



Steering, Brake & Suspension Specialists

#6872FLK-OM Installation Instructions

for 1968-72 Chevelle/El Camino Disc Brake Conversion Line Kit

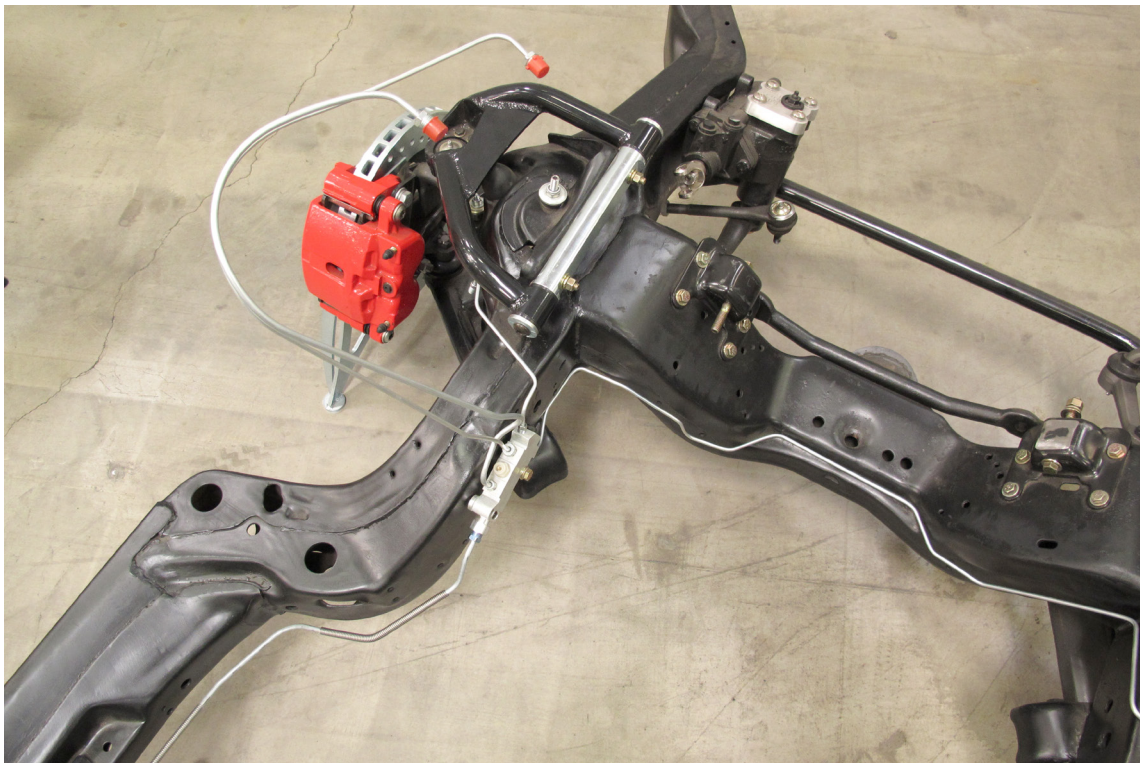
Notes:

This brake line kit has been designed to work with CPP's power disc brake conversion. Unlike many similar kits, the proportioning valve location is on the inner-left of the framerail (below the stock location on factory disc/drum vehicles), not attached below/in conjunction with the master cylinder. The stock front-to-rear brake line will require slight modification (bent or cut and re-flared) in order to line up with new prop valve.

Instructions:

1. After installing the new dual-reservoir master cylinder and booster to the firewall (leaving the master cylinder nuts slightly loose), mount the new proportioning valve directly onto the framerail.
2. Start by installing the 3/16" front and 1/4" rear lines from the master to the prop valve corresponding ports (on each side of the Pressure Differential Switch).

3. Next, install the short left-front 3/16" line; attach to caliper flex hose and secure to the factory frame tab with mounting clip.
4. Install the single front crossover line to the right-side caliper; attach to flex hose and secure with mounting clip.
5. Connect rear brake line to prop valve (after modifying as needed—if bending to fit doesn't work, cut excess brake line, reinstall fitting, and make a new 37-degree double flare).
6. Once all lines have been connected, tighten the mounting hardware on both the valve and master cylinder securely.



PLEASE NOTE: The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.

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| GENERAL TORQUE SPECIFICATIONS: | | | | | |
|--------------------------------|---------|----------|-------|---------|----------|
| 1/4" | grade 5 | 10lb/ft | 1/4" | grade 8 | 14lb/ft |
| 5/16" | grade 5 | 19lb/ft | 5/16" | grade 8 | 29lb/ft |
| 3/8" | grade 5 | 33lb/ft | 3/8" | grade 8 | 47lb/ft |
| 7/16" | grade 5 | 54lb/ft | 7/16" | grade 8 | 78lb/ft |
| 1/2" | grade 5 | 78lb/ft | 1/2" | grade 8 | 119lb/ft |
| 9/16" | grade 5 | 114lb/ft | 9/16" | grade 8 | 169lb/ft |
| 5/8" | grade 5 | 154lb/ft | 5/8" | grade 8 | 230lb/ft |

NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.