



TANDEM MASTER CYLINDER REBUILD KIT

This package contains the following:

**1-1/16" Bore Size Master Cylinder Rebuild Kit,
P/N 260-4896**

General Information:

Before installation of the Wilwood tandem 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 diagrams on the front as well as 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° 570 brake fluid as a lubricant when assembling.

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

ITEM NO.	DESCRIPTION	QTY
1	Dust Boot	1
2	Retaining Ring	1
3	Pushrod Retainer	1
4	Primary Piston / Seal Assembly	1
5	Secondary Piston / Seal Assembly	1

Installation Instructions:

Numbers in parenthesis refer to the parts depicted in Figure 1. Refer to Figure 1 as necessary during the rebuilding procedure.

Install the secondary piston / seal assembly (5) into the master cylinder body followed by the primary piston / seal assembly (4). Slip the pushrod retainer (3) onto the existing push rod then slide the pushrod into the piston and secure piston using the retaining ring (2). Cover with the new dust boot (1).

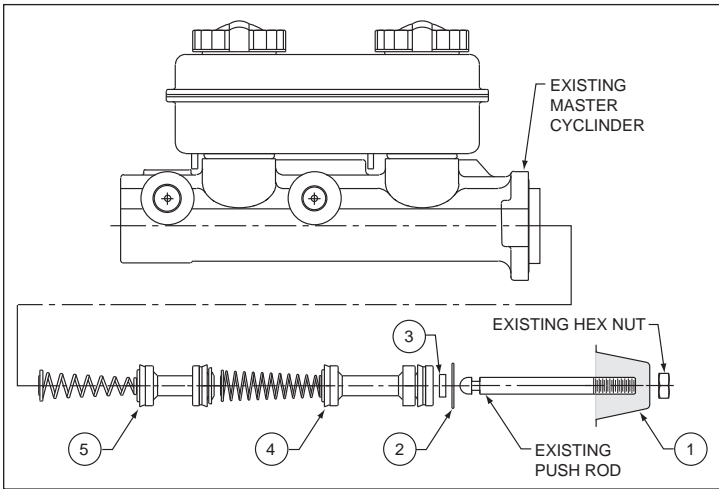


Figure 1. Tandem Master Cylinder Rebuilding Assembly Diagram

Reinstalling Master Cylinder:

Install cylinder into vehicle, connect brake lines and brake pedal, if required. Be sure there is free play of at least 3/8" when pedal is in the off position. Check for free pedal movement. Sticky pedal shaft, rubber pedal parts, etc may interfere. Bypass ports (very small holes) must be open when pedal is in the off position. Be sure main cup does not cover hole (Figure 2). If hole is blocked, brakes will lock and may cause substantial damage.

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WARNING:

DO NOT NICK OR CUT CUPS while passing them by feed and bypass ports in the cylinder bore (Figure 2). Care and patience must be exercised. Do not use excessive force. Coat bore and cups heavily with brake fluid. Always use new fluid from a closed container. Bad fluid will swell cups and may create additional damage.

Bleeding Instructions:

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

NOTE: Connect all brake lines after the master cylinder is installed, but prior to bleeding.

Review the following steps:

- Wilwood Hi-Temp° 570 Racing 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.

- Gently depress brake pedal.

- 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.

Test:

When the job is complete (with cover off) look for an upward surge of fluid in the reservoir tank, when the brake is first applied (Figure 3). If after piston is returned, a heavy surge or upward stream is noticed (Figure 4), this indicates air is in the system and it will be necessary to bleed the system again.

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.

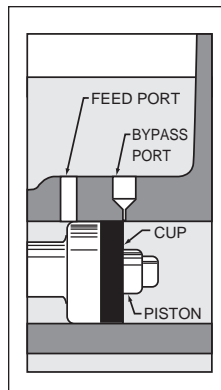


Figure 2

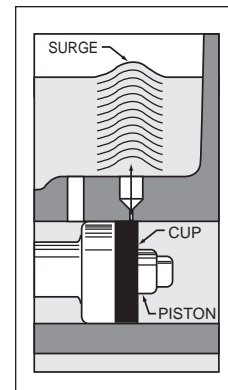


Figure 3

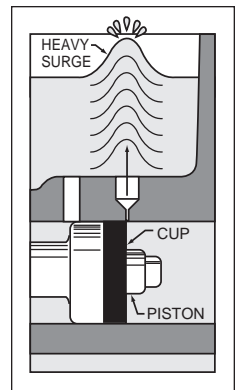


Figure 4

**WARNING • DO NOT DRIVE ON UNTESTED BRAKES
BRAKES MUST BE TESTED AFTER INSTALLATION OR MAINTENANCE
MINIMUM TEST PROCEDURE**

- Make sure pedal is firm: Hold firm pressure on pedal for several minutes, it should remain in position without sinking. If pedal sinks toward floor, check system for fluid leaks. DO NOT drive vehicle if pedal does not stay firm or can be pushed to the floor with normal pressure.
- At very low speed (2-5 mph) apply brakes hard several times while turning steering from full left to full right, repeat several times. Remove the wheels and check that components are not touching, rubbing, or leaking.
- Carefully examine all brake components, brake lines, and fittings for leaks and interference.
- Make sure there is no interference with wheels or suspension components.
- Drive vehicle at low speed (15-20 mph) making moderate and hard stops. Brakes should feel normal and positive. Again check for leaks and interference.
- Always test vehicle in a safe place where there is no danger to (or from) other people or vehicles.
- Always wear seat belts and make use of all safety equipment.