

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

## Stock Car - Manual Drum

Has a single master cylinder with four wheel drum brakes, and a single master line to dist block that is located below the master, bolted to the frame. **DBK6401**



## Stock Car - Power Drum

Has a single master cylinder and booster with four wheel drum brakes, and a single master line to dist block that is located below the master, bolted to the frame. **DBK6402**



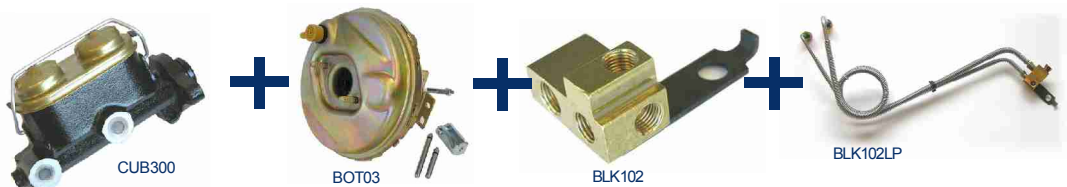
## Dual Master Manual Drum

**Upgrade** Dual master cylinder with all drum brakes. New dual master lines and dist block are located below master in the stock location. All factory lines will work. **DBK6403**



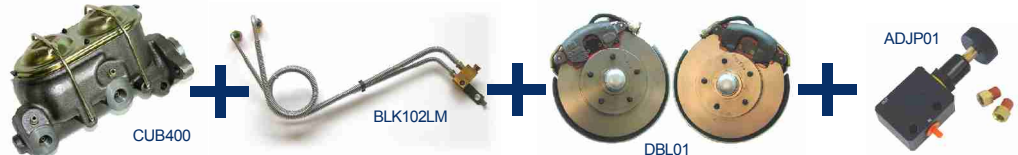
## Dual Master Power Drum

**Upgrade** Dual master cylinder and booster with four wheel drum brakes. New dual master lines and dist block located below the dual drum master and bolted to the frame in the stock location. All other factory lines will work. **DBK6404**



## Factory Style Manual Disc

**Upgrade** Dual master cylinder with front disc brakes. Uses all factory lines. Plumb an adjustable valve in front to rear line. **DBK6405**



## Factory Style Power Disc

**Upgrade** Dual master cylinder with booster and front disc brakes. Uses all other factory lines. Plumb an adjustable valve in front to rear line. **DBK6406**



## Power Disc Conversion

**Upgrade** Dual master cylinder with smooth booster and front disc brakes. For use on a modified car that is a non stock application; headers, big block. Four wheel disc valve available. Factory lines will not work. **DBK6407**



### 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 and Bracket Mounted At Frame-Using Factory Line Set

## 64-65 A-Body Notes

All 64-65 A-Bodies had power or manual drum brakes and single master cylinder.

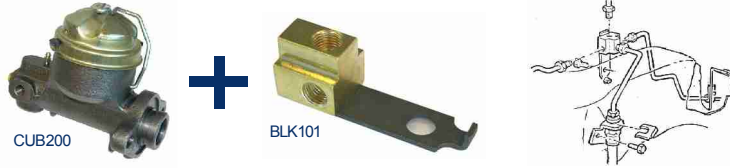
All 64-65 A-Bodies have 3/16" front to rear brake line, 66 has 1/4".

1967 was the first year for disc brakes.

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

## Stock Car - Manual Drum

Has a single master cylinder with four wheel drum brakes, and a single master line to dist block that is located below the master, bolted to the frame. **DBK6601**



## Stock Car - Power Drum

Has a single master cylinder and booster with four wheel drum brakes, and a single master line to dist block that is located below the master, bolted to the frame. **DBK6602**



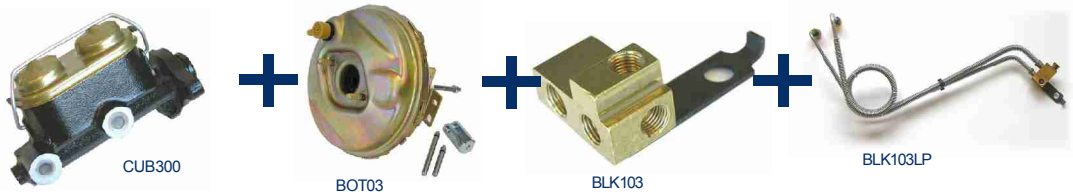
## Dual Master Manual Drum

**Upgrade** Dual master cylinder with all drum brakes. New dual master lines and dist block are located below master in the stock location. All factory lines will work. **DBK6603**



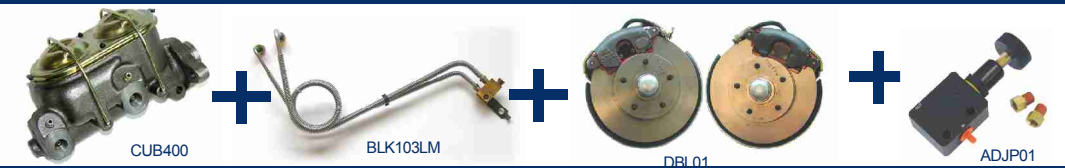
## Dual Master Power Drum

**Upgrade** Dual master cylinder and booster with four wheel drum brakes. New dual master lines and dist block are located below the dual drum master and bolted to the frame in the stock location. All other factory lines will work. **DBK6604**



## Factory Style Manual Disc

Dual master cylinder with front disc brakes. Uses all factory lines. Plumb an adjustable valve in front to rear line. **DBK6605**



## Factory Style Power Disc

**Upgrade** Dual master cylinder with booster and front disc brakes. Uses all other factory lines. Plumb an adjustable valve in front to rear line. **DBK6606**



## Power Disc Conversion

**Upgrade** Dual master cylinder with smooth booster and front disc brakes. For use on a modified car that is a non stock application; headers, big block. Four wheel disc valve available. Factory lines will not work. **DBK6407**



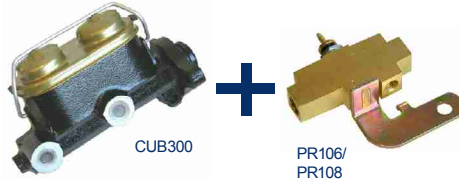
## 66 A-Body Notes

All 66 GM A-Bodies had either power drum or manual drum brakes with a single master cylinder. All 66 GM A-Bodies have 1/4" front to rear brake line, and 64-65 have 3/16" front to rear brake line. 1967 was the first year for disc brakes.

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

## Stock Car - Manual Drum

Has a dual master cylinder with four wheel drum brakes, factory lines to dist block are located below the master, bolted to the frame.



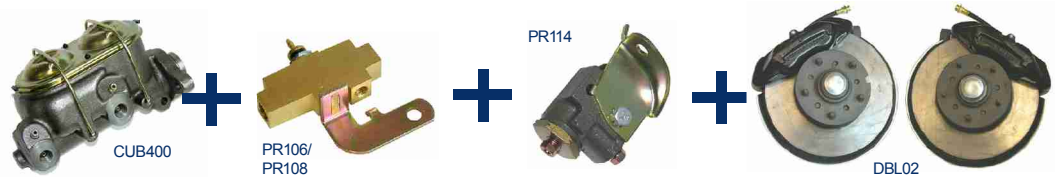
## Stock Car - Power Drum

Has a dual master cylinder and booster with four wheel drum brakes, factory lines to dist block are located below the master, bolted to the frame.



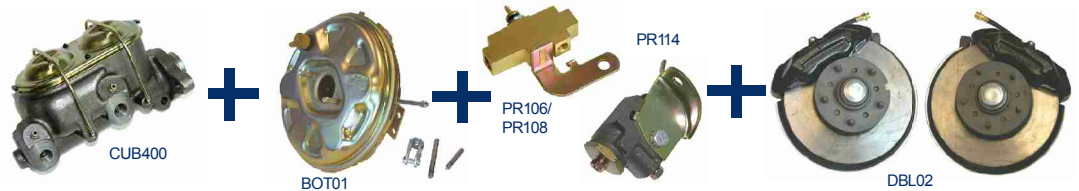
## Stock Car - Manual Disc

Dual master cylinder with front disc brakes. Uses two part valve and has dual piston calipers. Uses factory lines. **DBK6703**



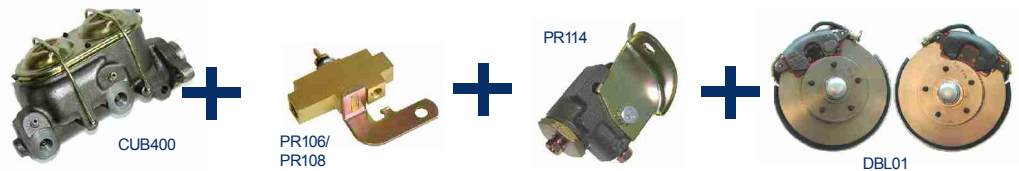
## Stock Car - Power Disc

Dual master cylinder with front disc brakes. Uses two part valve and has dual piston calipers. Uses factory lines. **DBK6704**



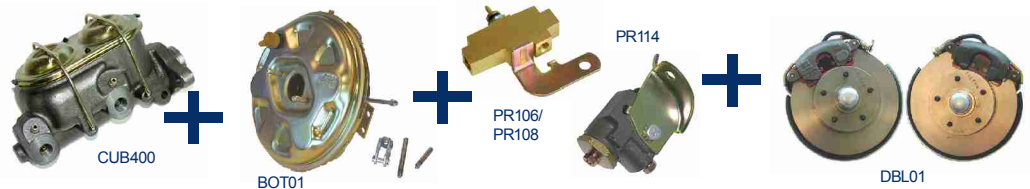
## Factory Style Manual Disc

**Upgrade** Dual master cylinder with front disc brakes. Uses all factory lines. Has single piston calipers. **DBK6705**



## Factory Style Power Disc

**Upgrade** Dual master cylinder with booster and front disc brakes. Uses all factory lines. Has single piston calipers. **DBK6706**



## Power Disc Conversion

**Upgrade** Dual master cylinder with smooth booster and front disc brakes. For use on a modified car that is a non stock application; headers, big block. Four wheel disc valve available. Factory lines will not work. **DBK6407**



## 67 A-Body Notes

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

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

1967 was the first year for disc brakes.

All 67 GM A-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 a dual master cylinder with four wheel drum brakes, factory lines to dist block are located below the master, bolted to the frame.



## Stock Car - Power Drum

Has a dual master cylinder and booster with four wheel drum brakes, factory lines to dist block are located below the master, bolted to the frame.



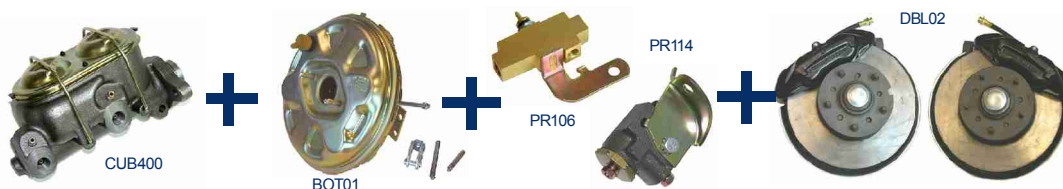
## Stock Car - Manual Disc

Dual master cylinder with front disc brakes. Uses two part valve and has dual piston calipers. Uses factory lines. **DBK6803**



## Stock Car - Power Disc

Dual master cylinder with front disc brakes. Uses two part valve and has dual piston calipers. Uses factory lines. **DBK6804**



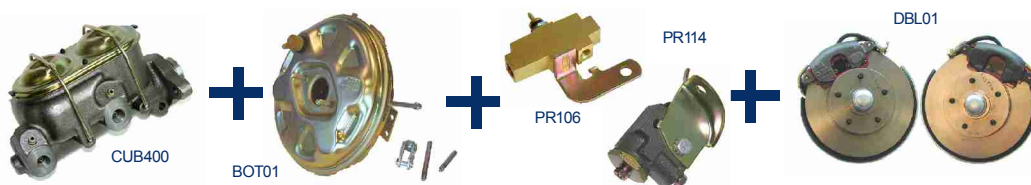
## Factory Style Manual Disc

**Upgrade** Dual master cylinder with front disc brakes. Uses all factory lines. Has single piston calipers. **DBK6805**



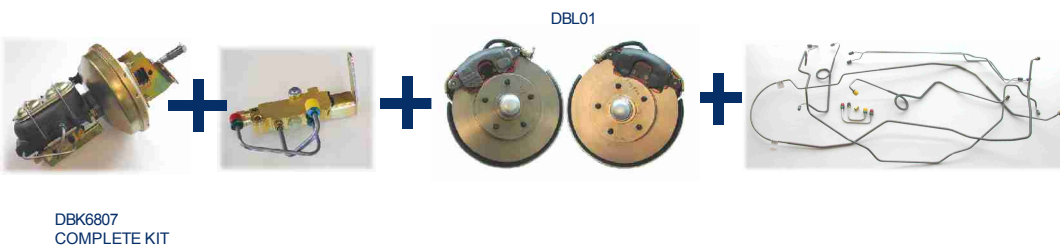
## Factory Style Power Disc

**Upgrade** Dual master cylinder with booster and front disc brakes. Uses all factory lines. Has single piston calipers. **DBK6806**



## Power Disc Conversion

**Upgrade** Dual master cylinder with smooth booster and front disc brakes. For use on a modified car that is a non stock application; headers, big block. Four wheel disc valve available. Factory lines will not work. **DBK6807**



## 68 A-Body Notes

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

# Brake Conversions - 1969 A-Body Chevelle

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## Stock Car - Manual Drum

Has a dual master cylinder with four wheel drum brakes, factory lines to dist block are located below the master, bolted to the frame.



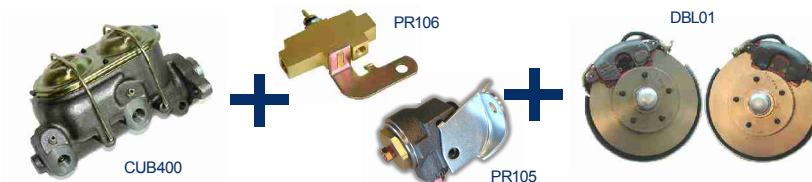
## Stock Car - Power Drum

Has a dual master cylinder and booster with four wheel drum brakes, factory lines to dist block are located below the master, bolted to the frame.



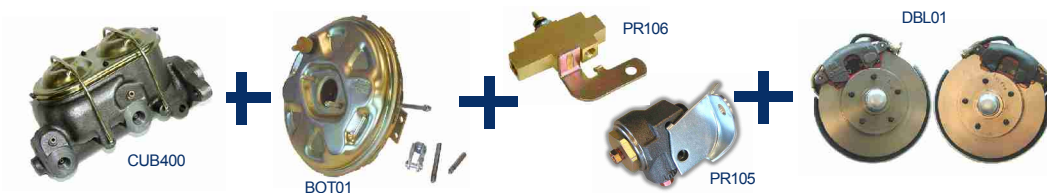
## Stock Car - Manual Disc

Dual master cylinder with front disc brakes. Uses two part valve and two part rotors. Uses factory lines. **DBK6903**



## Stock Car - Power Disc

Dual master cylinder with front disc brakes. Uses two part valve and two part rotors. Uses factory lines. **DBK6904**



## Power Disc Conversion

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

**DBK6807**



## OPTIONS

- Delco Style Embossed Booster-Factory Correct
- Master Cylinder With Bleeder Screws-Factory Correct
- Stainless Braided Brake Soses
- Cross Drilled and Slotted Rotors
- Brake Line Conversion Line Set
- Brake Line Clip Set
- Prop Valve and Bracket Mounted At Frame-Using Factory Line Set

## 69 A-Body Notes

- All 69 GM A-Bodies had either power drum or manual drum, power disc or manual disc brakes with a dual master cylinder.
- All 69 GM A-Bodies that had disc brakes came from the factory with single piston calipers and two part rotors.
- All 69 GM A-Body disc brake conversions use single part rotors that started in 1970.



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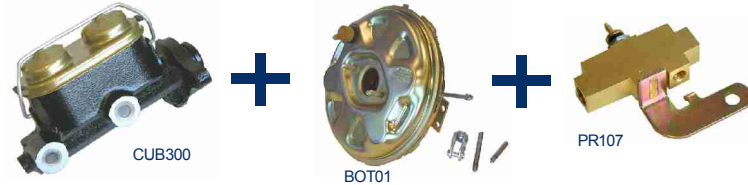
## Stock Car - Manual Drum

Has a dual master cylinder with four wheel drum brakes, factory lines to dist block are located below the master, bolted to the frame.



## Stock Car - Power Drum

Has a dual master cylinder and booster with four wheel drum brakes, factory lines to dist block located below the master, bolted to the frame.



## Factory Style Manual Disc

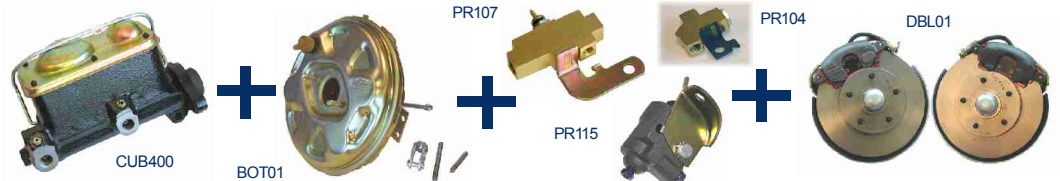
**Upgrade** Dual master cylinder with front disc brakes. Uses all factory lines. Has single piston calipers and one part rotors.

**DBK7003**



## Factory Style Power Disc

**Upgrade** Dual master cylinder with booster and front disc brakes. Uses all factory lines. Has single piston calipers and one part rotors. **DBK7004**



## Power Disc Conversion

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

**DBK6807**



## 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 and Bracket Mounted At Frame-Using Factory Line Set

## 70 A-Body Notes

- All 70 GM A-Bodies had either power drum or manual drum, power disc or manual disc brakes with a dual master cylinder.
- All 70 GM A-Bodies that had disc brakes came from the factory with single piston calipers and one part rotors.
- All 70 GM A-Body hold off valves changed to purple 3/8"-24 fitting and the front to rear went to blue 9/16"-18 fitting.



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*If you are not sure what you need or have a question on a part before ordering give us a call our friendly staff will get you the answer.*

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

## Stock Car - Manual Drum

Has a dual master cylinder with four wheel drum brakes, factory lines to dist block are located below the master, bolted to the frame.



## Stock Car - Power Drum

Has a dual master cylinder and booster with four wheel drum brakes, factory lines to dist block are located below the master, bolted to the frame.



## Factory Style Manual Disc

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

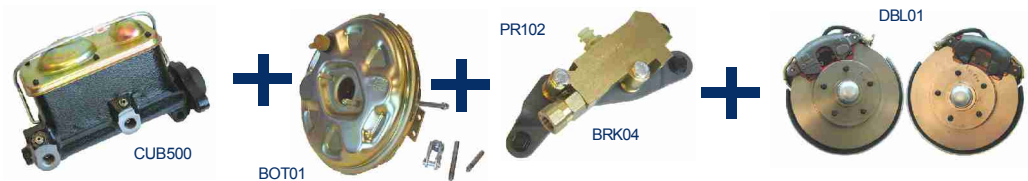
**DBK7103**



## Factory Style Power Disc

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

**DBK7104**



## Power Disc Conversion

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

**DBK6807**



## 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 and Bracket Mounted At Frame-Using Factory Line Set

## 71-72 A-Body Notes

All 71 and newer went to a one part valve.



*Inline Tube carries all the brake parts to restore your classic or upgrade your car to disc brakes.*



*If you expect the highest quality parts, with the best service and the lowest price, Inline Tube can meet your expectations.*

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

## Stock Car - Manual Drum

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



Big Block Cars Only

## Stock Car - Power Drum

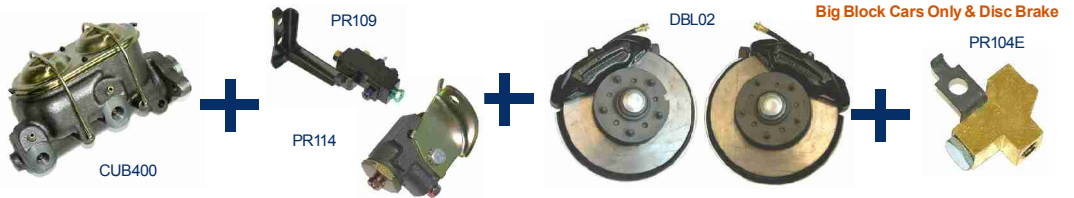
Has a dual master cylinder and booster with four wheel drum brakes, factory lines to dist block are located below the master, bolted to M/C Stud.



Big Block Cars Only

## Stock Car - Manual Disc

Dual master cylinder with front disc brakes. Uses two 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 two 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 and 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 and front disc brakes. For use on a modified car that is a non stock application; headers, big block. Four 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.

## Stock Car - Manual Drum

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



## Big Block Cars Only

## Stock Car - Power Drum

Has a dual master cylinder and booster with four wheel drum brakes, factory lines to dist block are 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 two 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 and 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 and front disc brakes. For use on a modified car that is a non stock application; headers, big block. Four 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.

## Stock Car - Manual Drum

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



## Big Block Cars Only

## Stock Car - Power Drum

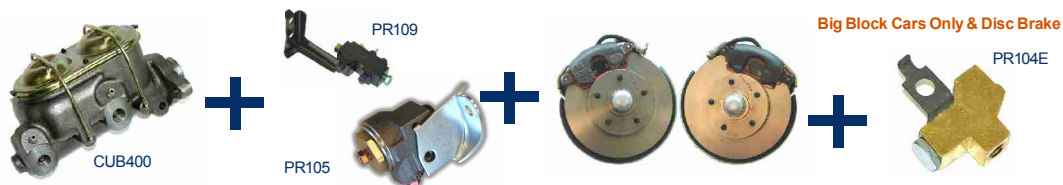
Has a dual master cylinder and booster with four wheel drum brakes, factory lines to dist block are located below the master, bolted to M/C Stud.



## Big Block Cars Only

## Stock Car - Manual Disc

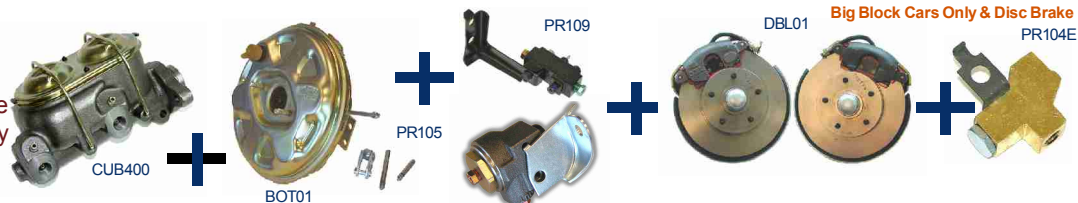
Dual master cylinder with front disc brakes. Uses two part valve and two part rotors. Uses factory lines. **DBK6923**



## Big Block Cars Only & Disc Brake

## Stock Car - Power Disc

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



## Big Block Cars Only & Disc Brake

## Power Disc Conversion

**Upgrade** Dual master cylinder with smooth booster and front disc brakes. For use on a modified car that is a non stock application; headers, big block. Four 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 Camaros with big block engines and all 400 firebird/TA had the rear hold off located under the driver side door.
- 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 two part rotors.
- All 69 GM F-Body disc brake conversions use single part rotors that started in 1970.



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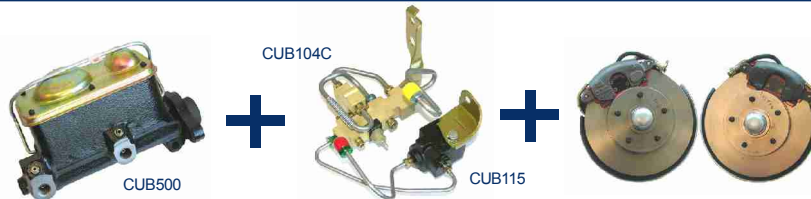
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# Brake Conv. - 1970 F/X-Body Camaro / Firebird / Nova

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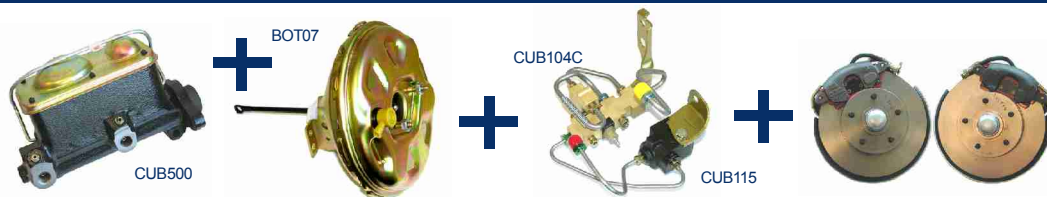
## Factory Style Manual Disc

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



## Factory Style Power Disc

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



## Conversion to 71 Setup

1970 car owners can upgrade to the 1971 valve and bracket to get rid of the three 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. In this case 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 three 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 often get rid of the rat's nest of lines and valves and can buy the 71 valve and bracket to use with a 71 line set that bolts right up.

70 F-Body boosters also changed and have 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 and one part rotors.



## Factory Style Power Disc

**Upgrade** Dual master cylinder with booster and front disc brakes. Uses all factory lines. Has single piston calipers and 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 four wheel disc was an option, and used a bigger booster and a four wheel disc valve that mounted on the same bracket in the same location. The four wheel disc option was only available on the 79-81Trans Am, but will fit on all the 70-81 Camaros and Firebirds and most likley the Novas as well.

The four wheel disc cars had a bigger, dual diaphragm, booster and used a cast iron master from 79-80. In 81 it changed to a bigger bore aluminum master. 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.