



13/16" Primary Master Cylinder Seal

Our common 13/16" primary master cylinder seal is no longer available and the replacement seal is not interchangeable, this will result in AP Racing not being able to supply the repair kit CP2623-93RK once existing stocks have been exhausted.

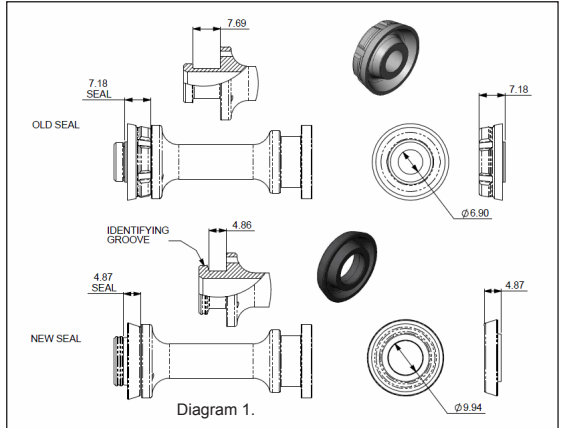
New Seal Information

The new seal is narrower than the old requiring a new piston – See Diagram 1. Some customers may choose to buy new master cylinders which in future will all be built with the new seal and new piston with geometry to suit.

Identification of New Seal

The diagram opposite helps identify which piston is fitted to a master cylinder, please note all new 13/16" pistons will include the identifying groove at the Primary Seal end of the piston as shown.

In future the only way in which a CP2623 type master cylinders built with the old seal can be serviced will be to supply a seal kit CP2623-930PRK including the new piston and thereafter a new repair kit CP2623-930RK including the new seal will be required.



The new repair kits will cover the following master cylinder families tabled below:

Family No.	Piston Seal Kit	Seal Kit	Family No.	Piston Seal Kit	Seal Kit
CP2293	Not Available*	Obsolete*	CP5854	Not Required	CP7855-93RK
CP2623	CP2623-930PRK	CP2623-930RK	CP5855	Not Required	CP7855-93RK
CP4400	CP2623-930PRK	CP2623-930RK	CP6093	Not Available*	Not Available*
CP4410	CP2623-930PRK	CP2623-930RK	CP6221	Not Available*	Obsolete*
CP4411	Not Available*	Obsolete*	CP7854	Not Required	CP7855-93RK
CP4623	CP2623-930PRK	CP2623-930RK	CP7855	Not Required	CP7855-93RK
CP5623	CP2623-930PRK	CP2623-930RK	Note: * Contact AP Racing		

Identification of New 13/16" Master Cylinders fitted with New Pistons & Seals.

To easily identify a new build master cylinder we have replaced the old decimal reference (.812), and replaced it with the fraction 13/16".

(See picture opposite)



IMPORTANT NOTE:

Most AP Racing master cylinders are shimmed to give optimum cut-off, changing seals can affect this cut-off slightly but changing the piston as well could be detrimental to cut-off depending on tolerances. AP Racing recommends a check is made to ensure the inlet port is not blocked or pedal travel is not too long. The master cylinder should be returned to AP Racing for service if there are any problems or doubts.

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