

by Randy Irwin

1955-57 DUAL MASTER CYLINDER PREBENT BRAKE LINES



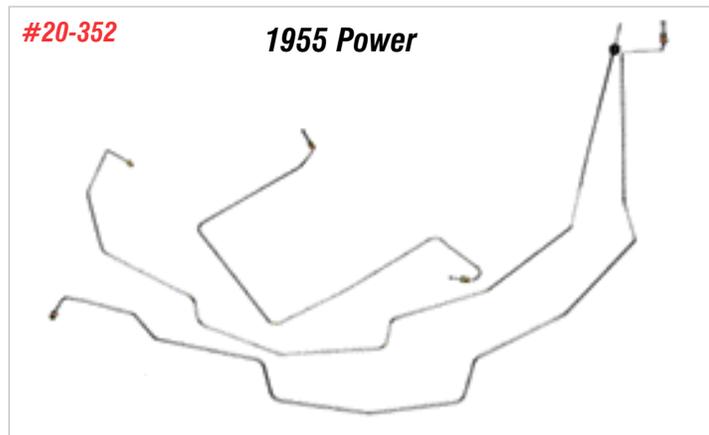
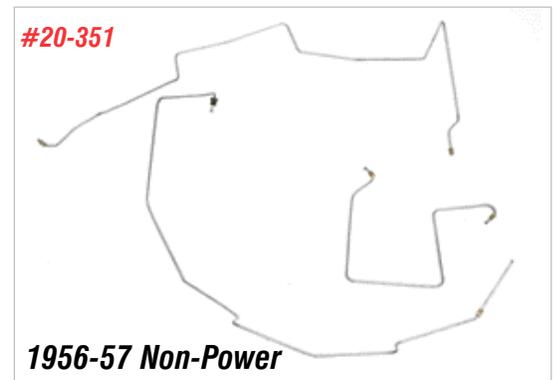
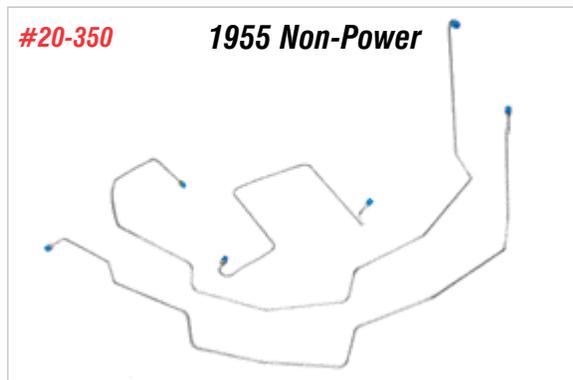
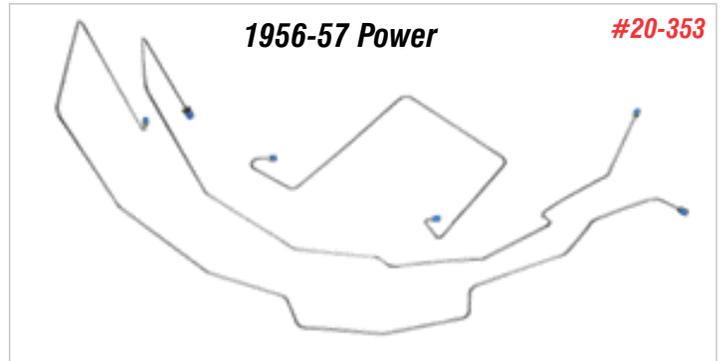
Randy Irwin - Technical Writer

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 Chevs.

We are now pleased to offer prebent brake lines from the proportioning valve to the wheels for all of our dual master cylinder/GM proportioning valve applications.

These lines are a precise fit and will take the guesswork out of installing your updated brake system. You will wind up with a much nicer looking installation and cleaner underhood appearance as a result!

In addition to offering the prebent lines as sets, all of our '55-'57 brake kits will now include prebent lines.



Tools Needed:

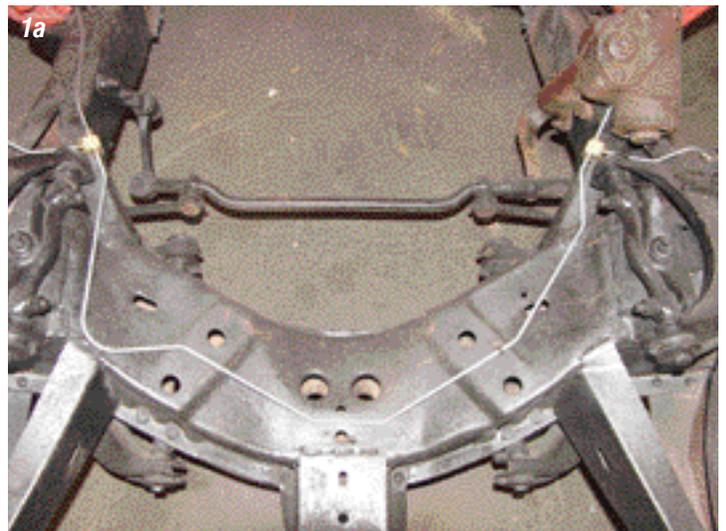
- 3/8" Wrench
- 7/16" Wrench
- 1/2" Wrench
- 9/16" Wrench

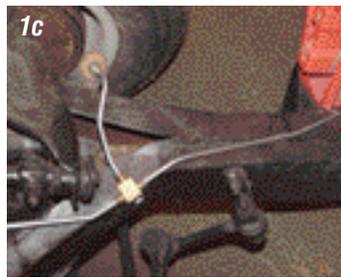
Time Frame:

2 hours

Parts List:

		Catalog price	Member price
20-350	1955 Non-Power Prebent Brake Lines	\$69.99	\$66.49 set
20-351	1956-57 Non-Power Prebent Brake Lines	69.99	66.49 set
20-352	1955 Power Prebent Brake Lines	69.99	66.49 set
20-353	1956-57 Power Prebent Brake Lines	69.99	66.49 set





Photos 1a, 1b & 1c: The stock single 1/4" brake line from the master cylinder feeds down the firewall, under the steering box and connects to the brass junction block just behind the driver's side upper control arm. There is a short 3/16" brake line that connects the flexible hose from the driver's wheel cylinder to the junction block. A 1/4" brake line runs across the engine crossmember and connects to the junction block on the passenger side of the frame. Like the drivers side, a short 3/16" brake line connects the flexible hose from the passenger side wheel cylinder to the junction block just behind the passenger side upper control arm. The brake line for the rear brakes runs down the passenger side frame rail and connects to the rear brake hose on the passenger side of the frame.



Photos 2a, 2b & 2c: The original master cylinder is held to the firewall with four studs. These studs are used to mount a late model power brake booster P/N 20-57 or a dual master cylinder and proportioning valve. On a non power brake system the upper studs will hold the proportioning valve bracket P/N 20-33, the lower studs are used to mount the dual master cylinder, P/N 20-153 for drum brakes or P/N 20-116 for disc brakes.



Photo 3: A proportioning valve must always be used when installing a dual master cylinder for the system to operate properly and provide the full safety features of the dual system. Our P/N 20-32 or 20-32C is a GM style 5-port

proportioning valve that bolts to the valve bracket using bolt kit P/N 34-198.

Photo 4: P/N 20-147 are the prebent short lines that will connect the master cylinder to the proportioning valve. For power brakes use lines P/N 20-79.



Photo 5: The new prebent brake lines connect to the proportioning valve and feed the left and right front wheels and also connect to the original brake line on the passenger side of the car for the rear brakes. The lines are all 3/16" in size for maximum brake pressure. They can be used with a stock steering box, a 605, 670 or Delphi power steering box or a rack and pinion system. They will clear side mounts or front mounts and small block or big block engines.

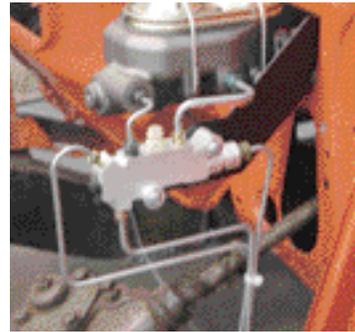
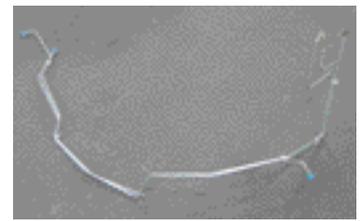
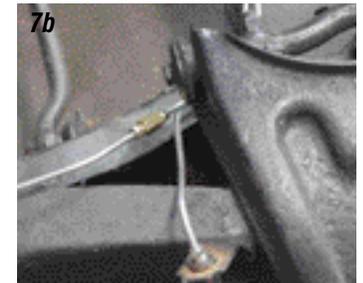
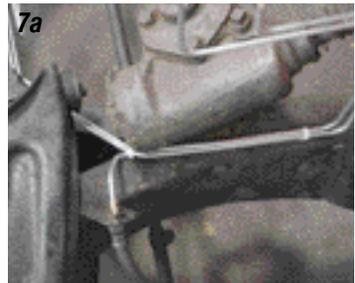


Photo 6: At the proportioning valve there are three line ends. The large nut screws into the rear of the proportioning valve and feeds the rear brakes. The two smaller fittings screw into the proportioning valve and feed the left and right front wheels.



Photos 7a, & 7b: The lines for the front brakes are bent to connect to the front brake hoses in the stock location. Two lines are now run to the passenger side of the frame; one for the right front wheel and the other for the rear brakes. The line for the rear brakes includes an inverted flare coupler that allows the new line to be connected to the factory line for the rear brakes.



Photo 8: The new lines run across the back side of the front engine crossmember. Once our engine is installed the lines will be just about invisible! Good Luck. 🍀