

BETTER REAR BRAKES DISC OR DRUM?

IMPROVING THE BRAKING ON YOUR 64-77 MIDSIZE GM MUSCLE CAR

Every hot rodder wants better brakes and the prevailing thought is that the addition of rear disc brakes is the best solution. Not necessarily so. While rear disc brakes sound great the actual installation, adjustment and function can be tricky.

Rear disc brakes will require that you change your master cylinder over to a true four wheel disc cylinder. The reason for this is disc brakes require more pressure and fluid volume than drum brakes. Typically drum brakes will require only 400-500 psi to function while disc brakes require 800-900 psi. It takes a lot more pressure to squeeze a spinning rotor than it does to force brake shoes against a drum. Also, the fluid volume requirements of a disc brake caliper are far greater than wheel cylinders. Therefore you will need a master cylinder with a "longer stroke" to provide these increased needs. If you attempt to use a disc/drum master for four wheel disc brakes you will run out of stroke, meaning the piston will run out of travel allowing you to only achieve a fraction of the requirements.

In addition to changing the master cylinder you will also need to change the combination valve over to a four wheel disc unit so everything is in sync.

Another consideration when contemplating installing rear disc brakes is the fact that the actual installation and adjustment of rear calipers can be tricky. For one thing you will need to change the parking brake cables so your current system ties into the new caliper cables. This may require some ingenuity on your part in integrating the new cables into the system.

Finally, once everything is installed rear calipers will need to be adjusted so they function properly. This involves bleeding them properly and adjusting the ratcheting mechanism of the integral parking brake mechanism. Failure to adjust the rear calipers

correctly will give you a pedal that goes almost to the floor. Sounds like a lot of work. It can be!

So why not make it simple.

Imagine if you could directly replace your old drum brake system with a more efficient upgraded one. This would allow you to retain your original master cylinder and combination valve and eliminate the parking brake cable engineering and caliper adjustment.

With these things in mind we designed a simple bolt-on rear drum upgrade kit for midsize GM cars.



Your original drum system uses a small 9" drum with 7/8" wheel cylinders. Upgrading to a larger drum and brake shoe with larger wheel cylinders will increase your rear braking tremendously.



Our new **DR1700K** drum brake kit uses big 11" x 2" finned drums with larger 15/16" wheel cylinders. This increases the applied pressure to the rear shoes 14% and it also increases the shoe surface area by over 21 square

inches over the 9" drums. More shoe to drum surface area contact with more pressure applies translates into more drag.

This in itself would be a tremendous increase in braking but we've taken it even one step further.

Over the counter drum shoes have a coefficient of friction of .25. The higher this number the greater the drag. How about adding shoes with a .42 coefficient of friction! We've done this with a set of high tech brake shoes. Wow!

So what does all this mean to you?

1. A direct bolt-on rear drum replacement with all components pre-assembled onto the backing plates.
2. No need to change the master cylinder or valving.
3. Re-use of the original parking brake cable.
4. Less pedal effort to stop your car.
5. Faster cooling finned rear drums which will eliminate fade and bring down your speed faster.
6. Complete this conversion and improve your stopping at **HALF THE COST**.

This kit is a real super stopper. Everything is in stock and ready to go.



64-77 Chevelle, Malibu, Camaro, GTO, Firebird, LeMans, Tempest, Skylark

MASTER POWER BRAKES



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