

SLEEVEING BRAKE CYLINDERS

An increasingly popular option is to resleeve the original brake and master cylinders of a car, especially British cars. Reasons include originality, time, money, the lack of NOS replacements, and the growth of the resleeving industry.

While rebuilding the brakes on the XK120 several years ago, it was difficult to find cylinders that matched the originals. A Jag friend mentioned resleeving my originals, specifically in stainless. A chronic problem with XK120 Jags is the sticking of the brake and wheel cylinders every spring after sitting all winter, necessitating the taking apart, honing, and reassembling ritual each spring. Stainless sleeves eliminate this problem. Silicone brake fluid may also fix the problem, but with some British cars, especially XK120 Jags, there have been hiccups after a year or two, swelling seals and the like.

Resleeving the cylinders costs much less than buying new ones, if you can find them. This has been the case with the 1938 MGSA, which is in the paint and brake stage. The 1938 MGSA wheel cylinders cost about \$130 new, (see pic-SA brakes less cyl.), and are prone to sticking if using the DOT 3 brake fluid, even when new. The cost to resleeve in stainless costs about \$40 to \$100, depending on where you send them, and if they come back assembled or unassembled. Personally, I like to get them back bare and unassembled, where I put them back together. Adding a rubber seal and lip seal takes but a minute or so, (why pay \$50 for that), plus you can control the quality of the seals and assembly.

I have tried all of the major suppliers over the years, including White Post, Apple Hydraulics, Sierra Specialty Automotive, and have had the best luck with Brake & Equipment Warehouse. They give a 10% club discount, free return UPS shipping, and will return it unassembled. Timing is usually a week.

In the last 5 years I have had 5 master cylinders and 16 wheel cylinders done without a problem with Brake & Equipment Warehouse. The other firms, well contact me via email for details.

Contacts for resleeving firms are:

Brake and Equipment Warehouse	www.brakeplace.com
Apple Hydraulics	www.applehydraulics.com
Sierra Specialty Automotive	www.brakecylinder.com
White Post Restorations	www.whitepost.com

For more than you would ever need to know about resleeving, look up the Sept 2003 issue of 'Auto Restorer', where the above is covered in much more detail. Bottom line, Stainless is the best!

Cheers, **Lee Jacobsen**

Additional post-it notes on my workbench wall, and three of the reasons I survive each day of working on the cars..... What are some of yours?

1. Anything free is worth what you pay for it!
2. Unlike ignorance, genius has its limits!
3. "Tomorrow - one of the greatest labor-saving devices of today!"

