLER LEVER



Randy Irwin - Technical Writer

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 Chevys.

We get several calls a month on the CCI Tech Line from customers who have installed a late model transmission and when the car is on jack stands or a lift, the driveshaft drags on the emergency brake lever and bends it. This can also happen if the rear of the car is raised with air shocks or heavy duty rear leaf springs. Eckler's Classic Chevy has designed an offset emergency brake lever P/N 20-251 that will provide more than enough clearance to work with any transmission and any ride height car.



20-45



20-20



20-11



52-392



20-91

Parts Needed:

Catalog price Member price

20-251 1955-57 Offset Emergency Brake Idler Lever, Non-Convertible

20-45 1955-57 Front Emergency Brake Cable

20-46 1955-57 Emergency Brake Cable Rollers

52-392 1955-57 Emergency Brake Roller Brackets

20-76 1955-57 Emergency Brake Roller Bolts

20-05 1955-57 Emergency Brake Handle, Chrome

20-20 1955-57 Emergency Brake Handle, Black

20-89 1955-57 Emergency Brake Lever Return Spring

20-91 1955-57 Emergency Brake Adjuster Link

20-16 1955-57 Emergency Brake Clevis

20-11 1955-57 Rear Emergency Brake Cable

52-393 1955-57 Emergency Brake Lever Brackets

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

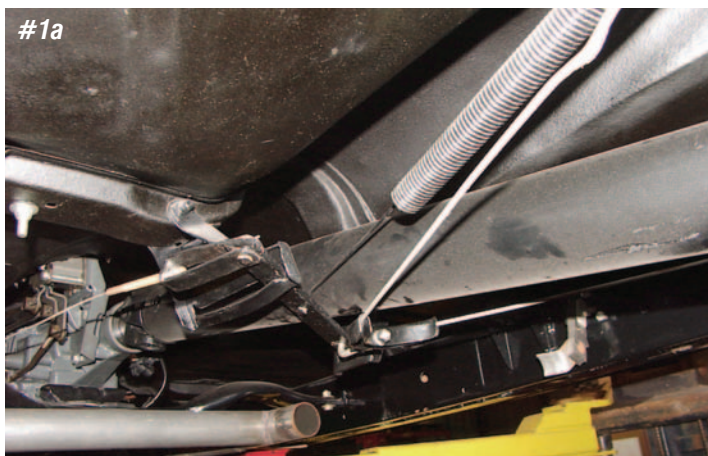
Tools Needed:

1/2" Wrench

Pliers

Time Frame:

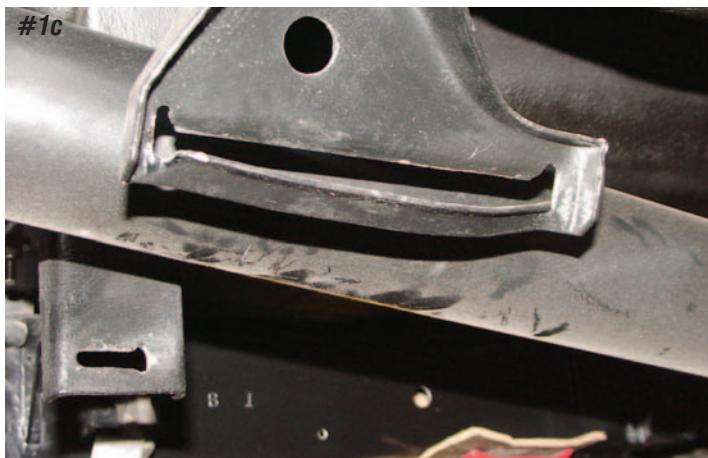
1-Hour



#1a



#1b



#1c

Photo #1a & 1b & 1c: With the car on the lift and the rear end hanging by the leaf springs, you can see where the emergency brake lever is dragging the driveshaft. On our car, it is so tight it has bent the lever and the driver's side guide bracket.



#2a

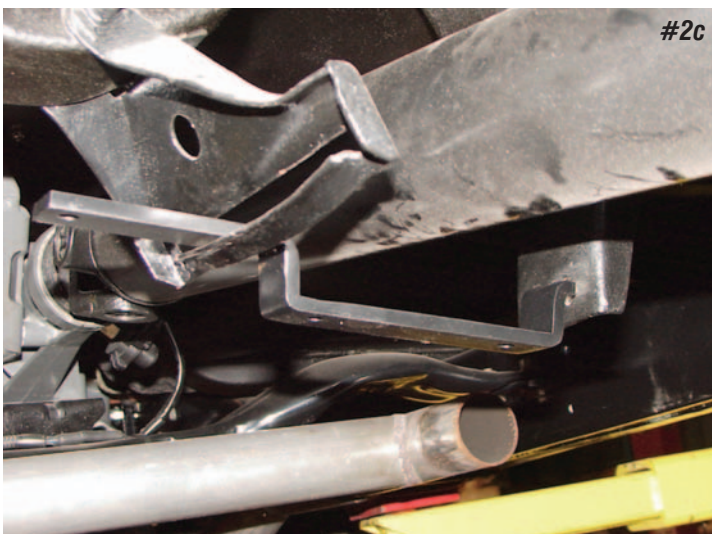
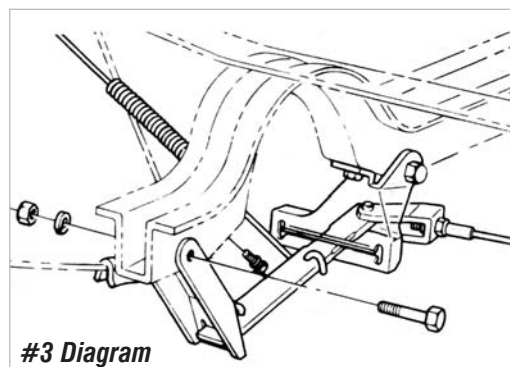
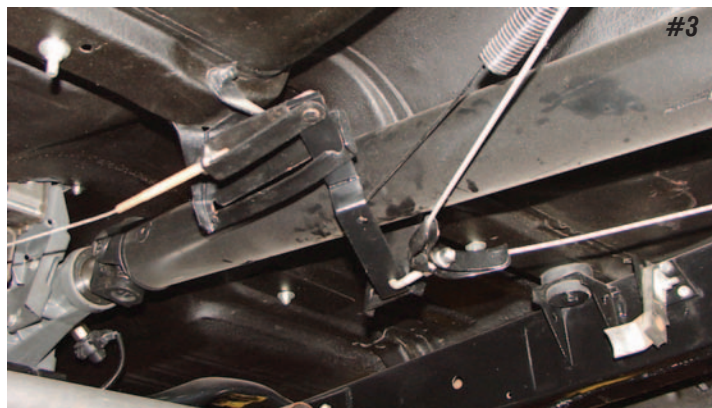


Photo #2a & 2b & 2c: The new offset idler lever **P/N 20-251** has a 1" offset that provides plenty of clearance for the driveshaft even with the car on the lift.



#3 Diagram

Photo #3 & Diagram: The new offset lever has all the holes in the proper location so that the front and rear cables and tension spring will connect and work

properly. To remove the old idler lever, loosen the adjustment nuts on the front and rear cable yokes and remove the cotter pins. Disengage the lever from the floor brackets and install the new lever. Good luck. ✓