

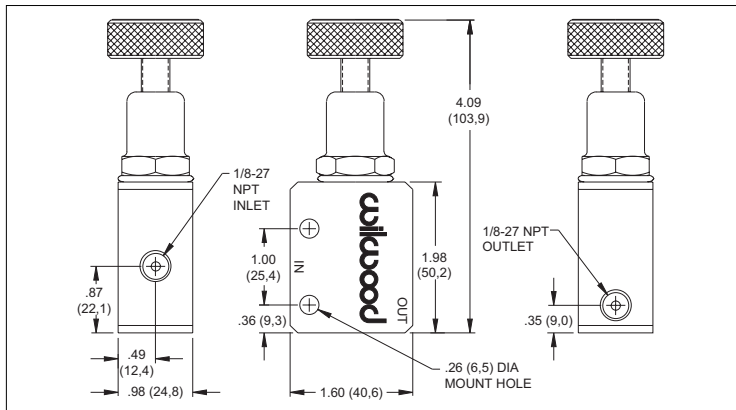
# PROPORTIONING VALVES

## Wilwood Proportioning Valves:

Compact and lightweight billet aluminum construction has made Wilwood's proportioning valves the best available. Pressure adjustments range from 100-1000 PSI and provide for a maximum decrease of 57% in line pressure, the most of any available valve. This adjustment lets you fine tune the front to rear braking balance by proportionally decreasing the rear (or in some cases the front) brake line pressure. Can also be used to adjust individual front wheel braking in dirt track applications. Valves weigh only 8 ounces, are black anodize finished and have two .25" side mounting holes spaced 1.00" apart. Standard in and out ports are 1/8-27 NPT.

### Knob Style Proportioning Valve:

Knurled knob with fine thread tuning provides precise pressure adjustment. Used for street rods, pro series racing and off road vehicles.



#### DESCRIPTION

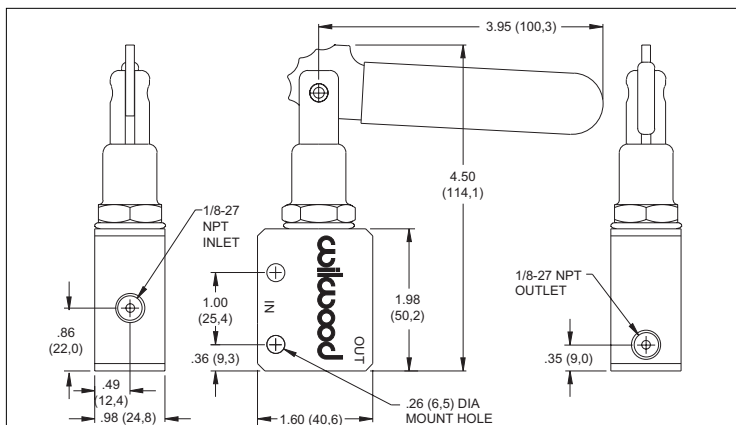
Knob style proportioning valve

#### PART NO.

260-2220

### Lever Style Proportioning Valve:

This proportioning valve has six preset adjustment points actuated by moving a lever allowing racers to adjust brake bias during a race without having to "look" where the knob position is. The lever "clicks" into the six positions for positive adjustment and the bright red lever is easily seen in a busy racing cockpit. Lever can be rotated 180° for easy installation and mounting location. Ideal for oval track, road race, and off road racing where car and racing conditions change throughout the race.



#### DESCRIPTION

Lever style proportioning valve

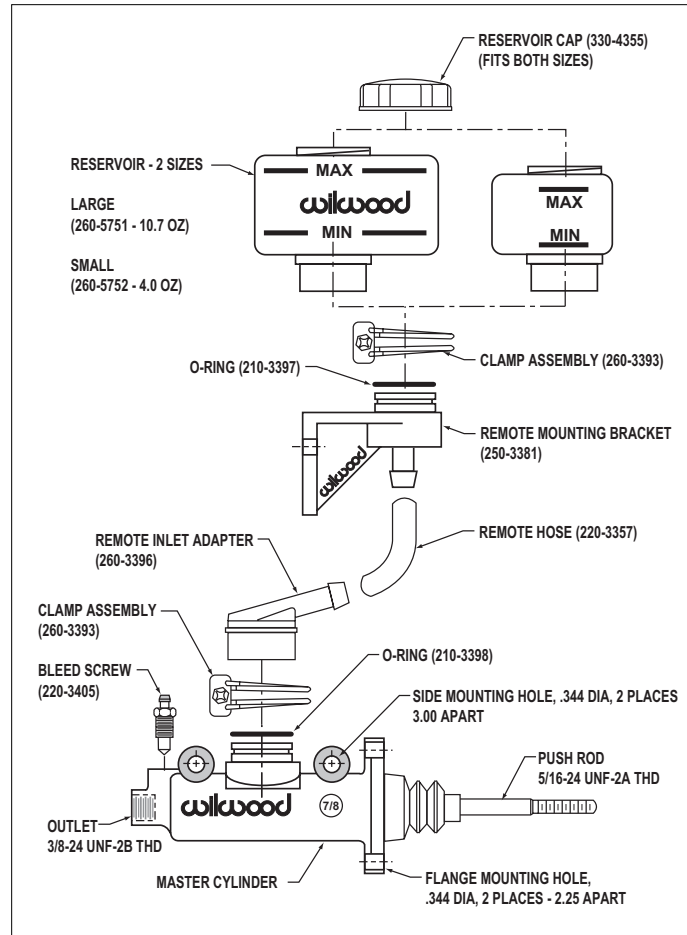
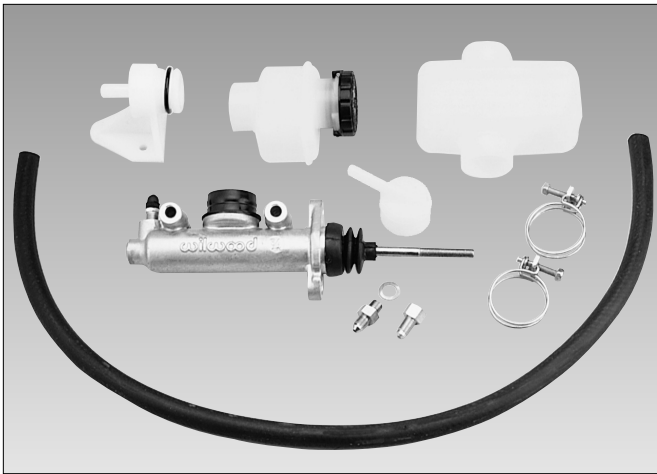
#### PART NO.

260-2400

# MASTER CYLINDERS

## Combination "Remote" Master Cylinder Kit:

Six different bore sizes and four different installation configurations are available in this master cylinder kit. Precision machined from high strength aluminum, this kit includes both small and large size reservoirs which can be mounted directly on the master cylinder or remotely mounted for more convenient service access. Standard mounting bolt hole configurations provide easy applications for racing and off road vehicles, specialty cars, recreation and industrial vehicles. Individual components are available. Call for details.



Individual Components with Part Numbers

### DESCRIPTION

5/8" Combination M/C Kit (1.3 stroke)  
 3/4" Combination M/C Kit (1.1 stroke)  
 13/16" Combination M/C Kit (1.1 stroke)  
 7/8" Combination M/C Kit (1.2 stroke)  
 1" Combination M/C Kit (1.0 stroke)  
 1-1/8" Combination M/C Kit (1.0 stroke)

### PART NO.

260-3372  
 260-3374  
 260-5920  
 260-3376  
 260-3378  
 260-3380

### REBUILD KITS

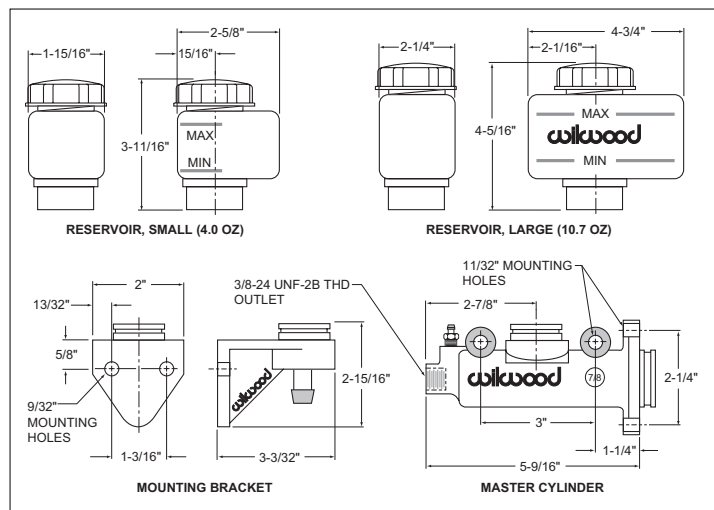
Rebuild Kit, 5/8" Combination  
 Rebuild Kit, 3/4" Combination  
 Rebuild Kit, 13/16" Combination  
 Rebuild Kit, 7/8" Combination  
 Rebuild Kit, 1" Combination  
 Rebuild Kit, 1-1/8" Combination

### PART NO.

260-3880  
 260-3881  
 260-5921  
 260-3882  
 260-3883  
 260-3884

Remote Reservoir Hose, 3/8" I.D.  
 (Available Bulk, By the Foot)

220-5613



Minimum Mounting Requirements for Mounting Bracket, M/C and Reservoirs

## High Volume Aluminum Master Cylinder:

Wilwood High-Volume Aluminum Master Cylinders represent the latest refinements in brake pressure actuation and fluid control. Each master cylinder is high pressure die-cast from high-grade aluminum, fully machined, and assembled with exclusive features only available from Wilwood.

Wilwood High-Volume aluminum master cylinders have the highest fluid capacity of any integral reservoir design. With a total capacity of 8.2 ounces, there is at least 26% more fluid than most competitive brands. More fluid volume means cooler temperatures and additional insurance for extreme conditions where high pad wear can compromise fluid levels during long events. With 1-7/16" of piston travel, there is plenty of margin when used with large four or six piston calipers.

Most other brands of aluminum master cylinders are traditional sand castings. Sand castings have a rougher and less accurate finish than die-castings and are more prone to porosity and pitting when the bores are machined. Consequently, sand-cast cylinders must be fitted with a stainless steel sleeve to achieve a smooth bore finish. The sleeve not only inflates the price of the master cylinder, but it also retains heat longer causing higher operating temperatures inside the piston bore.

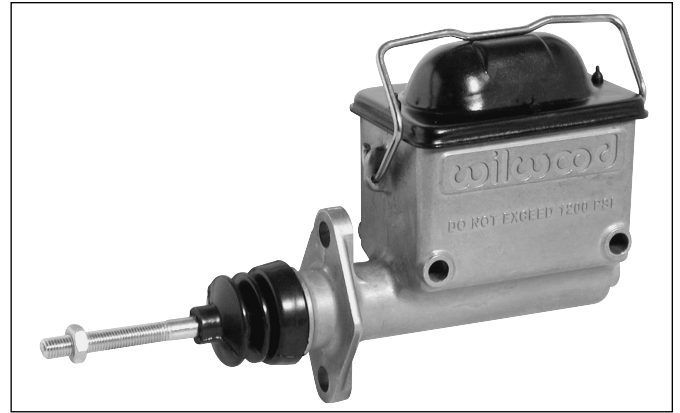
The accuracy of high pressure die-casting allows Wilwood aluminum master cylinders to leave the mold at near finished bore size. First, the fluid feed and pressure compensation holes are drilled from the reservoir chamber to the piston bore. Then, a special micro-finishing process produces a porosity free bore that provides superior seal life, long wear, and better heat dissipation than stainless steel sleeved models. Bore diameter and taper tolerances are held tight to assure proper seal contact and the elimination of any potential pressure loss from bypassing under load.

An internal slosh baffle guarantees a constant fluid supply to the bore chamber during hard cornering, acceleration, and braking. This unique baffle also eliminates aeration into the reservoir from return fluid that can occur during brake release and bleeding procedures.

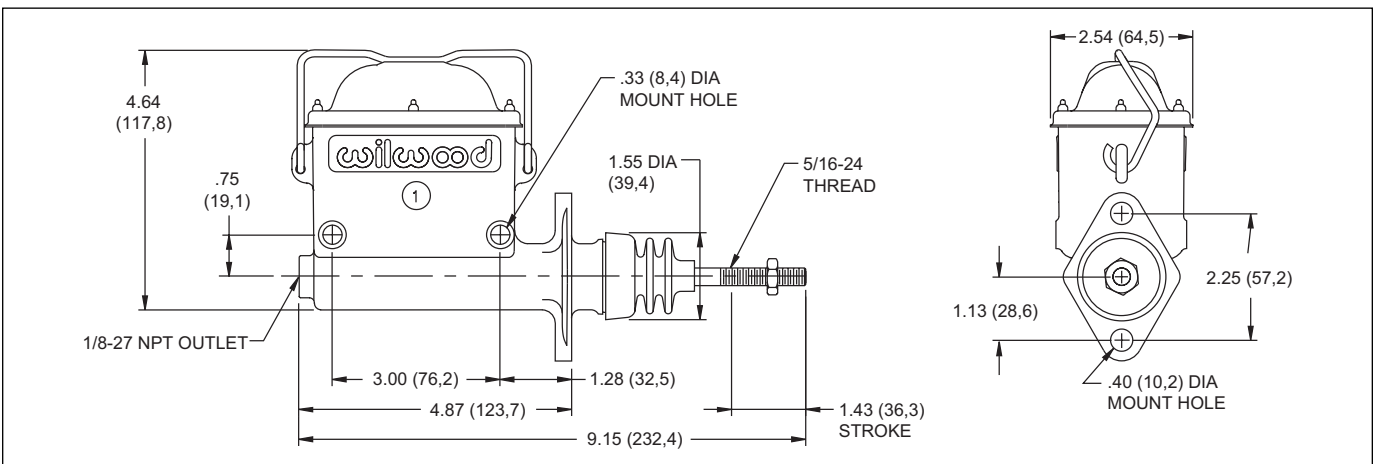
Heavy duty internal piston springs provide fast retraction for immediate release and positive fluid transfer without the need for cumbersome external pushrod springs. Pedal feel is improved, piston retraction is guaranteed, fluid recovery is quicker, and the bleeding process is simplified.

Formed steel lids, heavyweight bail wires, and bellows type gaskets keep the fluid in and the moisture out, with correct pressure balancing during fluid displacement.

Wilwood master cylinders use common dimensions for either flange or side mounting with 1/8-27 NPT fluid ports for easy interchange with all other racing master cylinders.



High-Volume Aluminum Master Cylinder

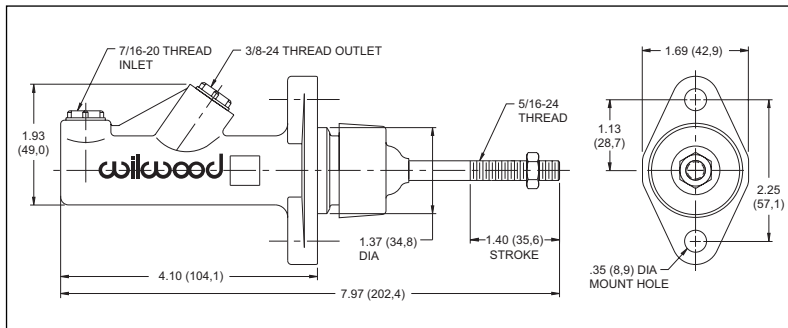


DESCRIPTION	PART NO.	ACCESSORIES	PART NO.
High-Volume Alum M/C – 3/4" bore	260-6764	Rebuild Kit – 3/4" bore	260-6898
High-Volume Alum M/C – 7/8" bore	260-6765	Rebuild Kit – 7/8" bore	260-6899
High-Volume Alum M/C – 1" bore	260-6766	Rebuild Kit – 1" bore	260-6900
		Lid with Gasket	330-7085
		Gasket	210-6725

# MASTER CYLINDERS

## Compact Remote Aluminum Master Cylinder:

Compact remote master cylinders are the perfect solution for club sport racers, small open wheel racers, and any other custom application when there is limited mounting space for the master cylinder and fluid reservoir. Three bore sizes, from .625" to .750", are available to accommodate compact brake calipers, short pedal ratios, and hydraulic clutch systems. Both fluid ports are located on the top of the cylinder body for additional end clearance in short mounting spaces. A remote fluid reservoir can be located in an easy access area to simplify maintenance and bleeding procedures. With a full 1.4 inches of stroke, these cylinders provide plenty of volume for a wide variety of custom applications.



### DESCRIPTION

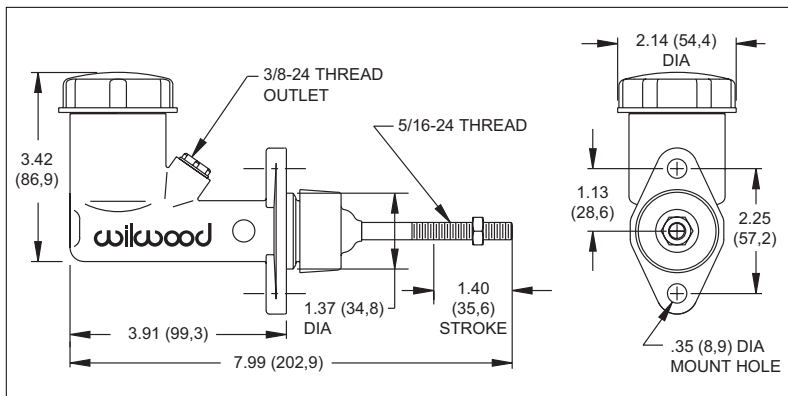
Remote Master Cylinder – .625" bore  
 Remote Master Cylinder – .700" bore  
 Remote Master Cylinder – .750" bore  
 Reservoir Kit (shown inset), Compact Remote

### PART NO.

260-6087  
 260-6088  
 260-6089  
 260-7577

## Aluminum Master Cylinder:

This popular lightweight, compact design is used for clutch and small master cylinder requirements and is well known for its dependability. It incorporates an improved plastic screw-on filler cap and is available in all three bore sizes.



### DESCRIPTION

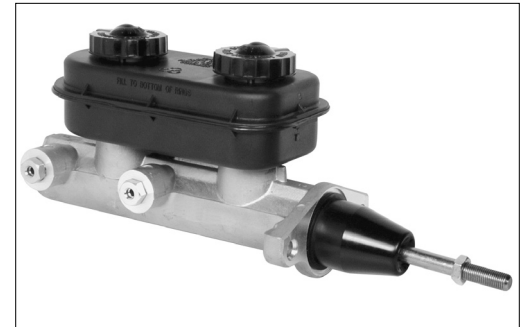
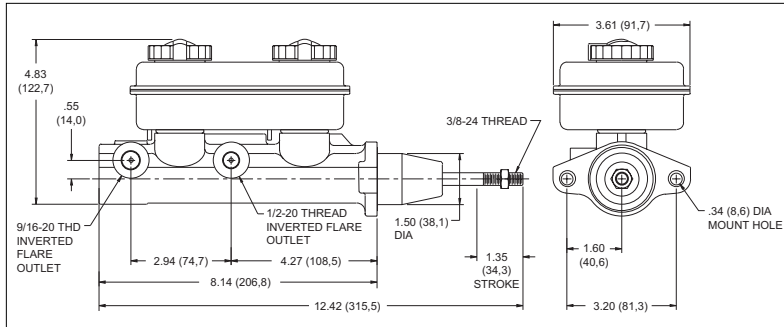
Aluminum Master Cylinder - .750" bore  
 Aluminum Master Cylinder - .700" bore  
 Aluminum Master Cylinder - .625" bore  
 Replacement cap with seal

### PART NO.

260-1304  
 260-6579  
 260-2636  
 330-4355

## Tandem Master Cylinder:

Made from durable lightweight aluminum with a large capacity plastic reservoir and dual outlet bores, this master cylinder utilizes standard O.E.M. internal components. Standard factory mounting bolt holes can be adapted to racing pedal assemblies with an optional mounting adapter bracket (including push rod and dust boot, see diagram below). This lightweight (2.5 pounds) reliable master cylinder is used for Drag Racing, Late Model Stock Cars, Street Rod and Off Road applications.



Shown with kit P/N: 260-4894

### DESCRIPTION

1-1/16" Tandem Master Cylinder  
 Tandem Master Cylinder Rebuild Kit (1-1/16" bore)  
 Tandem Master Cylinder Kit (includes m/c, boot, pushrod, retainer)  
 Universal Bracket Kit, (tandem master cylinder to fire wall)  
 Bracket Adapter Kit (tandem master cylinder to single brake pedal)  
 Replacement tube adapter fitting (3/16 x 1/2-20)  
 Replacement tube adapter fitting (3/16 x 9/16-20)

### PART NO.

260-4893  
 260-4896  
 260-4894  
 250-2406  
 250-3677  
 220-5247  
 220-5248

## Kart / Jr. Dragster Master Cylinder:

This super lightweight (only .55 pounds) 1/2" bore aluminum master cylinder designed specifically for Kart and Jr. Dragster racing applications incorporates an adjustable lever ratio with a remote mount clear fluid reservoir for easy monitoring. The assembly comes ready to install and includes billet bracket, lockwired drilled hardware and fluid line fitting. The unit is best utilized in conjunction with Wilwood's Kart / Jr. Dragster caliper (see page 52).

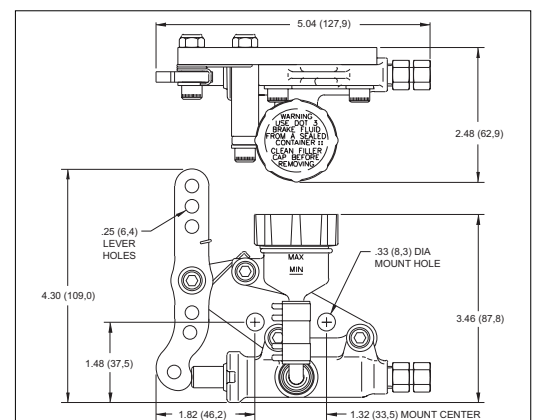


### DESCRIPTION

Master Cylinder with remote mount reservoir  
 Fitting, Straight, Brass, 1/8-27 NPT x 3/16  
 Hose, 1/4" I.D. x 1.15" Long  
 Clamp, .50" Diameter  
 Reservoir Assembly with Cap  
 Cap Assembly  
 Lever

### PART NO.

260-5520  
 220-5487  
 220-5534  
 260-5556  
 330-4615  
 330-6014  
 330-5513



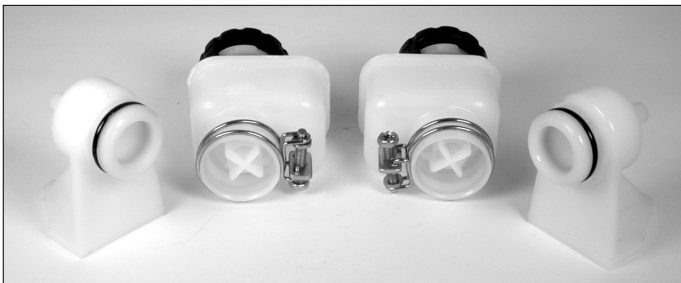
# MASTER CYLINDERS

## Combination Remote Tandem Master Cylinder:

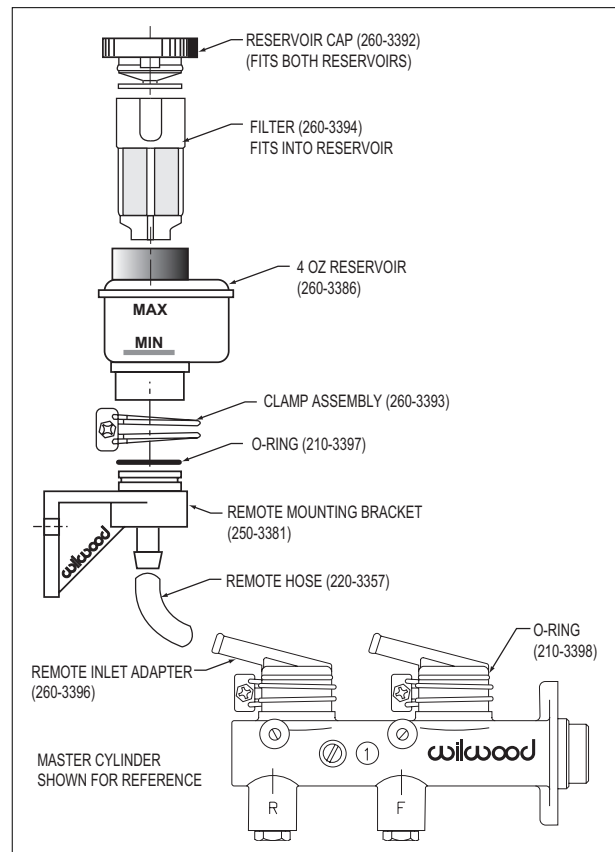
Tandem master cylinders provide one of the safest ways to actuate four wheel or dual caliper axle brake systems. This versatile, lightweight and easily adapted master cylinder provides single pushrod activation of two separate brake fluid circuits. By completely isolating the fluid reservoirs and circuits, the front and rear brakes are able to operate independently of each other and provide a safety net should any one side of the system become inoperable. The cylinder features 50/50 output from a 1.00" bore with 1.10" stroke. It is a great match for Wilwood's Bolt-On Disc Brake Kits, systems configured from OE components, and a variety of industrial applications. This pedal can be bolted directly to Wilwood's single mount pedals. The kit is shipped complete with the master cylinder and all the necessary hardware for either direct or remote mounting of the two 4 ounce fluid reservoirs.



Tandem Master Cylinder with Remote Inlet Adapters



Fluid Reservoirs and Remote Mount Brackets



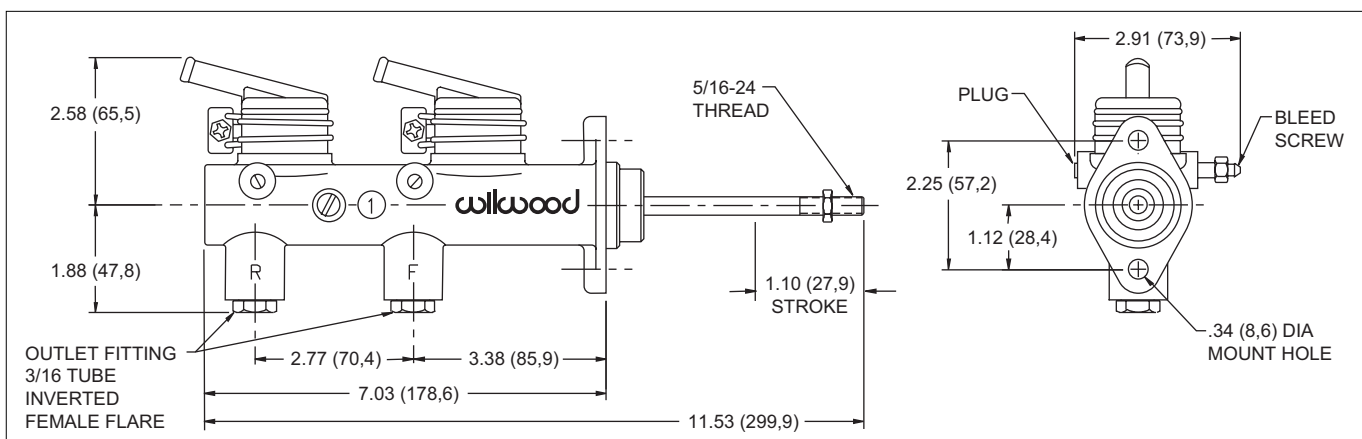
Remote Reservoir Configuration

### DESCRIPTION

Combination Remote Tandem Master Cylinder Kit - 1.00" Bore

### PART NO.

260-7563



# RESIDUAL PRESSURE VALVE / SLAVE CYLINDER

## Wilwood Residual Pressure Valves:

These in-line pressure valves retain a minimum brake line pressure to help eliminate excessive pedal travel in both disc and drum brake systems.

The two pound valve is used in disc brake applications where the master cylinder is mounted below the horizontal plane of the calipers and fluid drain back occurs from gravity and vibration, thereby causing excessive caliper piston retraction and a longer brake pedal stroke. The minimal two pound residual pressure prevents fluid from flowing back without causing the brakes to drag. With drum brakes, a ten pound valve is used to compensate for return spring tension in the drums. Residual Pressure Valves are made from billet aluminum and color coded for easy identification. Ideal for Drag Racing, Street Rod and many Off Road applications.



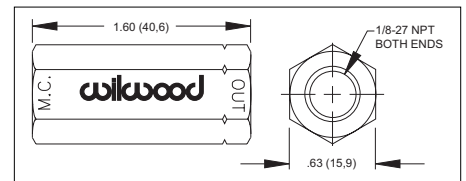
2 lb and 10 lb Residual Pressure Valve

### DESCRIPTION

2 lb residual pressure valve (blue)  
 10 lb residual pressure valve (red)  
 2 lb residual pressure valve (blue) with fittings  
 10 lb residual pressure valve (red) with fittings  
 1/8-27 double ended brass fitting  
 1/8-27 to 3/8-24 tube adapter  
 Check Valve (black)

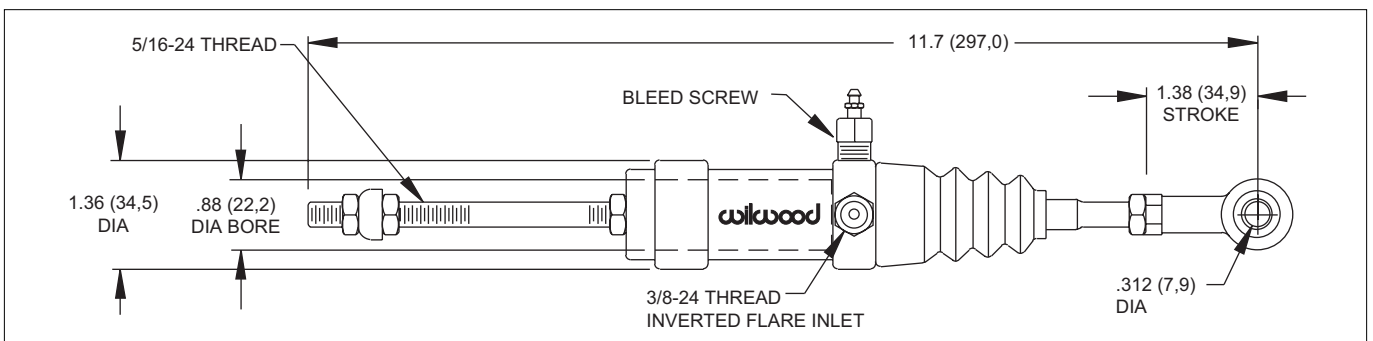
### PART NO.

260-1874  
 260-1876  
 260-3278  
 260-3279  
 220-2415  
 220-4024  
 260-3501



## Clutch Slave Cylinder:

This "Pull Type" slave cylinder is made from billet aluminum for high strength and plated with a tough anti-corrosion finish. The stainless steel push rod has a longer stroke than most cylinders assuring a full release of the clutch. Ideal for Drag Racing, Late Model Stock, Pro Series and Off Road applications.



### DESCRIPTION

Clutch Slave Cylinder

### PART NO.

260-1333

### DESCRIPTION

Rebuild Kit

### PART NO.

260-5524