



# REMOTE MASTER CYLINDER REBUILD KIT

This package contains the following:

- 5/8" Bore Size Master Cylinder Rebuild Kit, P/N 260-3880
- 3/4" Bore Size Master Cylinder Rebuild Kit, P/N 260-3881
- 13/16" Bore Size Master Cylinder Rebuild Kit, P/N 260-5921
- 7/8" Bore Size Master Cylinder Rebuild Kit, P/N 260-3882
- 1" Bore Size Master Cylinder Rebuild Kit, P/N 260-3883
- 1-1/8" Bore Size Master Cylinder Rebuild Kit, P/N 260-3884

Before installation of the Wilwood master cylinder rebuild kit, double check the following items to ensure a trouble-free installation:

Make sure this is the correct kit that corresponds to the size bore of your master cylinder.

Read the instructions and study the diagram on the reverse side of this sheet to familiarize yourself with the procedure before you begin.

When rebuilding master cylinders, take care not to damage piston seals. Use Wilwood Hi-Temp<sup>®</sup> 570 brake fluid as a lubricant when assembling.

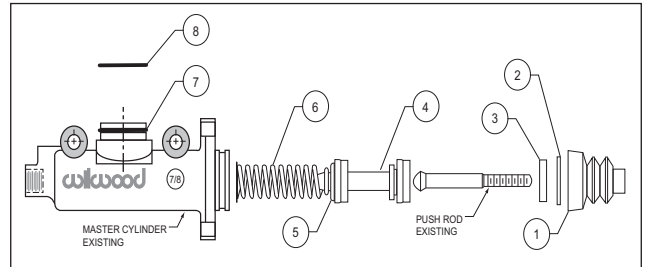
Inspect the package contents against the parts list to ensure that all components are included.

ITEM N.	DESCRIPTION	QTY
1	Dust Boot	1
2	Retaining Ring	1
3	Washer (not included in rebuild kit)	0
4	Piston / Seal Assembly	1
5	Washer (thin cup)	1
6	Spring	1
7	-ring	1
8	-ring (for remote mount)	1

### Installation Instructions:

Refer to the diagram below during the rebuilding procedure.

The piston assembly is comprised of three components (4,5 and 6) which need to be assembled. The thin cup washer (5) should already be installed on the end of the piston (4). If not, do so before proceeding making sure the open side of the cup is facing the seal. Push the smaller end of the spring (6) over the protruding end of the piston (4) and snap into the groove.



Master Cylinder Rebuilding Assembly Diagram

Install the spring/piston assembly (4, 5 and 6) into the master cylinder body. Slip the existing push rod in next, followed by washer (3), and secure using the retaining ring (2). Cover with the new dust boot (1).

### Bleeding Instructions:

Master cylinders should be bled while mounted to the brake pedal assembly.

**NOTE:** The master cylinder includes a bleed screw for easy in-place bleeding and that either outlet may be used for the bleed screw/outlet fitting. Connect all brake lines after the master cylinder is installed, but prior to bleeding. Review the following steps:

- Connect a clear bleed hose with catch bottle to master cylinder bleed screw.
- Wilwood Hi-Temp<sup>®</sup> 570 Racing Brake Fluid (or alternate high temperature DOT 3, DOT 4 or DOT 5.1 brake fluid) is highly recommended for race cars and high performance vehicles where brake temperatures exceed normal operating conditions. **NOTE: Silicone DOT 5 brake fluid is NOT recommended for racing or performance driving.**
- Fill reservoir with Racing Brake Fluid.
- Open master cylinder bleed screw.
- Gently depress brake pedal.
- Close master cylinder bleed screw and gently release brake pedal.
- Repeat the above steps until fluid from master cylinder is free of air. Close master cylinder bleed screw.
- To properly bleed the brake system, begin with the caliper farthest from the master cylinder. Bleed the outboard bleed screw first, then the inboard. Repeat the procedure until all calipers in the system are bled, ending with the caliper closest to the master cylinder.
- If the master cylinder is mounted lower than the disc brake calipers, some fluid flowback to the master cylinder reservoir may occur, thus creating a vacuum effect that retracts the caliper pistons into the housing. This will cause the pedal to go to the floor on the first stroke until it has "pumped up" and has moved all the pistons out against the pad again. A Wilwood in-line two pound residual pressure valve, installed near the master cylinder will stop the fluid flowback and keep the pedal firm and responsive.

If after following the instructions, you still have difficulty in rebuilding or bleeding your master cylinder, consult your local chassis builder, or retailer where the kit was purchased for further assistance.