Taken from TVMGOC newsletter October 2014

CLUTCH & BRAKE MASTER CYLINDER RE-BUILD

This is a easy guide to overhauling this popular Lockheed unit.

The clutch and some brake master cylinders are simple hydraulic units to overhaul, and are fitted to many MGs and a lot of British classics.

Use silicone brake fluid to avoid internal corrosion being an issue in the future.

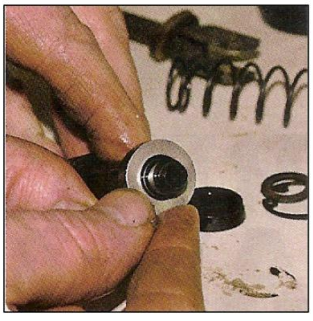
Cost about £15. and about 3-4 hours of work.

1. REMOVE PUSHROD:- ***Using cir-clip pliers, undo the cir-clip and remove the pushrod and its rubber gaiter.***

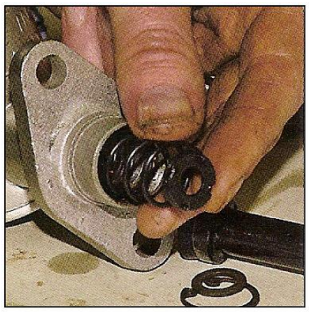
2. TAP IT OUT:- ***Tap the cylinder on a wooden surface to allow the piston to protrude enough for its removal. Its return spring will drop out freely.***

Note the order and orientation of the components.

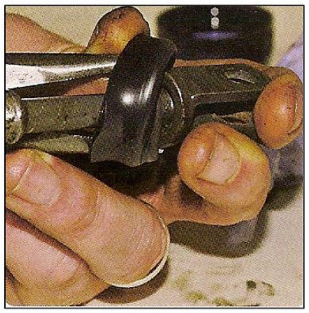
3. CLOSE INSPECTION:- ***Thoroughly inspect the bore and piston for any damage or terminal wear. Bin (recycle) the lot if you find any excessive wear. Stuff tissue into the cylinder bore. Prepare and paint the whole unit.***



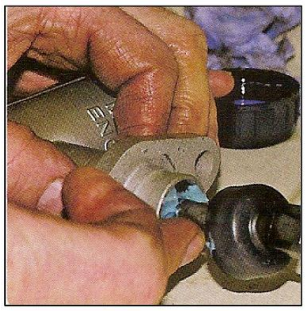
4. NEW SEAL:- ***Fit the new piston seal and any shim washers, such as the one seen here, using plenty of brake fluid as lubricant.***



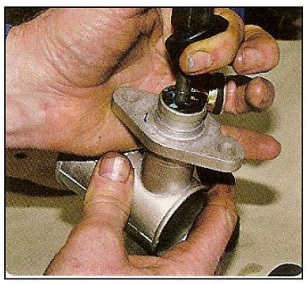
5. SPRING LOADED:- ***Refit the spring, followed by the rebuilt piston. Again, use plenty of brake fluid to lubricate the seals.***



6. FIT GAITER:- ***The new rubber gaiter can be more easily fitted using long-nose pliers to carefully stretch it over the pushrod washer.***



7. GREASE IT UP:- ***Use plenty of rubber friendly grease, (Corrosion Block) to lubricate the pushrod in the piston end cup.***



8. PISTON IN:- ***pressing in the piston with the pushrod, refit the cir-clip. Use a bench vice to hold the unit if preferred, but mind your new paint finish. Now fit the gaiter. Job done.***

I did a clutch master cylinder in this rebuild, but there is not a lot of difference in the brake master cylinder.