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Classic Performance Products 378 E Orangethorpe Ave., Placentia CA 92870



**Classic Performance Products makes it easy to steer your
Install a 90-degree under-dash swing pedal and master cylinder
assembly.**

By Rich Boyd

The most common brake design in vintage vehicles is through the floor with a brake pedal that is often positioned awkwardly. As builders add larger tilt steering columns these vintage vehicles often have problems when it comes time to connect steering linkage and modern exhaust components. Especially when the builder wishes to locate the exhaust near the frame rails. The swing pedals, master cylinder mounting assembly and optional mounting brackets are zinc plated and a combination of 3/8-inch and 3/16-inch steel. They are strong, strong enough for any street rod, street truck or race car application!

CPP has a variety of bracket assemblies for firewall mounting with both single and double swing pedals for brake and clutch. These rugged brake assemblies also offer through-the-firewall or 180-degree operation and mounting possibilities. The bracket assemblies can be mounted on the firewall with nuts and I bolts and a few drilled holes, or permanently welded to the inside of the firewall. In this installation CPP chose to weld the optional mounting bracket in this '56 Chevy pickup that will be equipped with an automatic transmission. Another excellent benefit of the firewall mounted brackets and swing pedals is the ability to close the original pedal holes in the toeboard.

This helps prevent moisture, road noise and heat from entering the cab or interior of your vehicle. As a result, besides improved braking performance, you enjoy a more comfortable driving experience. Everyone can use more room when it comes time to install modern exhaust, and. We all know that heat is an enemy of brake fluid and power boosters. Therefore, a better braking system and increased longevity is available with CPP's rugged swing pedals and master cylinder assembly, and they're likely more comfortable and space efficient. Follow along as we demonstrate how we created a better braking system with Classic Performance Products universal brake assembly.



1..CPP had previously prepped the firewall and floorboard of this 1956 Chevy pickup cab with gray primer. He began the brake



9..With the unit partially assembled, it is held in place



18..Now that the firewall surface is prepared to weld, the mounting brackets are tack-welded in place with the unit partially assembled.

pedal and 90-degree underdash swing pedal and brake assembly installation by measuring the available space behind the Flaming River steering column.



2..The side-to-side mounting brackets are long and can be trimmed to fit. Next transfer the dimension to the bracket with a felt tip marker.



3..Then mark a 13-inch section of the bracket and trim both ends on the band saw.



4..The band saw makes quick work of cutting the mounting brackets to the exact length for this installation. A rotary cutoff tool will also get the job done. Or you can make your own mounting brackets from angle iron and save a

to check the pedal position and the mounting surface on the inside of the firewall behind the steering column. Obviously, having the steering column mounted helps locate the best position for the bracket assembly.



10..With the tilt column in place we can determine how much space is necessary between the column and swing pedal for the brake. If this were a standard transmission application, the brake pedal and clutch pedal would straddle the steering column on both sides.



11..This is the optimum position that CPP feels will allow the driver to be comfortable and allow the bracket to mount securely to the firewall.



12..A peek through the instrument panel hole allows us to easily inspect the location of the bracket.



19..As was mentioned earlier, the mounting brackets can be bolted to the firewall. Simply drill holes and attach the mounting brackets with nuts, bolts and lock washers.



20..Next position the 8-inch dual master cylinder on the bracket and inserts the pushrod.

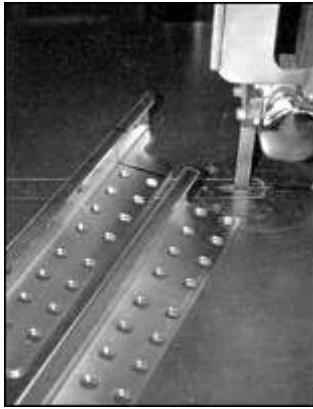


21..Once again we can view the overall position of the unit now that it has this 8-inch Corvette dual master cylinder mounted.



22..If space, or lack of it, is a consideration, a 6-inch master cylinder can be mounted for a drum/drum or disc/drum brake combination.

few bucks, but spend more time fabricating them.



5..Both mounting brackets were cut to the same length. The rows of holes are for the master cylinder and booster mounting bracket. They should be 90 degrees from the firewall. The brackets also have mounting holes if you decide to bolt the assembly to the firewall.



6..The trimmed mounting bracket was held in place to check the length, and to see where it might be positioned against the firewall.



7..Next assemble the trimmed mounting brackets with the master



13..However, before lighting the torch to begin welding, you'll want to check the seating position and the brake pedal position.



14..The correct positions are determined with the help of a temporary aluminum steering wheel .



15..The pedal and master cylinder assembly is held in place as checks are made to the pedal position from behind the wheel.



16..Once the driving position of the brake pedal is confirmed, mark the exact location of the mounting brackets.



23..In this image we're able to see the 6-inch master cylinder mounted under the dash through the instrument cluster opening,



24..Classic Performance Products has a variety of master cylinders and boosters to fit your precise application. There's enough room under the dash of this pickup to mount a GM type dual master cylinder and booster. Parts are also available for an optional remote fill.



25..CPP stocks the parts necessary for many combinations. Here we see the size difference between a Corvette dual master cylinder and a more compact aluminum dual master cylinder.

cylinder/booster bracket.
Notice the clean zinc plating
that protects the surface.



8..Here we point out the original brake pedal hole in the toeboard. Next locate the new swing pedal as near the original brake pedal position as possible. Later this hole (and clutch hole if you have one) plus the smaller fastener holes around it will be filled to prevent heat, noise and moisture from entering the cab.



17..Since this unit will be welded in place, you'll need to remove the primer on the firewall for a stronger and cleaner weld.



26..Yes, there is now plenty of space to plumb the large diameter stainless steel exhaust. The exhaust will not have to be routed around the through the floor pedals or a frame-mounted master cylinder.



It's always best to have shop and assembly manuals on hand to make sure your installation is correct and to make the project as easy as possible. We recommend factory manuals, available at [Greg's Automotive](http://www.gregsautomotive.com)



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