

INSTALLATION INSTRUCTIONS

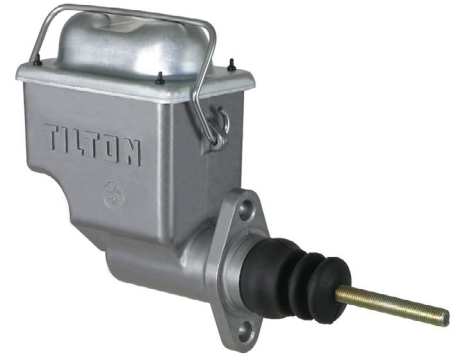


98-1242

73-Series Master Cylinders

DESCRIPTION

The Tilton 73 Series master cylinders feature a high pressure die-cast aluminum body that provides a machined-look finish. They are designed for applications that require a large fluid capacity in a leak-proof integral seal. These cylinders are also unique in that they may be temporarily inverted without loss of fluid. Tilton master cylinders set the standard for the industry and are a direct replacement for master cylinders that have a 2.25" spaced, 2-bolt mounting pattern. Available in the most popular bore sizes, these cylinders are an affordable solution for the budget racer.



INSTALLATION

1. Mount the master cylinder on the vehicle making sure the pushrod is attached to the pedal with slight free play and is not binding or preloading the master cylinder. The rod must be parallel with the cylinder with a maximum of 3 degrees from parallel. Installing a master cylinder with too much misalignment will cause wear of the internal seal and premature failure.
2. Install the 1/8" NPT outlet fitting into the master cylinder using a very small amount of Teflon tape or sealer on the threads. Extra care must be taken to make sure no Teflon gets into the master cylinder or inside the fitting to contaminate the fluid and seals. Do not overtighten the fitting. Connect brake line and proceed to priming the master cylinder.

PRIMING THE MASTER CYLINDER

1. Fill the reservoir with fresh Dot 3, Dot 4, or Dot 5.1 Non-silicone based brake fluid.
2. Slightly loosen the fitting at the master cylinder.
3. Gently depress and release the brake pedal until fluid emerges.
4. Tighten the fitting.
5. Select the bleeding order that fits your application from Bleeding Order section.

BLEEDING

1. Fill a clear bottle with enough brake fluid to keep the hose ends submerged.
2. Attach the other end of the plastic bleeder hose to the caliper bleed-screw.
3. Be sure the hoses stay submerged throughout the procedure to prevent sucking air on the return stroke of the pedal.
4. Depress the brake pedal with slow and gentle foot pressure.
5. Open the caliper bleed-screw.
6. Allow the pedal to drop to the fully depressed position.
7. Close the caliper bleed-screw.
8. Allow the pedal to return to the relaxed position.
9. Wait several seconds and then repeat steps 4 through 8 until air has been removed from the system.

MAINTENANCE

The brake system should have the brake fluid replaced and the brake bleeding procedure performed before each event.

ABS WARNING:
May not be suitable for use with some ABS (anti-lock braking) systems due to the high pressure pulsations that they may send back to the master cylinder, potentially damaging the high-pressure seal.

BLEEDING ORDER

Fixed calipers, 2 Master Cylinders

1. Front & rear passengers side, inboard
2. Front & rear passengers side, outboard
3. Front & rear drivers side, inboard
4. Front & rear drivers side, outboard

Floating calipers, 2 Master Cylinders

1. Front & rear passengers side
2. Front & rear drivers side

Floating calipers, 1 Master Cylinder

1. Start at the caliper furthest from the master cylinder.
2. Work your way in, bleeding the next closest caliper.

Fixed calipers, 1 Master Cylinder

1. Start at the caliper furthest from the master cylinder. Bleed the inboard side and then the outboard side.
2. Proceed to the next closest caliper.

Upon Completion

After bleeding, minimal brake pedal travel should be observed. Properly bleeding the brakes does not require any power equipment or a massive amount of applied pedal force.