

1965-66 GM Impala Installation Guide

1967-72 GM Impala Installation Guide

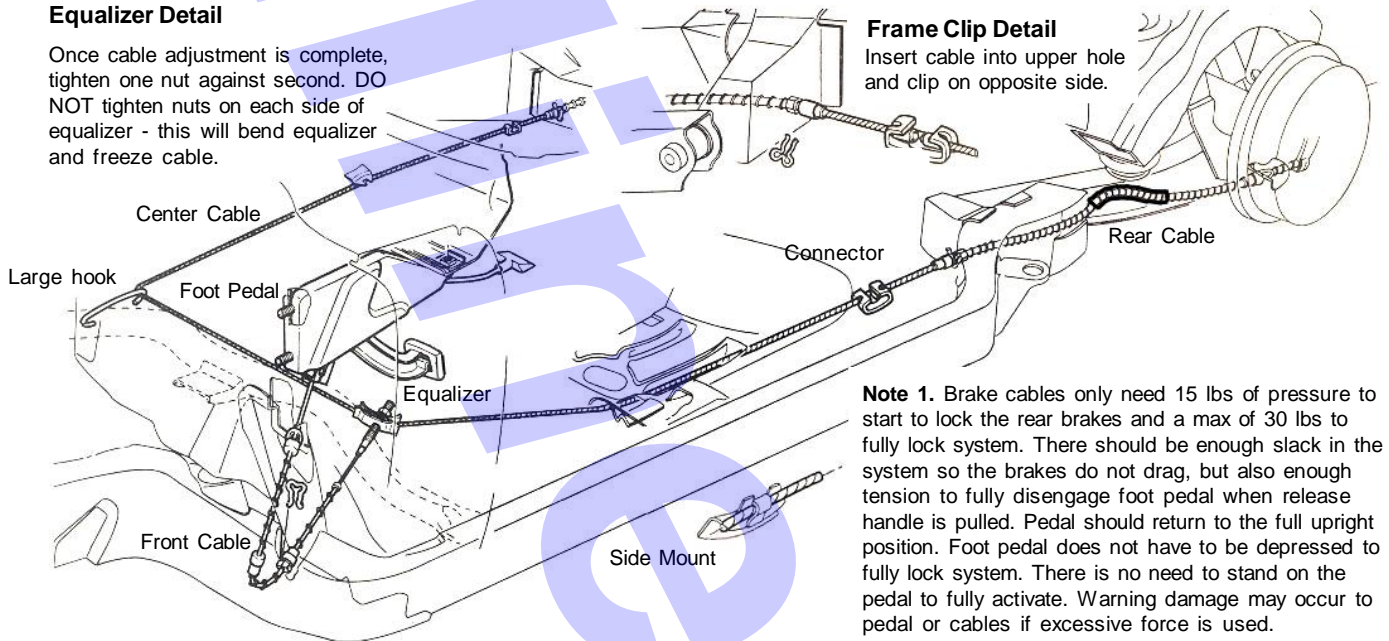
Enclosed Contents: Brake cable set includes: 1 front cable, 1 intermediate cable, 2 rear cables, 2 connectors, 3 cable clips, 1 equalizer with 2 nuts and 1 large transmission cross-mount hook.

Equalizer Detail

Once cable adjustment is complete, tighten one nut against second. DO NOT tighten nuts on each side of equalizer - this will bend equalizer and freeze cable.

Frame Clip Detail

Insert cable into upper hole and clip on opposite side.



Note 1. Brake cables only need 15 lbs of pressure to start to lock the rear brakes and a max of 30 lbs to fully lock system. There should be enough slack in the system so the brakes do not drag, but also enough tension to fully disengage foot pedal when release handle is pulled. Pedal should return to the full upright position. Foot pedal does not have to be depressed to fully lock system. There is no need to stand on the pedal to fully activate. Warning damage may occur to pedal or cables if excessive force is used.

Step 1. Remove your old cables for comparison. Spring finger 3 prong ends can be removed by taking an 11/16" boxed end wrench and sliding it over the end to depress fingers so the cable will slide out. A heater hose clamp will also work the same for removal. Multiple OEM vendors produced the original cables, so detail items such as rubber boots and housing material may vary slightly. Some cables are a flat wind in which a flat metal stock is wound to make the cable. Others are a series of wires held together by one spring wrap. Both cables are correct and function the same, but the appearance is different. We produce cables in the most common material for that particular application. Compare your original cable lengths to the reproductions. It is very common for cable lengths to vary within 1 inch. If your cables vary more than 1 inch, STOP and call Tech Support. We may need your original as an example of what is right for your car.

Please remember cable length is affected by transmission crossmember placement, depending on what transmission is in the car. 1967 was the first year for the optional T-400 so NO 1966 or 65 cars could have had a T-400. Turbo 400 cars had a longer front cable and a shorter center cable than the 2-speed power glide or T-350. The Turbo 350 transmission did not come out until 1969 so NO 1968 cars could have had a T-350, but the cable lengths and placement of the trans cross-mount is the same as the 2-speed power glide. The Manual trans, 700R4, 200R4 and T-350 all use the same placement as the 2-speed power glide, while the Turbo 400 is a different spacing.

Step 2. Install all cables and hardware as the above diagram shows. Once all the cables are in place, you are ready to adjust the system. There are several inches of adjustment in the system at the equalizer rod. Snug up the system and read **Note 1** for final adjustment.

Step 3. If you run into problems, your maintenance manual will provide further instructions on cables in section 5 brakes. This sheet is intended for use as a basic guide to help install brake cables. If you are unsure about any part of the installation procedure, consult a professional mechanic. Inline Tube assumes no responsibility for improperly installed cables.

Note. Some Impala cables had a rubber shielding on the rear cable housings. We put the black rubber on all cables, if your car did not have the shielding, simply cut it down the center and peel it off.