

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 Chevys.

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.



20-152



20-31C



20-57



20-57C

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 accepts 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.

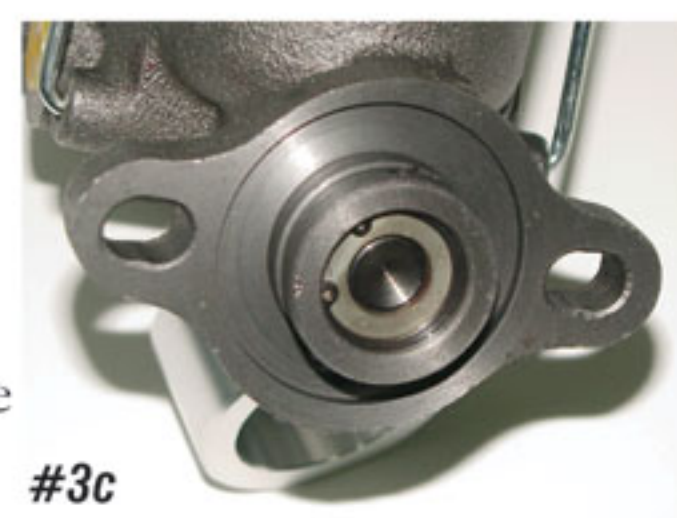
Good Luck!



#3a



#3b



#3c