

# Dual Reservoir Master Cylinder Conversion Kit

(Part#: 805223-CJDUAL, 376896)



## **Please read the following instructions:**

*Wear safety equipment/glasses as needed while using tools*

Thank you for purchasing our dual reservoir master cylinder kit for CJ applications. Our kit is designed to be an easy drill and bolt on process to nearly the stock location on the inside of the frame as the original master cylinder. Some minor cutting will be required to install, such as the metal plate stock single reservoir master cylinders are mounted to, as well as our fully threaded cut-to-length adjustable plunger rod. Our kit is complete with everything you should need and in most all cases requires absolutely no fabrication to our brackets or your frame.

### ***Bench bleed master cylinder right before installing it***

- 1 : The first step is to cut off the stock master cylinder mounting bracket/plate. Remove it and the stock clutch tube cross shaft support (*not the frame support above the tube, our kit should be able to install without removing or modifying that support*).
- 2: Next place the large bracket on the inside of the frame while the clutch tube support is around the clutch tube and loosely bolted to the large bracket. If needed mounting the master cylinder to the larger bracket as well can help to get exact positioning of where you need to drill the 4 holes for mounting the bracket. Once you are sure of the position and correct fit, mark and drill the holes that will mount your bracket to your frame.
- 3: Once you've drilled the holes mount your master cylinder bracket and master cylinder on the inside of the frame with the 4 bolts, lock washers, and hex nuts included. Then position and bolt the clutch tube support bracket to our large bracket. You can then place it and measure what length you will need to cut the adjustable plunger rod at in relationship to where you want your pedal inside the body. Be precise with this and make sure to include room for pedal travel.
- 4: Finally once all is positioned and straight in correct locations you will tighten all of the nuts and bolts down (preferably tight with a thread locking product) to make sure everything is sturdy and secure. You should then be ready to install brake lines and finish the overall set-up. On master cylinders, including ours, the larger reservoir goes to the front brakes.

*For your own safety we strongly recommend consulting a brake professional to check your work and operation of the brake system before driving the vehicle. Consult us with any questions you may have, we are happy to help, and thank you for purchasing the kit.*

**If you should run into some issue, please feel free to call us at the shop, M\_F, 9-5 EST at 1-888-648-4923, or email us at [mike@kaiserwillys.com](mailto:mike@kaiserwillys.com). Feedback is always welcome.**



***This is what the kit installed looks like from the top (no body on this Jeep) in relationship to the clutch tube cross shaft, but it also leaves room for adjustment in whichever direction.***



***The location to drill the holes depends on the model and year of your Jeep, and even if there is an existing hole interfering with where you need to drill, flat washers can be used to compensate.***

## ***Additional Photos:***

