

Not sure what you have or need to order a few parts, look at our easy to read charts.

Stock Car - Manual Drum

Has dual master cylinder with 4 wheel drum brakes, factory lines to dist block located below the master bolted to M/C Stud.



Big Block Cars Only

Stock Car - Power Drum

Has dual master cylinder & booster with 4 wheel drum brakes, factory lines to dist block located below the master bolted to M/C Stud.



Big Block Cars Only

Stock Car - Manual Disc

Dual master cylinder with front disc brakes. Uses 2 part valve and has dual piston calipers Uses factory lines. **DBK6723**



Big Block Cars Only & Disc Brake

Stock Car - Power Disc

Dual master cylinder with front disc brakes. Uses 2 part valve and has dual piston calipers Uses factory lines. **DBK6724**



Big Block Cars Only & Disc Brake

Factory Style Manual Disc

Upgrade Dual master cylinder with front disc brakes. Uses all factory lines. Has single piston calipers. **DBK6725**



Big Block Cars Only & Disc Brake

Factory Style Power Disc

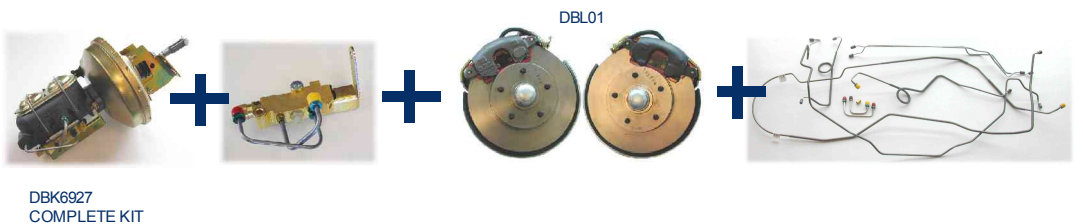
Upgrade Dual master cylinder with booster & front disc brakes. Uses all factory lines. Has single piston calipers. **DBK6726**



Big Block Cars Only & Disc Brake

Power Disc Conversion

Upgrade Dual master cylinder with smooth booster & front disc brakes. For use on a modified car that is non stock application; headers, big block, 4 wheel disc valve available. Factory lines will not work.



67 F-body Notes

All 67 GM F-bodies had either power drum or manual drum, power disc or manual disc brakes with a dual master cylinder.

All 67 GM F-bodies that had disc brakes came from the factory with dual piston brake calipers.

All 67 GM F-body disc brake conversions use single piston calipers that started in 1969.

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Stock Car - Manual Drum

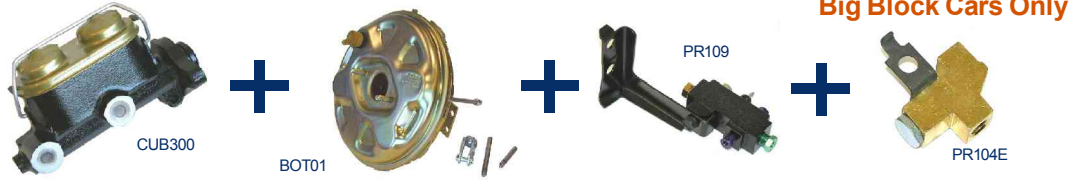
Has dual master cylinder with 4 wheel drum brakes, factory lines to dist block located below the master bolted to M/C Stud.



Big Block Cars Only

Stock Car - Power Drum

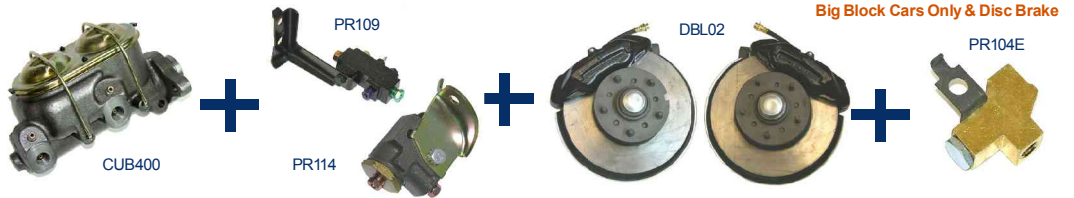
Has dual master cylinder & booster with 4 wheel drum brakes, factory lines to dist block located below the master bolted to M/C Stud.



Big Block Cars Only

Stock Car - Manual Disc

Dual master cylinder with front disc brakes. Uses 2 part valve and has dual piston calipers Uses factory lines. **DBK6823**



Big Block Cars Only & Disc Brake

Stock Car - Power Disc

Dual master cylinder with front disc brakes. Uses 2 part valve and has dual piston calipers Uses factory lines. **DBK6824**



Big Block Cars Only & Disc Brake

Factory Style Manual Disc

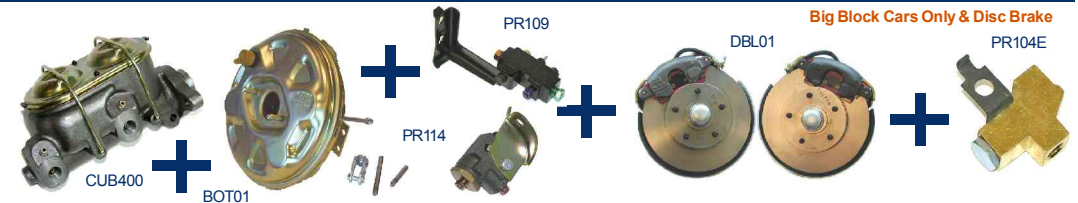
Upgrade Dual master cylinder with front disc brakes. Uses all factory lines. Has single piston calipers. **DBK6825**



Big Block Cars Only & Disc Brake

Factory Style Power Disc

Upgrade Dual master cylinder with booster & front disc brakes. Uses all factory lines. Has single piston calipers. **DBK6826**



Big Block Cars Only & Disc Brake

Power Disc Conversion

Upgrade Dual master cylinder with smooth booster & front disc brakes. For use on a modified car that is non stock application; headers, big block, 4 wheel disc valve available. Factory lines will not work. **DBK6927**



68 F/X-body Notes

All 68 GM F/X-bodies had either power drum or manual drum, power disc or manual disc brakes with a dual master cylinder. All 68 GM F/X-bodies that had disc brakes came from the factory with dual piston brake calipers. All 68 GM F/X-body disc brake conversions use single piston calipers that started in 1969.

Not sure what you have or need to order a few parts, look at our easy to read charts.

Stock Car - Manual Drum

Has dual master cylinder with 4 wheel drum brakes, factory lines to dist block located below the master bolted to M/C Stud.



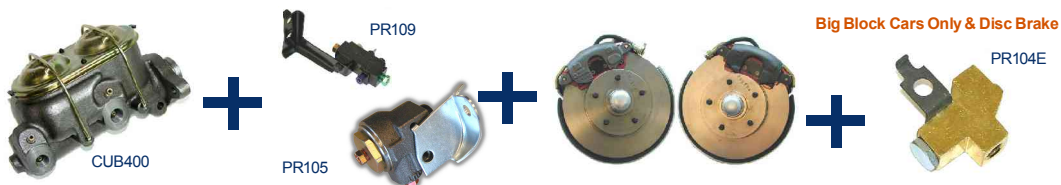
Stock Car - Power Drum

Has dual master cylinder & booster with 4 wheel drum brakes, factory lines to dist block located below the master bolted to M/C Stud.



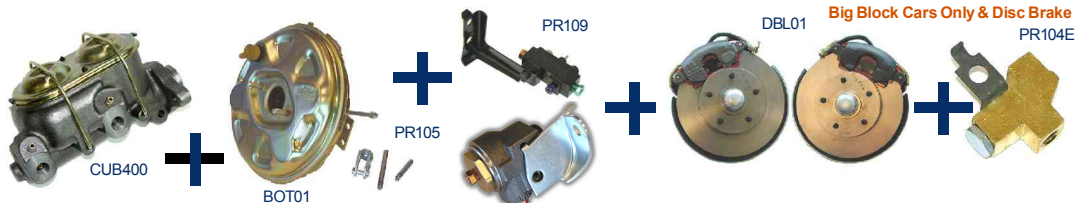
Stock Car - Manual Disc

Dual master cylinder with front disc brakes. Uses 2 part valve and 2 part rotors. Uses factory lines. **DBK6923**



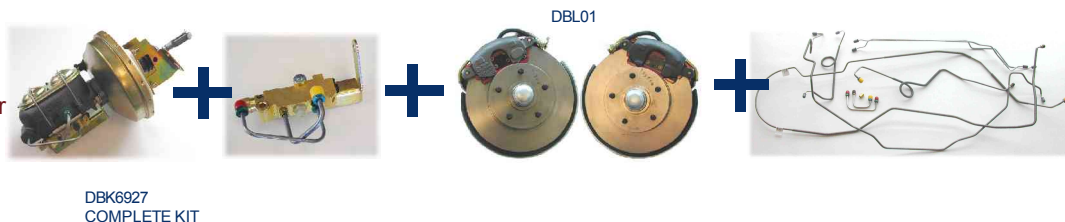
Stock Car - Power Disc

Dual master cylinder with front disc brakes. Uses 2 part valve and 2 part rotors. Uses factory lines. **DBK6924**



Power Disc Conversion

Upgrade Dual master cylinder with smooth booster & front disc brakes. For use on a modified car that is non stock application; headers, big block, 4 wheel disc valve available. Factory lines will not work. **DBK6927**



OPTIONS

- Delco style embossed booster - factory correct
- Master cylinder with bleeder screws - factory correct
- Stainless braided brake hoses
- Cross drilled and slotted rotors
- Brake line conversion line set
- Brake line clip set
- Prop valve & bracket mounted at master - using factory line set

69 A-body Notes

All 69 GM Camaro with big block engines had the rear hold off located under the driver side door also all 400 firebird / TA
All 69 GM F-bodies had either power drum or manual drum, power disc or manual disc brakes with a dual master cylinder.
All 69 GM F-bodies that had disc brakes came from the factory with single piston calipers and 2 part rotor.
All 69 GM F-body disc brake conversions use single part rotors that started in 1970.



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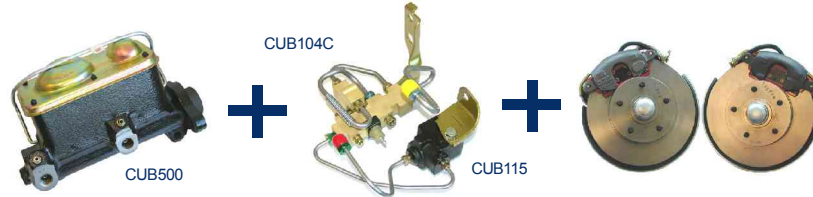
Brake Conv. - 1970 F/X-body Camaro / Firebird / Nova

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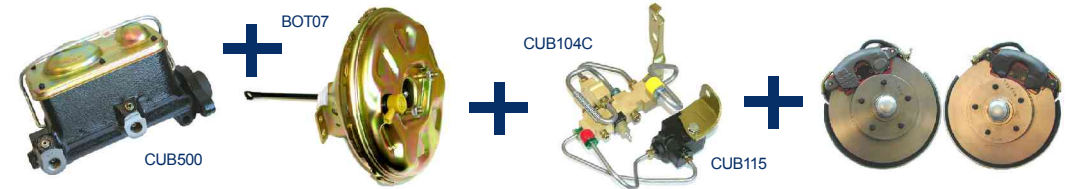
Factory Style Manual Disc

Upgrade Dual master cylinder with front disc brakes. Uses all factory lines. Has single piston calipers & one part rotors.



Factory Style Power Disc

Upgrade Dual master cylinder with booster & front disc brakes. Uses all factory lines. Has single piston calipers & one part rotors.



Conversion to 71 Setup

70 car owners can upgrade to the 71 valve and bracket to get rid of the 3 piece system. The 71 line set will bolt right up. If the car has manual disc the booster can be added to get power brakes some of the lines will change to account for the booster distance.



70 F-body Notes

All 70 GM F-bodies had disc brakes and manual disc was VERY rare.

All 70 GM F-bodies had the 3 part prop valve shown above and single piston calipers - we carry the black 70 hold off valve and the texas shape hold off valve but not the distribution block or bracket.

70 Car owners are often getting rid for the rat nest of lines and valves and can buy the 71 valve and bracket and use this with the 71 line set and it will all bolt right up. 70 F-body booster also changed and has the eye hole as part of the rod.

Brake Conv. 1971-80 F/X-body Camaro / Firebird / Nova

Not sure what you have or need to order a few parts, look at our easy to read charts.

Factory Style Manual Disc

Upgrade Dual master cylinder with front disc brakes. Uses all factory lines. Has single piston calipers & one part rotors.



Factory Style Power Disc

Upgrade Dual master cylinder with booster & front disc brakes. Uses all factory lines. Has single piston calipers & one part rotors.



71-80 F/X-body Notes

All 71 GM F-bodies had disc brakes and manual disc was VERY rare using the 5 port valve. In 1979 4 wheel disc was an option and used a bigger booster and 4 wheel disc valve, mounted on the same bracket in the same location. The 4 wheel disc option was only available on the 79-81 Trans Am but will fit on all the 70-81 Camaros & Firebirds and most likley Nova's

The 4 wheel disc cars had a bigger dual diaphragm booster that used the cast iron master from 79-80 then in 81 they went to the bigger bore alum. master. The brake master cylinders dropped the bleeders in 1974 although the size and shape stayed exactly the same. Most of the original Prop. Valves for the 71-80 F-bodies were made of cast iron.