



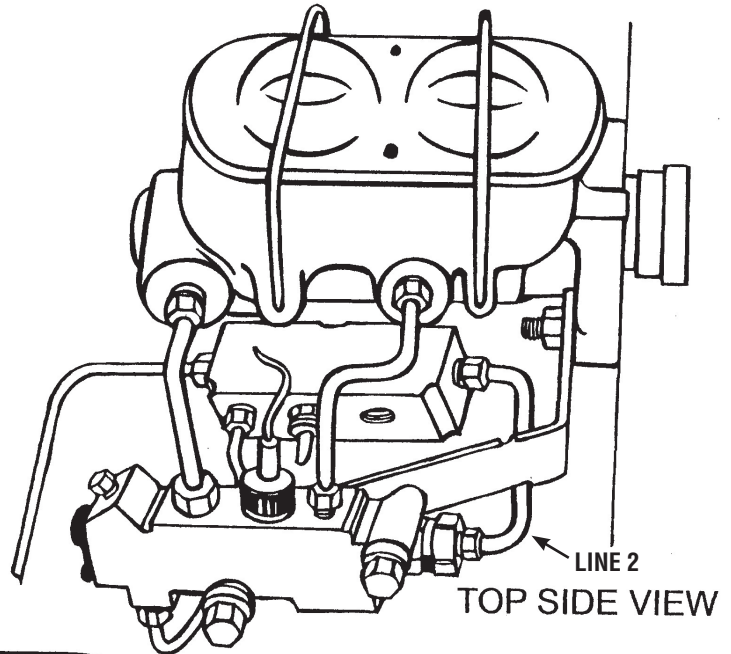
Steering, Brake & Suspension Specialists

#6769FLK-OM Installation Instructions

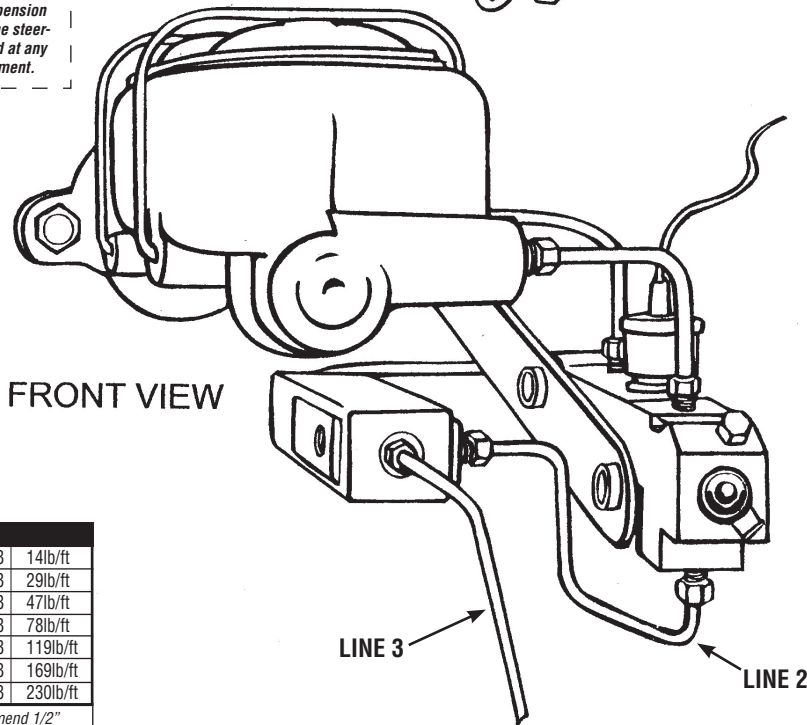
for 1967-69 Camaro Disc Brake Conversion Line Kit

Instructions:

1. Remove your old single master cylinder.
2. Install your new master cylinder, booster, and valve assembly. Remove and discard the original master cylinder line. The original left and right front brake lines may be left in place.
3. Install **Line 1** from rear of proportioning valve to rear of original distribution block as shown. Some models will use 1/4" line, others will use 3/16" line. Discard line not needed.
4. Install **Line 2** from bottom of proportioning valve to front driver side of original distribution block as shown.
5. Install **Line 3** from front of original distribution block to left front (drivers) brake hose.



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.



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.

© Classic Performance Products, Inc. 2015
All rights reserved. This document may not be reproduced without prior written permission of CPP.