



# ALUMINUM TANDEM MASTER CYLINDER SPECIFICATION SHEET • INSTRUCTIONS PART NUMBER: 260-3261

## WARNING

IT IS THE RESPONSIBILITY OF THE PERSON INSTALLING ANY BRAKE COMPONENT OR KIT TO DETERMINE THE SUITABILITY OF THE COMPONENT OR KIT FOR THAT PARTICULAR APPLICATION. IF YOU ARE NOT SURE HOW TO SAFELY USE THIS BRAKE COMPONENT OR KIT, YOU SHOULD NOT INSTALL OR USE IT. DO NOT ASSUME ANYTHING. IMPROPERLY INSTALLED OR MAINTAINED BRAKES ARE DANGEROUS. IF YOU ARE NOT SURE, GET HELP OR RETURN THE PRODUCT. YOU MAY OBTAIN ADDITIONAL INFORMATION AND TECHNICAL SUPPORT BY CALLING WILWOOD AT (805) 388-1188, OR VISIT OUR WEB SITE AT WWW.WILWOOD.COM. USE OF WILWOOD TECHNICAL SUPPORT DOES NOT GUARANTEE PROPER INSTALLATION. **YOU**, OR THE PERSON WHO DOES THE INSTALLATION MUST KNOW HOW TO PROPERLY USE THIS PRODUCT. IT IS NOT POSSIBLE OVER THE PHONE TO UNDERSTAND OR FORESEE ALL THE ISSUES THAT MIGHT ARISE IN YOUR INSTALLATION.

RACING EQUIPMENT AND BRAKES MUST BE MAINTAINED AND SHOULD BE CHECKED REGULARLY FOR FATIGUE, DAMAGE, AND WEAR.

This Wilwood high performance lightweight master cylinder package features a master cylinder constructed of an aluminum alloy body and plastic reservoir. Included in the package are the correct flare nuts for the brake line connections at the master cylinder. Dimensions and specifications for this master cylinder are as follows:

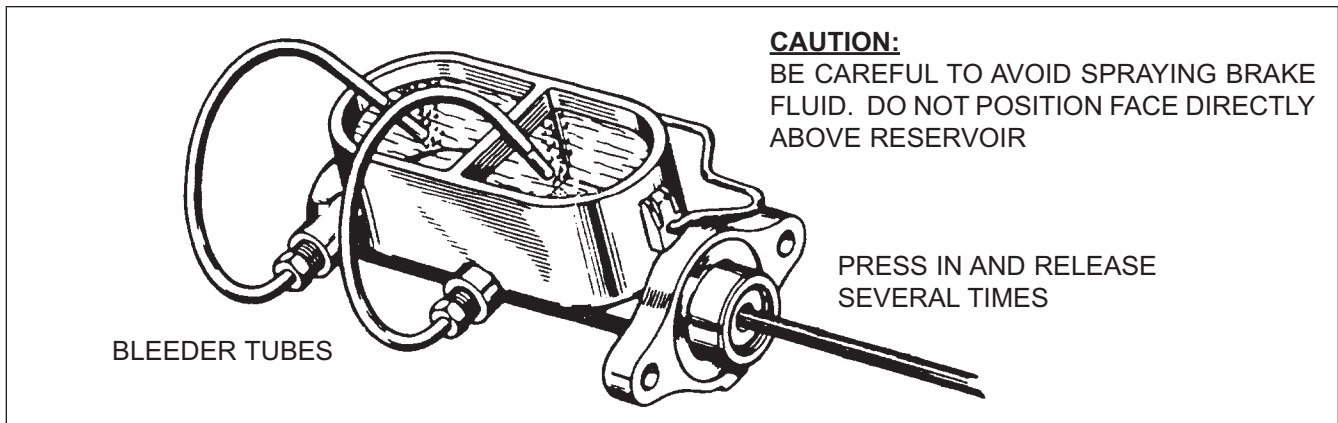
Piston Diameter	1-1/32 inch
Fluid Displacement	1.02 Cubic Inches
Stroke Movement	1.31 inch
Bias Split	69% Front, 31% Rear

## NOTE:

The master cylinder must be bench bled before installing on the vehicle to eliminate air that may be trapped in the master cylinder bore. Use only new high temperature DOT 3 racing brake fluid from a sealed container.

## BENCH BLEEDING PROCEDURE:

- Clamp master cylinder in a vise utilizing the mounting flange through which the bolts must pass.
- Install short section of brake line (approx 10") into each outlet port and bend up into their respective reservoir tanks (see diagram below).



Typical Bleeder Tube Setup and Use

### **BENCH BLEEDING PROCEDURE (Continued)**

- Fill reservoir with new high temperature DOT 3, DOT 4, or DOT 5.1 brake fluid. Make sure that the open ends of the bleeder tubes are fully submerged in brake fluid.
- With the push rod, slowly apply and release the master cylinder piston until no air bubbles emerge from the ends of the bleeder tubes. **CAUTION:** Be careful not to spray brake fluid up into your face or eyes. **ALWAYS** wear protective eye goggles.
- When no more air bubbles emerge from the bleeder tubes, remove the master cylinder from the vise and install on the vehicle.
- Quickly remove the bleeder tubes and attach the brake lines to the outlet ports one at a time. Do not fully tighten fittings at this time.
- With the brake lines loosened, have an assistant slowly push the brake pedal to the floor and hold it. Tighten fittings, then have assistant release the pedal. Repeat this procedure until no air escapes around the fittings.
- All remaining disc brake calipers and/or wheel cylinders must now be bled to remove air trapped in the brake system.

### **ASSOCIATED COMPONENTS:**

These part numbers/descriptions of associated components are provided for your convenience. Consult your Wilwood representative for assistance when ordering.

<b><u>Part No.</u></b>	<b><u>Description</u></b>
250-2406	Master cylinder mounting bracket kit (Plates, pushrod, dust boot, hardware)
260-2414	Master cylinder rebuild kit
260-1874	Two (2) pound residual pressure valve
260-1876	Ten (10) pound residual pressure valve
260-2220	Adjustable proportioning valve
260-0966	Quick check pressure gauge
290-0632	Hi-Temp° 570 racing brake fluid (12 ounce container)
290-2210	Hi-Temp° 570 racing brake fluid (6 pack)

### **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.