

## Late Model Master Cylinder Modification

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I recently had to replace the master cylinder in my car and decided that I would see if I could find a late model replacement. I hate the way the old iron cylinders look after a short while and even clearcoating is only good til the brake fluid hits it, then it starts to rust wherever the brake fluid strips the clearcoat. I wanted to see if I could come up with a better solution.

I went down to see my buddy at the parts store to see what we could come up with. I knew the piston bore was 15/16" and I had discs in front and drums in back, so we started looking. After looking through the parts books for about 20-30 mins, we found that the M/C from the 1986-1993 Bronco II had a 15/16" bore and looked like a good candidate, so we ordered it and crossed our fingers. Once it arrived I went to the store with my old M/C to make a side by side comparison and lo and behold it was a perfect match, other than one of the ports had to be reduced down to fit the Mustang II brake line. Here's some comparison pics.



The new M/C has a fluid level sensor but this piece just snaps in and I removed it because it was not needed and it looked a little cleaner. You could even cut the excess plastic off the reservoir but I didn't because this is a brand new M/C and it would void the warranty. The sensor operates from what I believe is a magnet in a float inside the reservoir, so there's no need to worry about a leak by removing this piece. Here's a pic of the sensor plug and the adapter for reducing the port size.



And here it is with the plug unsnapped from the reservoir. The sensor just snaps back in to reinstall, should I ever need to.



And here it is installed in my car.





This is a direct bolt-in and is no harder to install than the old iron type. I actually spent more time browsing the parts books than it took to install the part. I bought a brand new M/C because the reman units don't have the plastic reservoir, just the aluminum housing. Even at that, the M/C, adapter fitting and a pint of fluid was just over \$65 with tax. About \$20 more than the stock type (the line adapter was over \$6!) but this one won't rust, it's easier to add fluid to and weighs about 2 lbs. less. Well worth the extra \$20 in my book. I bought this M/C at O'Reilly's and it's their store brand, Brake Best and the part # is MC39567. I've since driven the car about 50 miles since installing it and it works great, even better than the old one, but that may just be my imagination. :-) Just note that you must have power brakes to use this M/C, non-power is a different type M/C.

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