



Manual Brake Conversion kit

2016-2024 Camaro

For any questions, please contact us at: 727-347-9915

Monday-Fr 8am– 5pm est

**Installation of this kit should only be performed by persons experienced in the installation and proper operation of disc brake systems.*

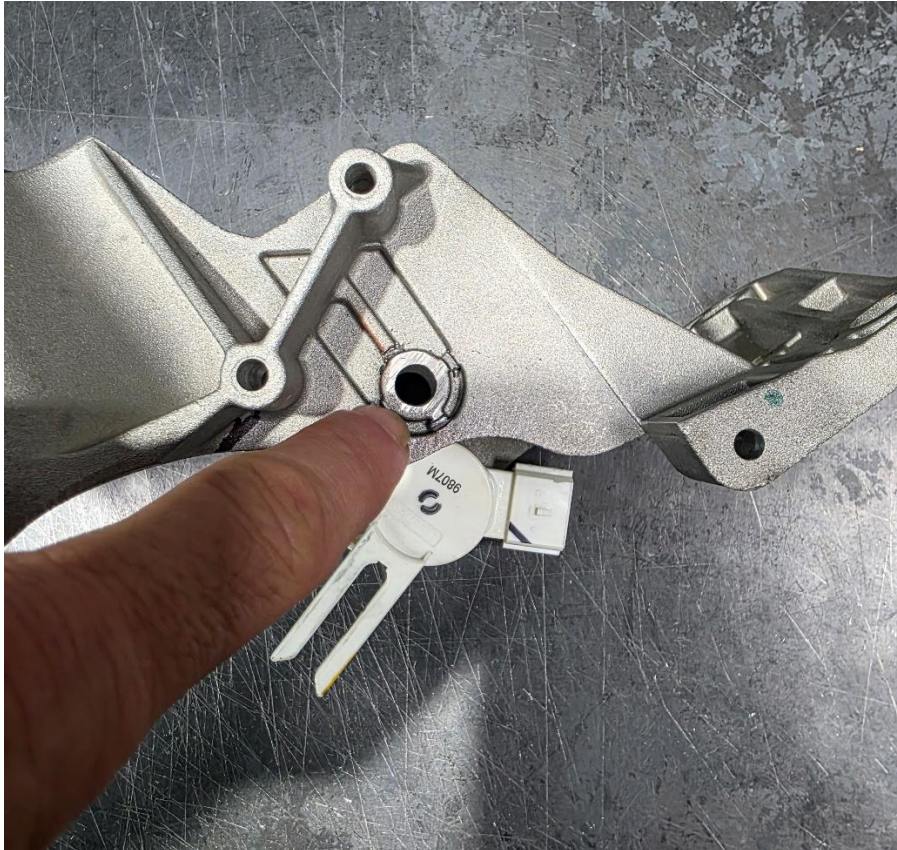
You will need a few tools to install this kit. ½” socket, 5/32 hex key, Brake line double flaring tool, Tubing cutter, 11/16 wrench x 2, Letter X or 10mm drill bit, Hand drill, Die grinder or angle grinder. Make sure you have 3~4 pints of DOT3 or DOT4 brake fluid, preferably Valvoline or Castrol brands.

Step 1* Remove the factory master cylinder and brake booster. Then remove the pedal bracket with the pedal arm.

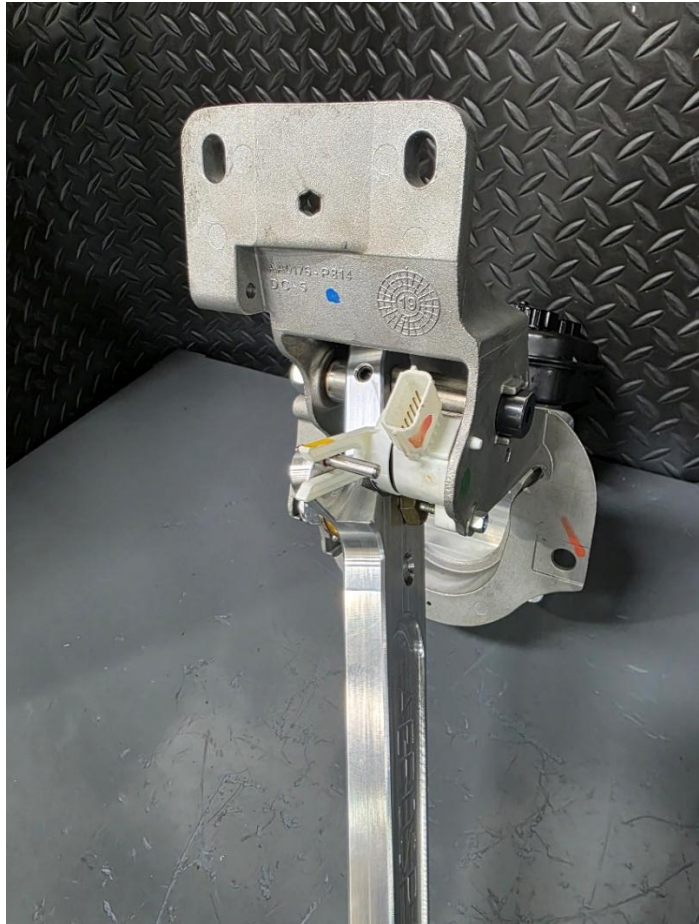
Step 2* The pin that holds the pedal arm in the bracket is swaged over and you will need to grind the steel pin on the side that swaged just

enough that the pin can be removed and discarded. Try not to cut into or grind the aluminum pedal bracket.

Step 3* Using a 10mm or Letter X drill bit open the pin hole up so it will fit the new included shoulder screw (same side that you had to grind the OEM pin). See picture below.



Step 4* Install the included bushings into the pedal pivot tube. Slide the 7/16 hex head bolt through the pedal arm (you will not be able to get this bolt in once the pedal arm is bolted in the bracket). Slide the pedal arm into position in the bracket, making sure the brake light switch properly engages with the pin. Slide the shoulder screw through the bracket and pedal arm. The flats on the shoulder screw should fit between the aluminum guides on the bracket. Tighten the shoulder screw in place using the M10x1.5 short lock nut. The pedal should still pivot freely.



Step 5* Install the pedal arm and bracket back into the car.

Step 6* If you are keeping the Anti-Lock brake module, you will need to cut the brake lines right at the oem flare so you can remove the factory line nuts. Place the included brass line nuts on the brake lines *The smaller ½ fitting goes on the line closest to the firewall* Then using a flaring tool *Double Flare* the brake lines. The line furthest from the firewall will need to be bent towards the front of the car slightly or you will kink the flex portion of the line during installation.

Step 6B*If you have removed the ABS module and will be replumbing the system, we recommend 3/16 hardline from the master cylinder and throughout the car except at the 4 caliper attachment points where it will need to be converted to #3an flex line. ****The line closest to the firewall is for the front brakes***!

Step 7* Attach the master cylinder adapter plate to the firewall using the 5/16 x 1.5 cap screw and flange nuts. Install the 5/16 threaded studs into the adapter plate.

Step 8* Following the master cylinder instruction sheet, bench bleed the master cylinder.

Step 9* Install the master cylinder with pushrod and rod end (leave the rod end loose for now). Tighten the master cylinder to the adapter plate using 5/16 flange nuts.

Step 10* attach the rod end to the pedal arm with a washer on top of the rod end (so under no circumstances can the rod end pop off). Use the 7/16 locknut to secure the pushrod/ rod end to the pedal arm.

Step 11* Adjust the rod end until the pedal is all the way up against the stop and then secure the rod end adjustment using the 7/16 jam nut on the pushrod.

Step 12* Following GM's procedure for bleeding the brakes, completely bleed the brake system of all air making sure the fluid level in the

master cylinder does not drop too low. The fill line of the master cylinder is equal to the large flange that goes around the outside of the tank. Do not over fill or the caps may leak.

Test drive the vehicle at slow speeds in a safe area, if everything feels normal you can ramp the speeds up slowly testing the brakes as you go. If all feels good, check all fasteners again then enjoy driving your car.

