

INSTRUCTIONS FOR MASTER CYLINDER REBUILD

DISASSEMBLY:

- **REMOVE COTTER PINS AND WASHERS.**
- **DRIVE COTTER PIN OUT WITH A DRIFT PIN TO REMOVE LEVER ARM ASSEMBLY.**
- **REMOVE BOOT.**
- **HOLD DOWN ON M/C PISTON AND REMOVE PISTON AND SPRING. IF PISTON WILL NOT COME OUT OF THE BORE ON ITS OWN, REMOVE THE BOTTOM FITTING, THEN USE A LONG, THIN DRIFT PIN. GO INTO THE CENTER OF THE PISTON SO NO DAMAGE TO THE M/C BORE OCCURS.**
- **REMOVE THE CAP SCREWS AND O-RINGS FROM CAP.**

CLEAN AND INSPECT:

- **CLEAN ALL PARTS IN A CLEANER SUCH AS MINERAL SPIRITS.**
- **EXAMINE THE BORE FOR ANY UNUSUAL WEAR.**
- **SAND BORE BY HAND WITH #600 GRIT SAND PAPER, RECHECK AND RECLEAN.**

REASSEMBLY:

- **INSERT NEW CAP SCREWS INTO CAP AND PUSH ON NEW O-RINGS FROM THE BOTTOM SIDE OF THE CAP.**
- **START CAP SCREWS INTO PLACE BUT LEAVE LOOSE. NOW PULL THE CAP O-RING INTO PLACE AND TIGHTEN SCREWS UNTIL CAP PULLS ALL THE WAY DOWN ON BODY.**
- **LUBRICATE THE BORE WITH APPROPRIATE BRAKE FLUID.**
- **PUT NEW SPRING IN NEW PISTON AND VERY CAREFULLY START SEAL DOWN INTO BORE WITH A ROCKING MOTION UNTIL SEAL PASSES THE SNAP RING GROOVE. THIS MUST BE DONE VERY CAREFULLY!**
- **HOLD DOWN ON PISTON AND INSTALL THE NEW SNAP RING.**
- **INSTALL NEW BOOT.**
- **LINE UP THE LEVER ARM AND INSTALL NEW PIVOT PIN.**
- **INSTALL NEW COTTER PINS AND WASHERS.**
- **PULL ON THE LEVER ARM ALL THE WAY TO BE SURE THE SPRING HAS ALIGNED PROPERLY IN THE PISTON. IF IT SHOULD**

FEEL LIKE THE ACTION IS NOT SMOOTH, CHECK THE POSITION OF THE SPRING BY LOOKING THROUGH THE FITTING HOLE. ALIGN IF NECESSARY USING THE THIN DRIFT PIN.

- **REINSTALL THE FITTING THAT MAY HAVE BEEN REMOVED.**

MASTER CYLINDER IS NOW READY FOR USE! ASSEMBLE ON KART AND REBLEED WITH DOT5, SILICONE FLUID (OR DOT-3 OR DOT-4 IF KIT HAS EP SEALS.)

GOOD LUCK AND GOOD RACING!