

The

# Godfather

F/G  
G/MP

'57 Chevy Nostalgia

Part 9

Article and photos by  
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## Brake Lines

I picked up a Mastercool Universal Hydraulic Flaring Kit #11535 from Eastwood to take care of all the fittings I needed throughout the brake line system. This tool set accurately fabricates line-flaring types in aluminum, steel and soft metals (but NOT stainless steel) - Pic 1.

I started with the rear attaching brake lines to the Wilwood calipers. Note the safety wire on the caliper mounting bolts. I learned that as an Aviation Structural Mechanic in the Navy - Pic 2. Coming across the housing I used the original brake-fitting block attached to the housing with a thru bolt - Pic 3. The flex brake hose mounts to a bracket on the frame with a clip - Pic 4.

I ran the brake lines to the front by running them up on the outside of the frame - In case of a clutch explosion the frame provides an added safety feature to protect the brake line. When I passed the brake line thru brackets I drilled the access holes and then placed rubber hose thru the bracket to protect the line from rubbing on the bare metal - Pic 5 Left alone this would be a prime area to chaff and rub a hole thru the brake tubing.

This is the brake-fitting block mounted on the crossover frame for the front brakes (front brake installation was covered in a previous article) - Pic 6. I'm starting to install the Master Cylinder and Combination Wilwood Proportioning Valve Pic - 7.



"Wilwood's new Combination Proportioning Valve substantially simplifies mounting, plumbing, wiring and brake proportioning adjustments on vehicles with custom brake systems. The combination block maintains full isolation between front and rear fluid circuits and can be used in conjunction with any tandem outlet or dual mount master cylinder assemblies. The rear circuit has a single inlet and single outlet with the adjustable proportioning valve. The front circuit has a single inlet with two outlets. It can be run as a single outlet with one outlet plugged, or used to split the plumbing on its way to the front calipers."

Measuring cutting and fitting front lines. Hand held cutter and tube bender shown. I wanted a nice and clean

finished job - **Pic 8**. It was tricky getting the tubes bent from the Proportioning Valve to the Master Cylinder - **Pic 9**.

Installing the Hurst Line Lock - **Pic 10**. "Used primarily in drag racing to provide positive locking action to the front wheels of race cars, reducing the chance of "Rolling the Lights" and producing more effective "Burn Outs" for heating up the tires."\* For some reason over the years the name seems to have changed to Roll control kits.

I wanted to put coils in the lines from the frame to the master cylinder in case of any flexing to prevent cracked or broken lines. A large socket worked great to get the result I was after - **Pic 11**.

Here's the Hydraulic Flaring tool in use. I like the way it all mounted

together for the finished clean look I was after! - **Pic 12**.

Here's a good view of how everything came together. I was able to mount the Wilwood Proportioning Valve to the lower hole in the Master Cylinder. Then I fabricated a bracket to utilize that same hole and grab the right side of the Hurst Line Lock housing. I bolted the left side of the bracket to the access hole in the Wilwood Proportioning Valve- **Pic 13**.

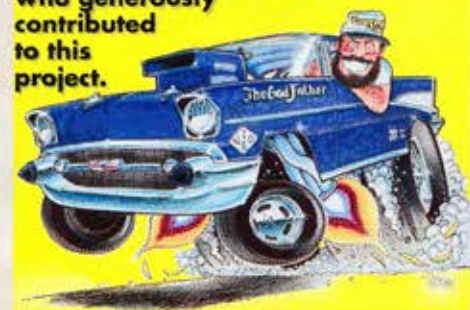
In **Pic 13** you can see that the steering shaft is still not cut to it's proper length for our ididit column. We'll get to that in a later issue.

It's all buttoned up and now all we need to do is add Brake Fluid and bleed the brakes - **Pic 14**.

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