

# Manual Brake Master Cylinder

## INSTRUCTIONS

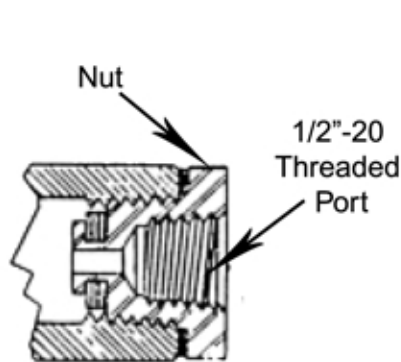


Diagram 1

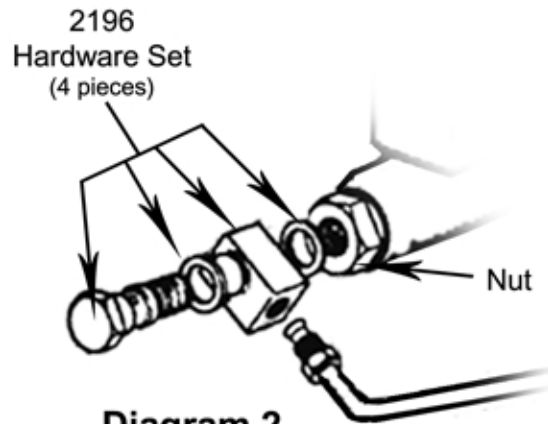


Diagram 2

The Original Non-Power Master Cylinder used on all 1955 through 1957 Passenger Cars and Wagons had a large nut that screwed straight into front of the cylinder (Diagram 1). The nut had 1/2" - 20 thread. They used a banjo bolt, brass block and copper washers (Diagram 2) our kit 2196 Hardware Set. The brass block could be rotated to line up with steel brake line. The Newer Style Non-Power Master Cylinder (Diagram 3) outlet is cast into the underside of the casting (Diagram 4). The port is cast in with the 7/16"-24 inverted seat port, ready for the line to screw directly in. The brake line may need to be twisted around to match up and screw in. Some of the Newer Style Master Cylinders with more than one threaded port, they are supplied with inverted seat plug or plugs for the extra port(s) that are not used.

### 023 - Master Cylinder

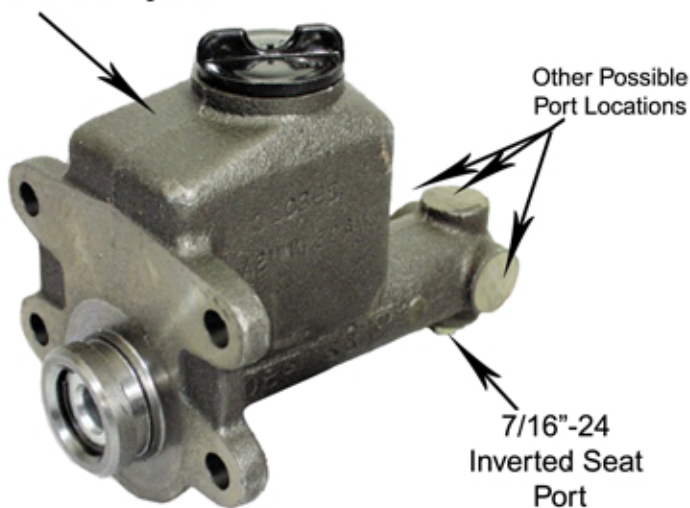


Diagram 3

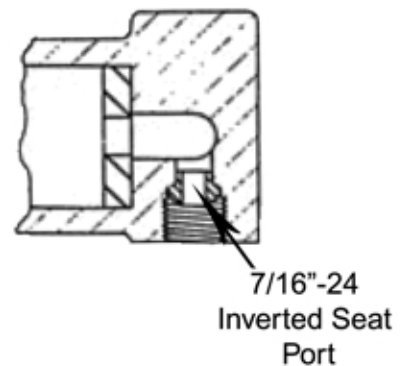


Diagram 4