

# DOUBLE YOUR PLEASURE

## Rebuilding a Wilwood Tandem Master Cylinder

If you are involved in any type of hot rod or race-car activity, you are probably familiar with the high-quality and extremely nice looking Wilwood Aluminum Tandem Master Cylinder. The universal unit is designed to work perfectly in many automotive applications from Chrysler to GM cars and trucks because the mounting base has elongated holes to fit many firewall designs. The unit can also be adapted for use with power boosters, so you can have vacuum assist if you want less pedal pressure. Today you will see many high-quality street rods, street machines and a wide variety of other specialty cars equipped with the Wilwood Tandem Master Cylinder. The unit works perfectly with Wilwood disc brake assemblies and it is also an attractive addition to any custom car.

Your Wilwood Tandem Master Cylinder is a high quality brake component that should last a long time when used in normal driving conditions. Just like any mechanical component, there is always a chance that the unit will eventually need rebuilding so Wilwood offers a Tandem Master Cylinder rebuild kit that makes the job easy. The kit comes with all of the internal parts you will need, assembled and ready to install. You don't

have to worry about installing easy to rip O-rings and seals because they are already professionally installed. If your Wilwood Tandem Master Cylinder isn't working as good as it should, we will show you the easy rebuilding procedures. After the master cylinder is removed from the car and drained of brake fluid, the tools required to complete the rebuilding process include snap ring pliers, and a screwdriver to remove the top cover. When the master cylinder rebuild is complete it will have to be bench bled and after it is installed in the car the entire system will require bleeding. We recommend using Wilwood Hi-Temp 570 or Wilwood EXP 600 Plus racing brake fluid.

The Wilwood Engineering master cylinder rebuild kit part numbers are as follows:

7/8-inch bore size Master Cylinder Rebuild Kit,  
P/N 260-9606

1-inch bore size Master Cylinder Rebuild Kit,  
P/N 260-9169

1 1/8-inch bore size Master Cylinder Rebuild Kit,  
P/N 260-9170



Here is the Wilwood Tandem Master Cylinder and the parts below to complete the rebuild procedure. Since this is a dual master cylinder, there are dual piston assemblies that come in the rebuild kit. Not shown is the rear mounted rubber boot for the push rod assembly.



The piston assemblies are held inside of the bore by a large diameter snap ring. This snap ring can be removed using curved or straight jaw snap ring pliers. In this case the straight jaw pliers seemed to work better.



After the snap ring was removed, the piston assembly spring allowed the piston to come out of the bore far enough to get a hold of it.



The first piston assembly was pulled out of the bore carefully to avoid any chance of scratching the bore surface.



The second piston assembly was stuck inside of the bore, so you will have to hold the master cylinder upside down and tap it against the workbench to get the piston to slide out far enough to grab it. When you can grab the end, carefully pull it out of the bore.



Using a small light, the bore was inspected for deep scratches or any damage. In this case the bore was in good condition, so it was ready for a rebuild. If the bore is in bad condition it's time for a new unit. The bore should be cleaned thoroughly before the pistons are installed



The secondary piston with the longer spring is installed first. The rubber seals were coated with Wilwood Assembly Lubricant before installation. It would also be a good idea to squirt some lubricant on the inside of the master cylinder bore and spread it around to cover the entire surface.



The secondary piston assembly was carefully installed inside of the bore spring first. Push it down as far as it can go, but don't worry because the primary piston will push it in the rest of the way.



The primary piston rubber seals should be coated with Wilwood Assembly Lubricant and then it can be installed in the bore. The piston goes into the bore spring first and this one has the half circle depression in the end that is designed for the push rod. Push it in as far as it will go. The end will be sticking out just a little before the springs compress.



Using the push rod or a Phillips head screwdriver, push the piston down far enough to get the spring ring to seat in the unit.



Here the spring ring is seated in the slot. If the entire spring ring isn't seated properly in the slot you can have problems later.

If you inspected your piston bore and it was beyond a simple master cylinder rebuild, here are the part numbers for the various Wilwood Tandem Master Cylinders that are available:

7/8-inch bore Tandem Master Cylinder in standard finish, P/N 260-9439

1-inch bore Tandem Master Cylinder in standard finish, P/N 260-8555

1.12-inch bore Tandem Master Cylinder in standard finish, P/N 260-8556

7/8-inch bore Tandem Master Cylinder in bright finish, P/N 260-9439-P

1-inch bore Tandem Master Cylinder in bright finish, P/N 260-8555-P

1.12-inch bore Tandem Master Cylinder in bright finish, P/N 260-8556-P

7/8-inch bore Tandem Master Cylinder in black finish, P/N 260-9439-BK

1-inch bore Tandem Master Cylinder in black finish, P/N 260-8555-BK

1.12-inch bore Tandem Master Cylinder in black finish, P/N 260-8556-BK

## **Wilwood Engineering**

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