TR6 DUAL MASTER CYLINDER INSTALLATION INSTRUCTIONS

Braking needs vary from one vehicle to another due to tire size, suspension settings, weight and other factors. Good Parts makes no recommendation as to the suitability of a particular component combination for your specific vehicle.

WARNING: Optimum braking is achieved with the correct balance of front to rear bias. Too much braking power in the front reduces overall braking because the rear is contributing less. Too much rear braking is very dangerous because rear wheel lock-up can cause the car to spin out of control.

TEST YOUR BRAKES in a safe place where there is no danger to (or from) other people or vehicles **BEFORE** driving on the street.

NOTE: The side to side clearance between balance assembly tube and yokes in normal. Wilwood recommends this clearance to be from 0.200" to 0.250" to allow room for the yokes to offset as needed. Sliding the yokes and balance rod back and forth does not change the bias adjustment.

1) Remove the clevis pin from the brake pedal and the original master cylinder, booster and aluminum spacer from the firewall.

2) Remove the brake lines from the master cylinder to the pressure differential switch.

3) Apply the foam tape to the surface of the firewall in a complete circle around the actuating rod hole and inside of the four bolt holes as a seal.

4) Bolt the new master cylinder assembly in place using the new bolts, flat washers and nylon stop nuts supplied.

5) Adjust the length of the actuating rod to achieve the desired pedal height but maintain at least ⅜" thread engagement into the clevis and the rod end. The clevis end is already threaded in ⅜" and the jam nut is tightened so you should be able to leave that end alone and make your adjustment at the rod end.

6) Install the new clevis pin through the clevis and brake pedal and install and bend open the new split pin.

7) Tighten the jam nut on the actuating rod with the rod end in the center of its swivel range.

8) Install your choice of large or small reservoirs onto the master cylinders. Note Wilwood's recommendation to warm the neck of the reservoir with a hair dryer before installing to avoid cracking. Check that the master cylinder reservoir cap will clear the bonnet **BEFORE** dropping the bonnet. On our test vehicle there was about ⅜" clearance with the large reservoirs but cars may vary a little. The master cylinders came with hose and fittings for remote mounting the reservoirs so those parts are included.

9) Install the brake lines from the master cylinders to the pressure differential switch. The master cylinder toward the engine is for the front brakes and connects to the front fitting on the pressure differential switch using the line with the larger threaded fitting.

10) Fill the reservoirs with high temperature DOT 3, 4 or 5.1 brake fluid. DOT 5 fluid is not recommended for any racing application due the possibility of boiling of collected moisture in the system. Also, DOT 5 fluid is highly compressible due to aeration and foaming under normal braking conditions, providing a spongy brake feel. Dot 5 fluid is best suited for a show car where its anti-corrosion and paint friendly characteristics are important.

11) Follow Wilwood's instructions for bleeding. If the system was not opened below the pressure differential switch, most of the air can be removed by bleeding at the master cylinder and at the connections to the differential switch. It may be necessary to bleed at the wheels also.

ADJUSTMENT

The three holes in the lever allow adjustment of mechanical advantage to change the required pedal pressure. If the rod end is bolted in the lowest hole more pedal pressure will be required. If the highest hole is used less pedal pressure will be required to do the same amount of braking.

To adjust the front to rear bias loosen the lock nuts on the threaded balance bar rod and turn the threaded rod. There is a ball that stays exactly in the center of the threaded rod. The steel sleeve in the lever pushes on the ball so the master cylinder that the ball is closer to gets more mechanical force. Since we have connected the master cylinder closest to the engine to the front brakes, moving the rod toward the engine by turning counter clockwise when looking at the engine end will increase the front braking and reduce the rear braking. Tighten the lock nuts after adjusting. Two lock nuts are supplied. One is sufficient but two may be used. Using two will limit the swivel of the yokes and balance rod assembly so make sure it is level when you tighten the second lock nut.

REMOTE BIAS CONTROL

If you are installing the optional remote bias control, you will remove the lock nuts and connect the cable to the threaded rod on the engine side. Turning the control knob clockwise will increase rear braking so choose the correct decal for the knob to indicate this. Mounting location for the control knob and routing of the cable is optional. The cable may be cut to length. It is recommended to braze the end to avoid fraying.

PARTS LIST

- 1 - Instructions
- 1 - Dual master cylinder assembly
- 1 - Front brake line
- 1 - Rear brake line
- 4 - Bolt, Hex Head, $^{5}/_{16}$ - 24 x 1” Grade 8
- 4 - Washer, $^{5}/_{16}$” USS Flat
- 4 - Nut, Nylon Locking, $^{5}/_{16}$ - 24, Grade 8
- 1 - 10" length foam weather strip
- 2 - Reservoir kit

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