



Steering, Brake & Suspension Specialists

Universal Parking Brake Cable Instructions

(#CPBCU-1 / #CP-UBCK / #5864EBC) For Popular Rear Disc or Drum Brakes w/Parking Brake



#CPBCU-1 SHOWN

Parts List:	1 ea Brake Cable Clevis with Adjustment
2 ea 8 ft Parking Brake Cable Kits	1 ea Clevis Pin
2 ea Non-Slip Set-Screw Cable Ends	1 ea Cotter Pin
2 ea Non-Crimp Ferrules	1 ea Flat Washer
2 ea Cable Adjuster Bulkhead Fittings	2 ea Parking Brake Lever Clevis
1 ea Dual Cable Adjuster Bracket	2 ea Brake Cable return Springs
1 ea Non-Slip Dual Cable Union Block	2 ea Nylon Lock Nuts

PLEASE NOTE: The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs to make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.

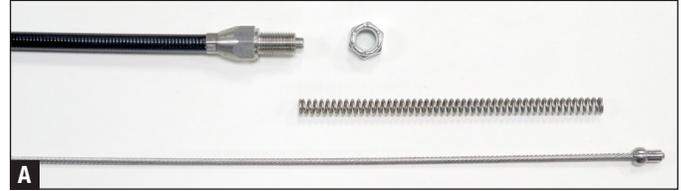
Notes:

- Works with most popular rear disc or drum brake kits with parking brake, and some independent rear brake systems.
- Depending on the application, some parts in this kit may not be used.
- A cut-off wheel, band saw, or chop saw is recommended for a clean cut when trimming outer cable housing to desired length.
- Some rear caliper parking brake levers may require the use of a specific clevis (sold separately) to connect to the parking brake cable.
- To ensure proper function and performance from your parking brake system, parking brake cables must be routed as straight as possible and tight bends (less than 6" dia) should be avoided.

Instructions:

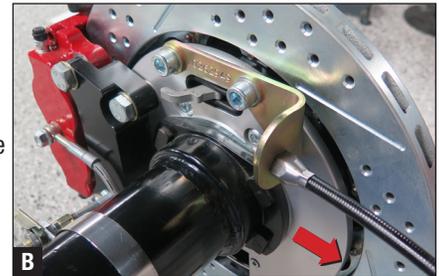
A unique feature to this kit is the wide range of parking brake cable configurations that can be made and the wide variety of applications it can be integrated with. Most of the components included can be used in multiple combinations to complete your particular install. The parking brake cables included are designed to be cut-to-fit, and it will be necessary to shorten the new brake cable housings specific to your application. Make sure that the inner cables are removed from the cable housings before cutting.

1. Uncoil the parking brake cables and lay flat. Starting with either side, remove the inner brake cable from the new parking brake cable housing, the parking brake cable spring from the inner brake cable, and the nylon lock nut from the backing plate fitting. Set aside. (FIG. A)



2. Determine the new cable housing length using the original brake cable length and original mounting route as a guide.

Starting from the rear brake caliper (or drum brake), insert the cable housing end with the backing plate fitting into the original parking brake cable mounting location, and secure in place with the nylon lock nut. (FIG. B)



3. Identify the mounting locations necessary for your install where the cable housings will end. For most configurations, an original parking brake cable mounting tab will be used. Install the cable adjuster bulkhead fittings into the mounting tabs so they are threaded a neutral distance (about half to three-quarters of the way) through the tabs. This will allow for future cable length adjustment if needed. (FIG. D)

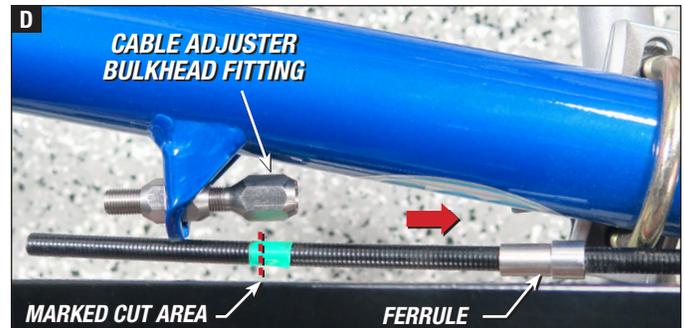
NOTE: If using the dual-cable adjuster bracket instead of original mounting tabs, mount the adjuster bracket securely to the vehicle floor or frame positioned so the cables are being pulled in a straight line between the dual-cable adjuster bracket and the front cable pull assembly. (FIG. C)



4. Carefully route the new cable housing toward the front of the vehicle following the original parking brake cable path, and mark where it will line up to the inside of the cable adjuster bulkhead fittings (installed on Step 3). Wrap tape around the line to be cut. (FIG. D)

NOTE: Parking brake cable lengths may differ for each side. When determining cable length, keep consideration of suspension travel, rear axle, exhaust pipes, and wheel/tire configuration that may need to allow for added clearance or cable slack.

5. Slide the non-crimp ferrule fitting down the cable housing (toward the rear brake) and away from the desired cut area to avoid interference when cutting the new cable housing. (FIG. D)



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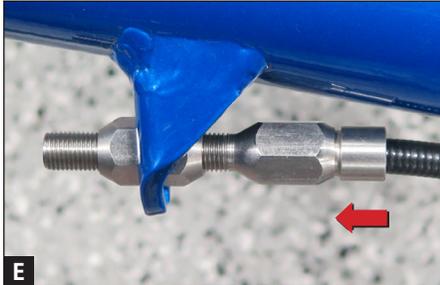
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Universal Parking Brake Cable Instructions (Continued)

6. Using a cut-off wheel(recommended), band saw, or fine-toothed hacksaw, cut the cable housings through the tape at your mark.

TIP: Before making a final cut at your mark, you can test cut the cable housing near the end that will end up being discarded. This will help ensure the cutting method you choose will leave desired results.

7. With the cable housing now cut to length, slide the ferrule back to the end of the cable housing. Remove any excess tape and insert the cable housing end and ferrule into the cable adjuster bulkhead fitting until it bottoms out. (FIG. E)



8. Repeat the previous Steps 2-7 with the other brake cable housing. Continue with the installation after you have both cable housings cut to correct length, routed forward, and secured.

9a. For CPP O.E. Style rear disc brake calipers, skip this step.

9b. For rear drum brake applications, re-install the brake cable springs onto the inner brake cables.

9c. For rear disc brake calipers requiring a parking brake lever clevis, See (FIG. BB).

10. Insert the non-ball end of the inner cable into the cable housing, starting from the backing plate fittings at the rear brakes and feed all the way through the cable adjuster bulkhead on the opposite end. Repeat with the other inner cable.

NOTE: For center-pull style configurations using a single inner cable and dual cable housings See (FIG. CC) on back page.

11. Locate the non-ball inner cable ends and attach the non-slip cable ends by firmly tightening the set-screws to secure into place. (FIG. F)



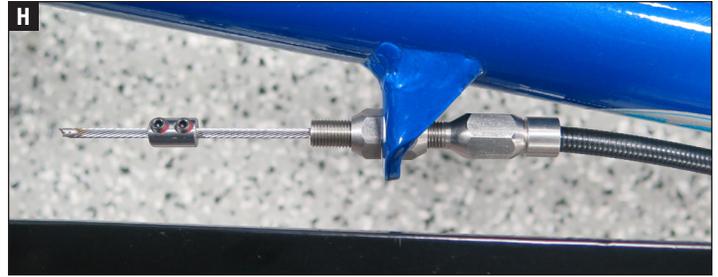
12. Insert the cable-ball end into the parking brake lever of the rear caliper, or inside the drum brake where applicable. (FIG. G) NOTE: If a parking brake lever clevis is required, connect the clevis to the parking brake lever.



13. Connect the front brake cable pull to the new parking brake cables using the required method for your application. Adjust cable tension as necessary and evenly throughout the cable system so there is no slack. Make sure that the brakes are not applied when the emergency brake is released.

14. Once the parking brake cables are properly adjusted, cut off the excess inner cables. To allow for future adjustments, leave approximately one inch(when applicable) of extra inner cable extended beyond the non-slip cable ends. (FIG. H)

NOTE: Any unused components to this kit can be saved for future use.



RECOMMENDED TO ASSIST YOUR INSTALL:

GM PARKING BRAKE CABLE CONNECTOR

Join two cable ends together with this factory style brake cable connector. (FIG. AA1-AA4)

#EC005
UNIVERSAL FIT



(FIG. BB) REAR BRAKE LEVER CLEVIS KIT INSTALLATION

For rear disc brake calipers requiring a parking brake lever clevis, take one inner cable (removed from Step 1) and insert the non-ball end of the cable through the small round hole inside the clevis, and pull cable until ball is secure against the inside face of the clevis. (FIG. BB1-BB2). Repeat with other cable. Continue to Step 10.



MORE CLEVIS KIT DESIGNS ALSO AVAILABLE



#EC-80CC
CORVETTE STYLE



#EC-80WC
WILWOOD STYLE

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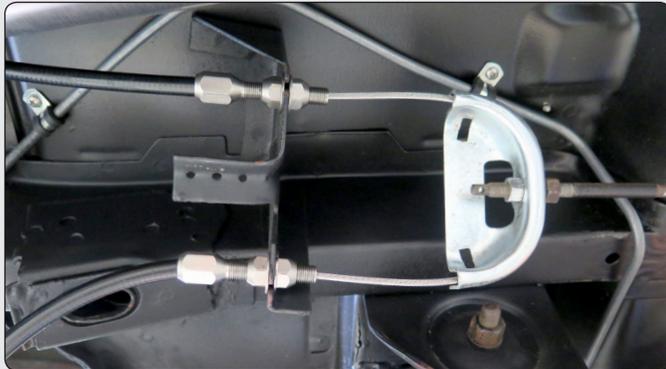
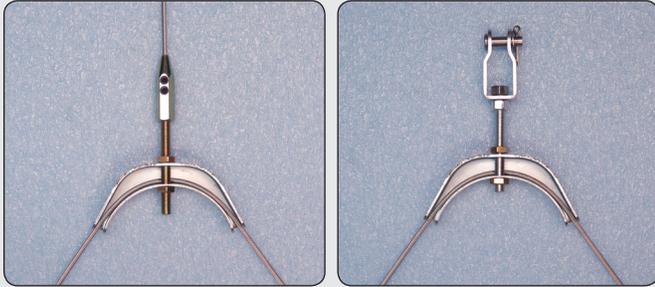
Common Parking Brake Cable Configurations & Components

(FIG. CC) CENTER-PULL STYLE CABLE CONFIGURATIONS

1. Start from the backing plate fitting at the rear brake on either side of the vehicle and insert the non-ball end of the inner cable into the cable housing.
2. Feed the inner cable forward through the cable housing all the way until it exits the cable adjuster bulkhead on the opposite end.
3. Continue to loop the non-ball cable end into the cable adjuster bulkhead on the other cable housing, and feed the inner cable all the way through until it exits the backing plate fitting on the opposite brake.
4. Allow enough slack in the loop to reach the center-pull linkage, and connect using the required method for your application.

Continue to Step 11.

Typical installs found on applications using a continuous single inner cable through two separate parking brake cable housings.



RECOMMENDED TO ASSIST YOUR INSTALL:

PARKING BRAKE ADJUSTING LINKAGE KITS

#5557EBR1 - CHEVY REAR PARKING BRAKE ADJUSTING LINKAGE KIT WITH 5.25" ROD (SHOWN)

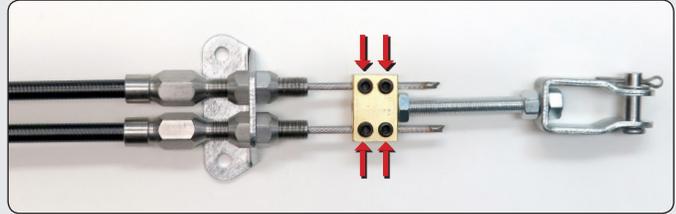
#5557EBR2 - CHEVY REAR PARKING BRAKE ADJUSTING LINKAGE KIT WITH 13.25" ROD (ALSO AVAILABLE)



DUAL-CABLE UNION BLOCK WITH CABLE PULL ASSEMBLY

If a non-slip dual-cable union block (included) is being used, loosen the set screws to allow the inner cable ends to pass through the union block. Firmly tighten the set-screws to secure into place.

NOTE: If using the dual-cable adjuster bracket (included), mount securely to the vehicle floor or frame positioned so the cables are being pulled in a straight line between the dual-cable adjuster bracket and the brake cable clevis assembly.



E-STOPP - ELECTRIC PARKING BRAKE SYSTEM



#ESK001
PUSH BUTTON ELECTRIC
PARKING BRAKE SYSTEM

Clear up factory parking brake system clutter under the chassis and inside the cab with a push-button electric parking brake system from E-Stop. Works with any drum or disc brake system that accepts a parking brake cable.



#ESB001 - MACHINED ALUMINUM MOUNTING BRACKET

