



Master Cylinder Upgrade Kit



V8Roadsters
Horsepower is a beautiful thing...

P#: V8R-90

Part List

- 1" MC adapter bracket – P32
- Wilwood master cylinder – 260-8794
- line set – V8R-89

Please Note: This is a universal master cylinder by Wilwood, with an adapter bracket and fittings to make it work in a Miata. It should not be expected that install of this is as drop-in as a Mazda replacement part. This may not be compatible with some shock tower braces and some items in the surrounding area may need to be relocated or adjusted. The cruise control module needs to be shifted out of the way on some years that have it.

Installation

- 1)** The master cylinder comes from Wilwood with a drum brake residual spring in the rear port. Be sure to remove that spring before installation.

- 2)** Bolt adapter bracket into place. Booster pushrod lengths vary by year. Some push rods may need adjusting to achieve the proper stroke of the master cylinder. Check to make sure that the rod from the booster is slightly compressing the plunger in the new master at static(no pedal pressure). To check this for engagement use a small piece of molding clay on the tip of the rod. Install the master like normal, then remove and check to make sure the clay is completely compressed. If it is not, the difference in the clay will need to be added to the rod by adding a small amount of weld on the end of the booster rod. If the booster rod is not fully engaging you are only getting partial pressure from the new master.

- 3)** Installation of these lines involves removing the factory proportioning valve/block. The included braided rear line goes directly to the hard-line for the rear brakes, and the included braided front line joins to the two front hard lines via the included Tee fitting. You must adjust the bend in the hard lines somewhat to achieve this. A hand-held line bending tool can be helpful for this.

- 4)** The latest update to this kit to now have soft braided adapter lines rather than formable hard lines is a great change, but it does cause a complication if you are intending to pair a Wilwood brake bias proportioning valve with this master cylinder kit. The proportioning valve is designed to intercept between two hard lines; the factory rear hard line on the firewall on one end, and a hard-line going to the master cylinder on the other end. But now with the new adapter line, the end on that line has changed to a female

fitting so it can connect directly to the hard-line, removing the need for a female-female union fitting that was previously required. That soft line cannot connect directly to the proportioning valve because the line has a female end and the valve has a female end. So to make the proportioning valve work with the latest version of this master cylinder kit, you must add a short hard line with metric fittings on each end (available at most auto parts stores) between the proportioning valve and the flexible adapter line coming off the master cylinder.

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