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.