

CP7198

Master Cylinder Repair Kit Information.



INSTRUCTIONS

- **A**) Remove inlet (19), gasket (18), boot (16) and depress pushrod >5mm (13) into body.
- **B**) Remove stop pin (17) and circlip (15).
- **C**) Carefully remove internal components from body.
- **D**) Remove internal circlip (3) and cut off components from end of piston (11).
- **E**) Replace the following (Making sure all seals have been lubricated with Brake Fluid). Primary seal (9), Piston Washer (10), Cut-off Pin Seal (6), Internal circlip (3), Secondary seal (12) and Inlet Gasket (18). **(Care must be taken when fitting seals as damage may occur from fitting tools or overstretching).**
- **F**) Reassemble cut-off components into end of piston (11) and secure with new internal circlip (3).
- **G**) Check bore is free from debris.
- **H**) Lubricate bore with Brake Fluid.
- **I**) Reassemble internal components into body (1) ensuring piston slot is orientated vertically and depress piston (11) >5mm into body beyond its assembled position as shown on the drawing views overleaf. **(Depressing the piston is important to avoid damage to the internal cut-off pin (7)).**
- **J**) Screw in stop pin (17) with piston still depressed with a tightening torque of 3.5Nm (2.6lbf) and assemble pushrod (13) and stop washer (14).
- **K**) Use new circlip (15) to secure internal components and new boot (16) to protect from debris.
- **L**) Reassemble new inlet gasket (18) and inlet (19) and tighten with a tightening torque of 67Nm (50lbf) ensuring inlet is clean of any debris.

IMPORTANT NOTE

THE CHANGING OF INTERNAL COMPONENTS OF THE MASTER CYLINDER MAY IN RARE CASES, ALTER THE DISTANCE TO CUT-OFF. IF YOU ARE UNABLE TO BLEED THE CYLINDER AFTER A SEAL CHANGE, PLEASE CONSULT AP RACING. ALSO ENSURE THAT ANY PARTS THAT HAVE BEEN DISASSEMBLED ARE KEPT WITH THE ORIGINAL CYLINDER AND ARE NOT MIXED.

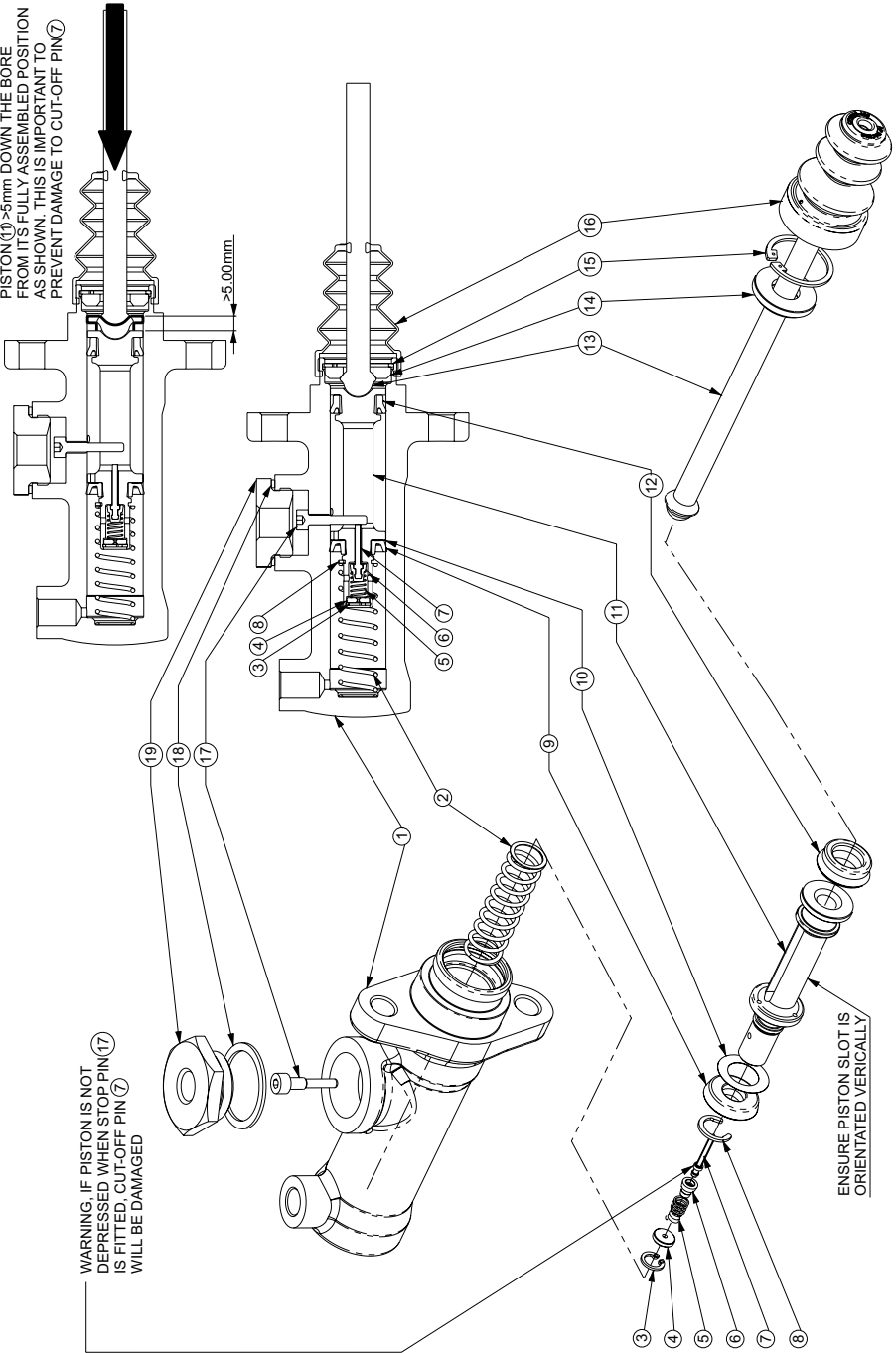
REPAIR KIT INFORMATION

Ref.	Description.	Included in Repair Kit.	Bore Colour Code Identification.	Universal Repair Kit Number.	Bore Size.
1	Body				
2	Piston Return Spring		Black & Orange	CP7198-88RK	14.0mm
3	Internal Circlip	YES			
4	Flow Restrictor		Black & Red	CP7198-89RK	15.0mm
5	Cut off Pin Spring				
6	Cut off Pin Seal	YES	Black	CP7198-90RK	15.9mm (0.625") 5/8"
7	Cut off Pin				
8	Spring Retainer		Black & Yellow	CP7198-905RK	16.8mm
9	Primary Seal	YES	Blue	CP7198-91RK	17.8mm (0.70")
10	Piston Washer	YES			
11	Piston		Green	CP7198-92RK	19.1mm (0.75") 3/4"
12	Secondary Seal	YES			
13	Pushrod		Orange	CP7198-93RK	20.6mm (0.812") 13/16"
14	Stop Washer				
15	Circlip	YES	Red	CP7198-94RK	22.2mm (0.875") 7/8"
16	Boot	YES			
17	Stop Pin		White	CP7198-95RK	23.8mm (0.937") 15/16"
18	Inlet Gasket	YES			
19	Inlet		Yellow	CP7198-96RK	25.4mm (1.00")

CONTINUED OVERLEAF: Exploded drawing view.

EXPLODED DRAWING VIEWS

IMPORTANT
 BEFORE FITTING STOP PIN (7) DEPRESS
 PISTON (1) >5mm DOWN THE BORE
 FROM IT'S FULLY ASSEMBLED POSITION
 AS SHOWN. THIS IS IMPORTANT TO
 PREVENT DAMAGE TO CUT-OFF PIN (7)



**WARNING, IF PISTON IS NOT
 DEPRESSED WHEN STOP PIN (7)
 IS FITTED, CUT-OFF PIN (7)
 WILL BE DAMAGED**

**ENSURE PISTON SLOT IS
 ORIENTATED VERTICALLY**

AP Racing

Wheler Road, Coventry, CV3 4LB, United Kingdom

Tel: +44 (0)24 7663 9595 / Fax: +44 (0)24 7663 9559

E-mail: sales@apracing.co.uk / Website: www.apracing.com

Publication Ref: P14.339 Iss 2. (07/2018)