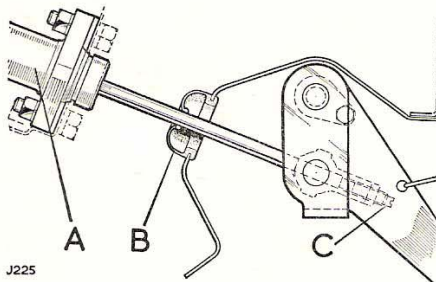


Master cylinder, remove and refit—Operation L-15-A

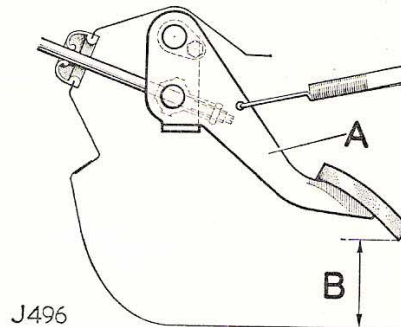
Master cylinder, remove

1. Remove the carburetter air cleaner.
2. Remove the pipe clip screws adjacent to the master cylinder to facilitate removal of master cylinder.
3. Disconnect the fluid feed pipes from the reservoir at master cylinder and, if possible, raise the end of the pipes to prevent undue loss of fluid. Disconnect the discharge pipes.
4. Remove the master cylinder fixings; do not attempt to pull master cylinder away at this stage.
5. Remove the return spring from the brake pedal. Release the locknut from the operating rod at the pedal trunnion and screw the rod through the trunnion. At the same time, with an assistant, withdraw the master cylinder.
4. Refit the pedal return spring and set the pedal height to $6\frac{1}{2}$ to $6\frac{3}{4}$ in. (165 to 171 mm) from the floor beneath the carpet to the lower edge of the pedal pad. Tighten the operating rod locknut.
5. Reconnect all pipes to the master cylinder.
6. When bleeding the system, note that the brake pedal will go 'hard' approximately halfway down before developing a normal full stroke. This is due to the tandem master cylinder operating two separate systems and, depending upon which bleed nipple is opened first, one system will be free of air before the other.
7. Refit the pipeline clip screws.
8. Refit the carburetter air cleaner.



View of brake pedal operating rod

- A—Master cylinder
B—Seal for operating rod
C—Threaded end of operating rod

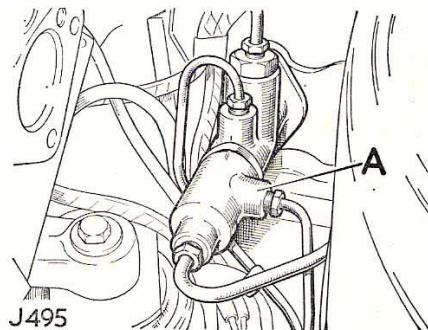


Brake pedal height

- A—Brake pedal
B— $6\frac{1}{2}$ to $6\frac{3}{4}$ in. (165 to 171 mm)

Master cylinder, refit

1. Offer the master cylinder on to the locating studs, ensuring that the operating rod correctly enters the threaded trunnion in the brake pedal assembly. This will be facilitated by using a long, thin screwdriver to guide the rod into the trunnion. Note that on some replacement master cylinders, when fitted to the TC car, the mounting flange may foul the flange of the clutch master cylinder, which is situated immediately alongside. Should this be so, carefully file or grind the side of the flange in order that fitting clearance is obtained.
2. Screw the rod through the trunnion until approximately 1 in. (25 mm) protrudes.
3. Fit the master cylinder fixings and tighten, ensuring that the operating rod and brake pedal have some free movement.



Location of master cylinder
(automatic transmission model illustrated)

- A—Master cylinder