1955-72 DUAL MASTER CYLINDER LINES TO GM STYLE PROPORTIONING VALVE

We all know the world is perfect and that car parts will just fall right into place without any effort, right? Well, not always. When installing later model parts on your early model car, things don’t always just fall into place; more often than not a little tweaking is necessary to make the parts work as they should. So if things don’t fall into place right out of the box, don’t panic, this is the nature of car restoration and customizing!

In this article, we will install a dual master cylinder, GM style proportioning valve, proportioning valve bracket and pre-bent brake lines between the master cylinder and proportioning valve on our classic. While all of these parts are made to fit each other, differences in master cylinder castings can throw things off a bit.

A common mistake when installing any parts on a classic (sheet metal, brackets, lines and grilles) is to install the item and immediately begin tightening the fasteners. However, many items require some adjustments prior to tightening with a wrench, socket or screwdriver. Leaving hardware loose as you go will help many types of installations and prevent undue frustration.

Parts Needed:

- 20-153 1955-57 Non-Power Drum Brake Master Cylinder
- 563843 1958-72 Non-Power Drum Brake Master Cylinder
- 20-116 1955-57 Non-Power Disc Brake Master Cylinder
- 563846 1958-72 Non-Power Disc Brake Master Cylinder
- 20-33 1955-57 Non-Power Proportioning Valve Bracket
- 563201 1958-64 Non-Power Proportioning Valve Bracket
- 20-32 1955-57 GM Style Proportioning Valve
- 563200 1958-72 GM Style Proportioning Valve

Tools Needed:
- 7/16” Wrench
- 1/2” Wrench
- 9/16” Wrench

Time Frame:
2 Hours

Photo #1a: The original master cylinder is held to the firewall with four 3/8” studs and nuts. The studs are mounted to the front of the brake pedal swing arm assembly and protrude through the four holes in the firewall.

Photo #1b: 

Photo #2a: 

Photo #2b: When installing a non-power brake master cylinder, the upper two studs on the firewall are used to hold the GM style proportioning valve bracket. The lower two studs are used to hold the brake master cylinder in place.

To order parts call 1-800-456-1957 or visit ClassicChevy.com
To order parts call 1-800-683-1961 or visit LateGreatChevy.com
Next, attach the brake lines to the proportioning valve inlet ports leaving the nuts loose at this time. The lines will hold the valve in place for now.

Due to the variations in master cylinders, firewalls and proportioning valve brackets, once the two lines are installed, the holes in the valve may not line up exactly with the holes in the valve mounting bracket.

With the lines still loose, push on the proportioning valve flexing the brake lines until the holes in the valve line up with the holes in the mounting bracket and there is no load on the lines. Now, mount the valve to the valve bracket. Good Luck.