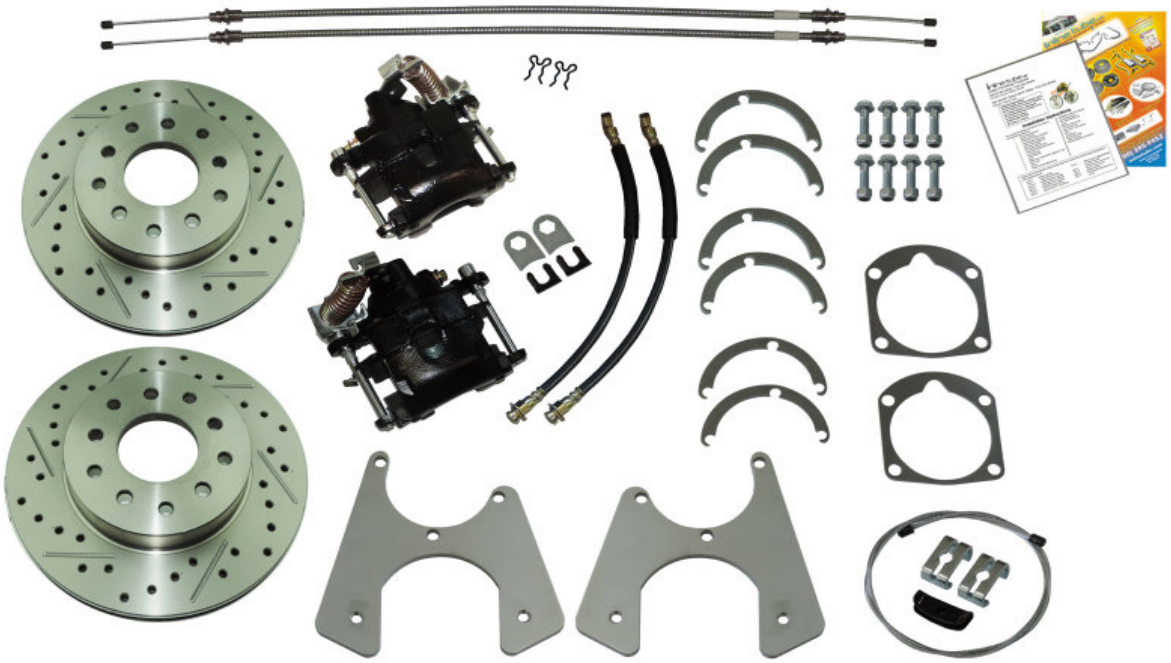
Inline tube
#1 Choice in Brake Plumbing Products

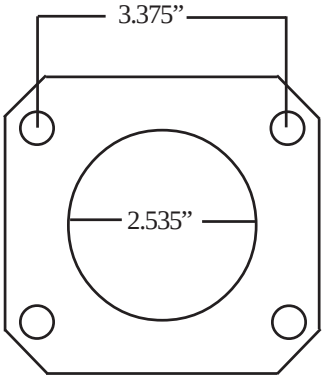
Pn# - DBK1012FB / DBK1012FBX
Pn# - DBK1012FDB / DBK1012FDBX
Pn# - DBK1012FA

1955-70 GM Fullsize Chevrolet Rear Disc Brake Conversion with or without Parking Brake Wheel Kit, Rotors, 15” Wheels. With Cross Drilled & Slotted or Standard ROtors. For Axle Flange Center Hole 2.535” and Mounting 3.375” Square.

FULL SIZE GM

Installation Instructions
Rear Disc Conversion
1955-1964 Full Size GM (Impala, Bel Air, etc.)
Also 1965-1968 Full Size - See Notes





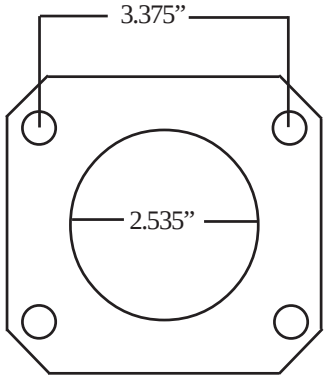
GM

IMPORTANT

Check your Axle Flange:
This kit is for axles with a 3 3/8” spread center to center on the top two bolt holes (Pictured Left). If your axle flange measures 3 1/8” from center to center, you need our kit DBK1012.

NOTE: This kit will push your wheels out an additional 0.125” per side, longer wheel studs may be required after the installation of this kit.

Rotor Measurements: Rotor Center = 2 3/4” - Rotor Hat Section Inside Diameter = 6 3/16”
You will need to modify your axles if they will not fit inside the rotor hat and you will need to modify the rotor or axle, if the center hole is too small for your axles. This can be done by anyone with a standard lathe or machine shop. It can be done to either the rotor or the axle hat.



GM

Attention: Before modifying, painting or powder coating any part of this kit, please trial fit all the components and check rim clearance. We recommend you run 15” or larger wheels with this kit. We do not support the use of 14” wheels on this kit. Test fit your axles before installation of the kit and check the flange spacing.

*Note: The emergency brake cables provided in the kit will fit 1955-1964 Full Size Chevrolet. Any other application will require the customer to purchase other cables or modify the included cables to work with their application. The intermediate cable, center pull and cable connectors pictured on the previous page may not be necessary on 1958-1964 cars. If you ordered a non-ebrake kit your kit will not contain emergency brake cables. 1965-1970 cars may have a different center cable and it may need to be modified. If you need a custom length center cable it can be made to any length. Contact Inline Tube at support@inlinetube.com.

Disclaimer:

Inline Tube values your safety above all things. For this reason, we recommend all brake systems and components be installed by professionals.

The installer of the brake parts is responsible for ensuring fitment and suitability of the parts for the vehicle it is being installed on. Brakes should be tested in a controlled open area with success before driving on the road. If you are unsure or uncomfortable with any parts of your kit, please call for furthur instructions from our tech staff before driving.

Kit Contents:

_____Pair of Rotors (Part Number: 5560 for plain rotors, 5560LX & 5560RX rotors for drilled and slotted rotors)

_____Pair of Calipers (DBK1012C with parking brake option) (DBK1012D no parking brake, all are powder coated black)

_____Set of caliper brackets, shims, bearing plates, DBK1012FS

_____Pair of Flex Hoses (H845 x2) included are the hose bracket tabs and the flex hose clips

_____Pair/Set of Emergency Brake Cables (EBCRD1 x2 for 1955-64 Full Size Chevy, these will also work on the 1965-70 (also included is the center parking brake cable 42 1/2” for the 1955-64 cars)

_____Caliper Bracket Bolts - 8 bolts, washers, and lock nuts

_____Instruction Packet

Installation Instructions:

Before installing this kit consult a professional mechanic

1. Prepare the car.

Begin by securely supporting the car on jack stands. Chock the front wheels to be sure vehicle does not roll. Always work on a flat, even surface. Remove the wheels to gain access to the factory drum brakes.

2. Remove the old drum brakes.

"C" Clip Axles

"C" Clip rear ends require you to open the rear housing cover and remove the "C" clips before removing the axles. After removing the clips, your axels should pull out of the axles tubes.

NOTE: Most "C" clip eliminator kits can be used with our conversion. Due to the wide variety of eliminator kit manufacturers, we can't guarantee their compatibility with our kit. Changes in track width can occur.

After the axles are out, you can unbolt the drum brakes and remove them as a complete assembly. There is no need to remove the drum shoes and hardware before removing the backing plate. Dress the front and back of the axle flange with some steel wool or a wire brush to prepare it for the new caliper brackets.

Drop Out Axles

Unbolt the axle flanges from the rear housing to free the axle. After unbolting the flange, your axles should pull out of the axle tubes.

After the axles are out, you can unbolt the drum brakes and remove them as a complete assembly. There is no need to remove the drum shoes and hardware before removing the backing plate. Dress the front and back of the axle flange with some steel wool or a wire brush to prepare it for the new caliper brackets.

3. Install Dust Shields (Optional) not included with the kit but can be bought seperate 586 532 1338

Before you re-install your rear axles you need to install the optional dust shields if you have decided that you want to use them. Place the dust shield on the front of the axle flange with the opening for the caliper at the 2 o'clock position on the driver's side and the 10 o'clock position on the passenger's side. After this is completed you can reinstall your axles. You will actually bolt the shields in place when you bolt the caliper bracket onto the rear end in step 5.

4. Re-install the axles

"C" Clip Axles

Push the axles back in the tube and install the "C" clips. Replace the housing gasket and re-install the cover. The flange spacer pictured to the bottom right is not required on "C" clip installations,

Drop out Axles

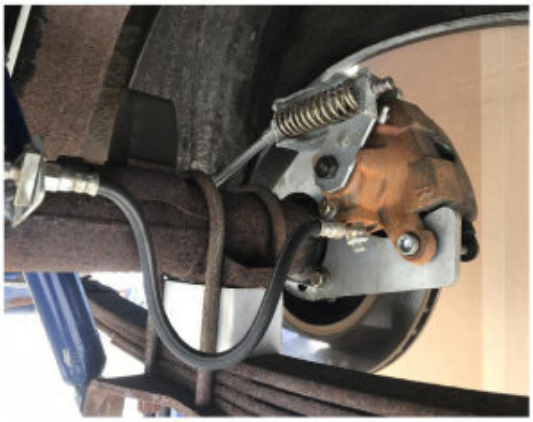
Drop out axles require a flange spacer (pictured right) to take the place of the old drum backing plate. Place the spacer on the flange and slide the axle back in the tube. Do not bolt the spacer in place at this time.

5. Install the new caliper brackets

The new caliper brackets mount to the back (inboard) side of the axle flange. The Caliper opening should face the rear of the car. Mount the bracket without spacers initially. The other spacers are not required at this time. Bolt the assembly together with the supplied hardware. If you have a problem with the pads hitting the rotors, see step 7 for information on adjusting the caliper spacing.

6. Install the rotors

Before installing the rotor, dress the center hub with steel wool or a wire brush. Slide the rotor over the studs and tighten it down with two or three lug nuts. Occasionally, the center opening in the rotor is too small to slide over the hub. You'll need to enlarge it slightly with a die grinder, file or have it machined by a machine shop.



7. Install and adjust the calipers.

Position the caliper in the bracket and install the caliper mounting pins. Be sure the mounting ears are on the backside of the caliper brackets. The parking brake assembly should be on top with the bleeder pointing towards the front of the car. If the pads do not clear the rotor, you will need to adjust the caliper position with the included spacers. Some cars as this one shown use no spacers, there are thin and thick spacers included.

If the inside pad hits the rotor, you will need to add spacers between the flange and caliper bracket. If the outside pad hits the rotor, you will need to use one of the smaller spacers or remove the spacers completely. Spacers can be stacked to achieve the required thickness.

8. Attach the flex hoses.

Remover the banjo bolt and copper washers from the caliper. Place a copper washer on top of the flex hose and insert the banjo bolt. Place the second copper washer over the banjo bolt on the bottom of the flex hose onto the caliper with the specifications provided in the assembly manual.

Install the flex hose mounting tabs pictured below that are included in your kit. Before installing these tabs you either need to shorten your existing rear axle lines or purchase a pre-shortened rear axle line set. The shortening of the rear axle line is necessary to compensate for the flex hose coming off of the caliper. As a general rule of thumb your lines will be about 6-8" shorter than the factory lines. Mount these tabs where your hard lines end. They will need to be tack welded to your rear axle housing. It is ok to tack weld the tabs after your rear end has been assembled. After they have been welded to your axle housing, insert your flex hose into the bracket and secure with the flex hose clip provided. After you have secured your hose into the bracket, screw your axle line into the end of the flex hose and tighten it with a wrench.

9. Install the emergency brake cables and adjust the calipers

Your rear disc conversion comes with new rear emergency brake calipers. You will use the existing front cables on your car. * Run the cable up thru the center of the spring and insert the metal bung on the end of the cable securely into the notch on the emergency brake lever. No clip is required to hold the cable to the caliper. Attach the other end to your frame bracket with clip and existing intermediate cable using the included connectors.

After the cables are installed, you need to adjust the system. Engage and release the emergency brake lever several times to activate the self-adjustment mechanism built into the calipers. You will know you've got it when emergency brake is fully engaged and the rear wheels will no longer turn by hand. If your rear caliper pistons do not rachet out by use of the e-brake arm on the caliper follow the following procedure to get the piston Extend the brake pads to the rotor surface. Remove the spring and the e-brake arm from the caliper. Turn the threaded bolt extending from the body of the caliper by hand or with the aid of a wrench. Continue to turn the bolt until the brake pads come in contact with the rotor. After the pad comes into contact with the rotor back the bolt out until the first position that you can put the arm back on. After the desired adjustment is achieved reattach the e-brake arm and the spring onto the caliper. Continue with the bleeding procedure.

The new intermediate cable and connection hardware is included in your kit Remove your original intermediate cable and install the new cable along with the new hardware. The intermediate cable is the bare cable that connects the two ends of your rear cables in a horseshoe shape. NOTE: It is important that you regularly use the emergency brake to keep them properly adjusted.

1. Bleed the system

If you are concerned with the damaging effects of DOT 3 brake fluid. Inline Tube suggests synthetic DOT 5. Inline Tube is not liable for damage caused by system fluids.

Make sure the emergency brakes have been adjusted properly as discussed before bleeding the brakes. Working your way forward from the when farthest from the master cylinder will help insure a good bleed and a firm pedal. It is important to bleed the system in the following order:

1. Right Rear 2. Left Rear 3. Right Rear 4. Left Front

Attention:

The bleeder screws must be positioned horizontally. If the bleeders are pointed down, the calipers will trap air and the system will not bleed properly. You can remove the caliper mounting pins and rotate the caliper to re-position the bleeder. Remember to keep the pads over the rotor when rotating the caliper.

NOTE: Before operating the vehicle after installation, test the function of the brakes under controlled conditions. Make several stops in a safe area from low speed and gradually work up to normal speeds. DO NOT DRIVE WITH UNTESTED BRAKES! Always utilize safely restraints when operating the vehicle.

TEN REASONS FOR A POOR BRAKE PEDAL

CAUSE	REASON
Bleeder screws on calipers not on top.	The bleeder screws on calipers must be at the 12:00 position on the caliper to allow all the air to escape during bleeding. A very common mistake installers will make is to reverse the side the caliper goes on giving you a situation where the caliper bleeder screw is facing down. It's also common to use the wrong caliper on a bolt on disc kit giving a situation where the bleeder hole is shifted from the 12:00 position producing a pocket of air at the top of the caliper bore which can not be dislodged. Check your bleeder hole orientation.
A defective master cylinder which does not hold pressure. No reidual pressure valve to rear drums	If brake fluid bypasses a pressure seal on a master cylinder you will get a pedal that fades. To test for this obtain two inverted flare plugs at an auto parts store and plug both master cylinder outlets. Try your pedal. If the pedal is high and firm the master is good. If the pedal fades the master is bad. Replace master as necessary. Drum brakes require the use of a 10 lb residual pressure valve in the line. This residual pressure counter balances the drum brake spring tension keeping the shoes close to the drums. This results in a higher firmer pedal. You can test thisby clamping off the rear hose removing the rear drums from the system. Now test your pedal. If the pedal gets better you will need to splice a 10 lb residual pressure valve into the rear line.
Hard line that looops up.	Hard brake line that loops up and then back down will tend to trap air. It doesn't take much air to cause problems so check your lines carefully.
Incorrect master cylinders.	If the bore size of the master cylinder is too small for the fluid requirements of the system you will get a very poor pedal. This will happen most frequently with four piston calipers and with four wheel disc brakes. The only solution for this is to install a larger bore master cylinder or a true four wheel disc master.
Incorrectly beld or adjusted rear calipers.	Rear calipers that have an internal parking brake with a lever can be troublesome. These calipers must be adjusted so that the piston is moved out and the pads are close to the rotor. If this initial adjustment is not made the pistons will travel outward during activation but no squeezing of the rotor will occur. This can be checked by clamping off the rear hoses and checking if the pedal gets better. Adjust as necessary.
Incorrect booster pin length.	The booster pin that pushes on the master cylinder must almost be touching the master cylinder piston face. A gap larger than 1/32" will begin to introduce a spongy pedal. Adjust as necessary.
Silicone brake fluid.	While silicone fluid is great because it does not attack paint it also aerates very easily and can give a spongy pedal.
Rear wheel cylinders too large.	Rear drum wheel cylinders that are too large will give a poor pedal. Check as in step six above.
Loose front wheel bearings.	Loose front wheel bearings will cause rotor wobble. This will cause the caliper pistons to retract too far into the caliper giving a spongy pedal every time you hit the brakes. Check and adjust as necessary.

PREPARING YOUR VEHICLE TO INSTALL YOUR BRAKE SYSTEM UPGRADE

1. Rack the vehicle.
2. If you don't have a rack, then you must take extra safety precautions.
3. Choose a firmly packed and level ground to jack up the vehicle.
4. Chock the front wheels.
5. Jack the vehicle up and support it with jack stands and secure the pins.
6. Set the transmission in park if automatic, reverse if manual transmission.
7. The rear wheels should be allowed to free hang to relieve tension on the coil springs.

Remember: NEVER rely on jacks to support a vehicle! Always test the steadiness of your stands that are supporting the vehicle before attempting to work on a raised vehicle!

PREPARING YOUR PARTS

1. Locate and layout all parts and check to make sure you have all parts. Remember to use brake parts cleaner to keep all surfaces free of debris. Also use a lubricant such as bearing grease to ease them on. Do not grind or file on any machined surface!
2. Pack all bearings with hi-temp wheel bearing grease. A bearing packing tool is ideal for the job.
3. Adhere the brake pads into place using disc brake quiet and bend outer brake tabs over calipers accordingly. Let them cure!
4. Mate up each threaded nut with its' designated bolt or threaded surface.
5. Group your kit parts to speed up the installation.
6. Check your quantity of components.

COMPONETS TO INSPECT, REPLACE OR UPGRADE PRIOR TO AND DURING INSTALLATION OF DISC CONVERSION KITS

Tie rod ends and nuts	Adjustment sleeves	Control arm shafts, mounting bolts, & nuts
Control Arms	Idler arm and nut	Pitman Arm and nut
Upper Ball Joints and nuts	Lower Ball Joints and nuts	Shocks and hardware
Residual valves	Metering valves	Proportioning valves
Brake lines	Stainless steel brake lines	Stainless steel hardware

INSTALLATION OF THE DISC BRAKE KIT WILL REQUIRE THE USE OF THE FOLLOWING TOOLS & CHEMICALS:

Wheel bearing seal driver	Brake spring pliers	Jack stands	Wheel chocks
3/8" ratchet drive set	3/8" Allen wrench or socket	Flare wrench set	Brake bleeder wrench
Box end wrench set	Ball joint fork	Drum brake tool	Brake bleeder kit
Pliers	Screwdriver	Snips	Grease gun
Ball pein hammer	Line bending tool	Wheel bearing grease	Tire iron
Universal Bearing Packer	Disc brake pad spreader tool	Brake Fluid	brake cleaner
wheel tearing grease	disc brake quiet	caliper slide grease	hand cleaner