

# Installing a Dual Brake Master Cylinder In Late A/C Vairs.

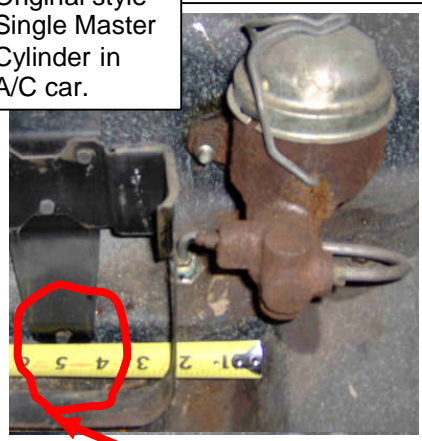
- by Bob Nichols

Corvairs through 1966 had a single master cylinder brake system (as did most automotive products). The 1967 models came equipped with a new **Dual** master cylinder brake system as a safety enhancement. For those of you who are not technically inclined, a dual system means that the front and rear brakes are on separate hydraulic circuits (that's a simplification, but is effectively how it works). A hydraulic failure will still leave you with partial stopping power (albeit very reduced). With the old single system a hydraulic failure typically resulted in a complete loss of brakes – and usually without any warning (I have experienced this four times in old cars – thrilling and sometimes expensive).

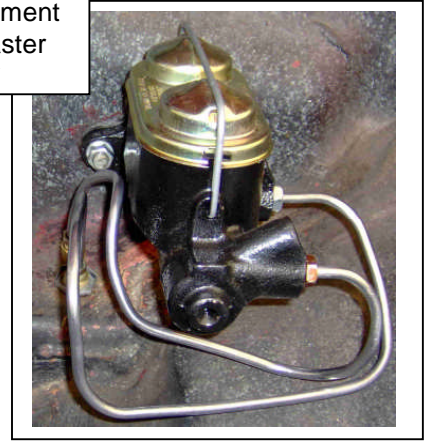
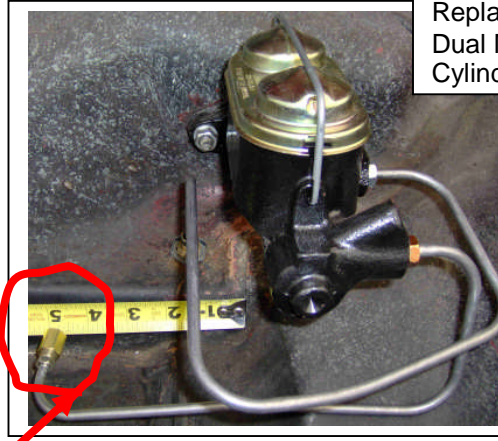
I looked at both the Clark's Corvair and Corvair Underground Dual Master Cylinder kits. The Corvair Underground kit uses a dual master cylinder with fitting on the opposite side versus the 1967 standard Corvair dual master cylinder. I rejected the Corvair Underground kit because it does not use the Corvair 1967 dual master cylinder (available from most parts houses in case a quick repair is needed). I liked the completeness of the Clark's kit and ordered it, but the Clarks catalog included a warning that stated "some owners have reported our kit will not fit Air Conditioned (A/C) cars". I found this odd since the A/C unit is on the opposite side of the car relative to the brake master cylinder. During installation the problem became evident. The problem is not with the A/C unit itself. The problem is the windshield washer bracket mounted next to the brake master cylinder **on A/C equipped cars**. The bracket is in the way of Clarks recommended routing of the rear brake line from the Dual Master Cylinder (The Corvair Underground kit has a similar problem). See the pictures at the bottom of the page. The instructions also require bending the rear brake line inside the car which I felt was inviting irreparable damage (kinks or twists). I found it far easier to bend the Clarks kit line from the Dual Master Cylinder to a new position that bypassed the windshield washer bottle and more importantly, **DOES NOT REQUIRE BENDING THE REAR BRAKE LINE INSIDE THE CAR**. I used a method from a mechanical engineer friend to bend the tube which prevents kinks or twists (NOTE: The method cannot be used on the rear brake line inside the car unless you remove the entire line – very difficult to do).

Additional parts were purchased from Peerless Auto Parts (3541 Artesia, Torrance, CA). Owner John Crone was extremely helpful. I will be putting together an installation guide and we plan a tech session (April??) to do an installation in member Steve Fishman's car. Other members have expressed an interest and we may do multiple tech sessions.

Original style  
Single Master  
Cylinder in  
A/C car.



Replacement  
Dual Master  
Cylinder



Both the Clark's Corvair and Corvair Underground kits are not compatible with Air Conditioned cars. Bending the rear brake line inside the car is also required.

The author relocated the rear brake line from the master cylinder to clear the windshield washer bracket. The new location **DOES NOT** require any bending of the rear brake line inside the car.