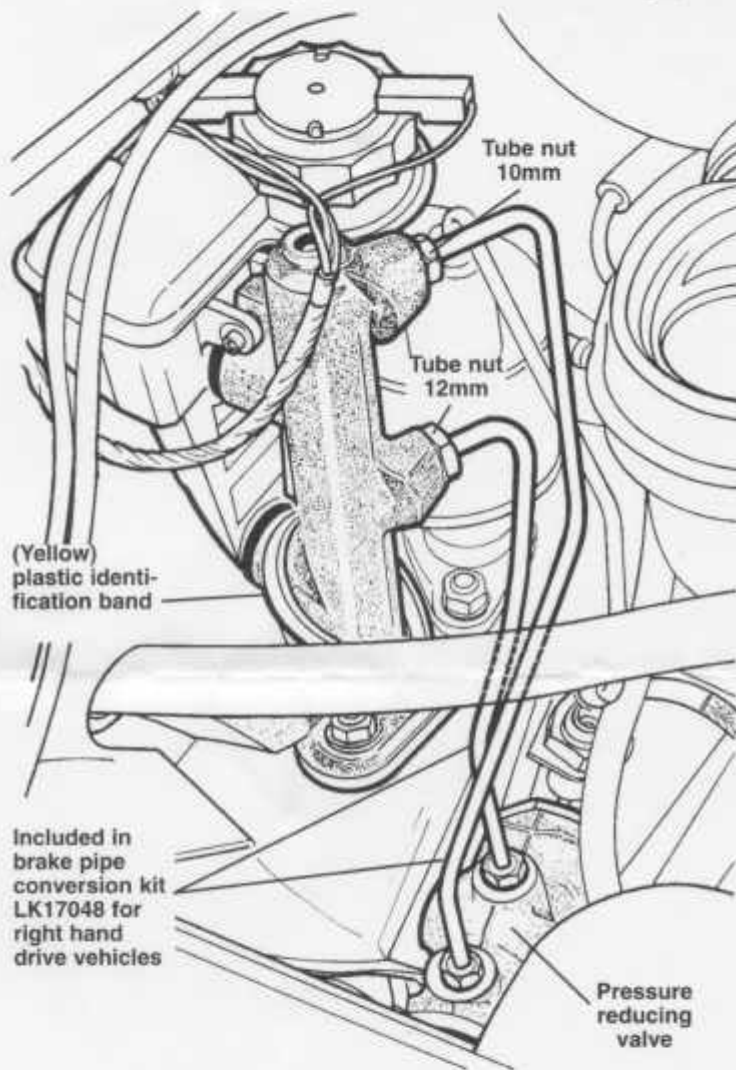




Fitment of Tandem Brake Master Cylinder "Stepped" Bore Type – Rover Mini Range



A "stepped" diameter bore (17.8 / 19.0mm) tandem brake master cylinder assembly has been introduced on all Rover Mini's from November 1985 onward. The master cylinder is identified by a yellow plastic band, fitted around the cylinder body. As a further visual identification, the lower tube nut (12.0mm) is larger than the upper tube nut (10.0mm). The original master cylinder has a single diameter bore (17.8mm) with the outlet ports / tube nuts of equal size (10.0mm). It may also be fitted with a black identification band.

"Stepped" bore master cylinder assemblies will be used to service all disc / drum and drum / drum vehicles from **September 1978**.

When replacing the original design master cylinder with the "stepped" bore version on vehicles built prior to **November 1985**, a brake pipe conversion kit will be required. These will be supplied under the following kit part numbers.

LK17048 = Right hand drive vehicles

LK17049 = Left hand drive vehicles

When fitting the latest type master cylinder which has a float switch, the wiring loom can be converted by using the conversion loom supplied in the relevant brake pipe kit. The following fitting instructions are included with the master cylinder assembly and brake pipe kits.

Important

When fitting these parts it is imperative that the instructions in the vehicle manufacturer's Workshop Manual are followed implicitly in the interest of the safety of the vehicle and satisfactory performance of the part. Disconnect the brake pipes from the pressure reducing valve, ensuring no dirt / debris enters the valve ports. Remove the existing tandem brake master cylinder as detailed in the Workshop Manual.

Avoid spillage of brake fluid as it is injurious to vehicle body paintwork.

Installation of "stepped" bore brake master cylinder assembly on right hand drive vehicle

Fit the new master cylinder as instructed in the Workshop Manual and using the brake pipes supplied in the conversion kit, connect up the master cylinder to the pressure reducing valve as per the illustration. **"Note that the pipe connections from the master cylinder to the pressure reducing valve are reversed in comparison with the original design master cylinder installation"**.

Finally cut off the plug connector that was originally connected to the pressure failure switch. Remove about 1/4" of insulation from the wires and twist together. Crimp the Lucas connector to the end of these wires and connect to one side of the float switch cap. Using the wire supplied in the kit, attach the spade connector to the remaining spade terminal on the float switch cap, the other end must be screwed to a suitable earth point on the vehicle body. (A convenient point is to the left of the master cylinder where a series of black wires are earthed via a self tapping screw).

Fill the reservoir with **Delphi Lockheed** brake & clutch fluid and bleed the system thoroughly. Replenish the reservoir and check the hydraulic system for leaks before road testing the vehicle.

This product should only be used, installed and maintained in accordance with the instructions approved by the vehicle Manufacturer or **Delphi Lockheed**

Delphi Lockheed Automotive Ltd.

P.O. Box 1743, Spartan Close, Warwick, CV34 6ZQ, United Kingdom

Tel: +44 [0] 1926.470000 Fax: +44 [0] 1926.472000 www.aplockheed.com