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Parking Brake Bracket Kit Install Instructions

'97–'06 Jeep Wrangler TJ & '04–'06 Wrangler Unlimited LJ



This bracket mounts a Wilwood master cylinder in place of the factory parking brake bracket. It plumbs in-line with your rear brake line, so the factory parking brake handle works as a hydraulic line lock on the rear brakes, a big help in rear disc axle swaps.

Included: the welded bracket with its pivot. It ships bare; paint it before you install it.

You'll need:

- Wilwood 260-6089 compact master cylinder (3/4" bore). It comes with its pushrod and one plain nut, which you'll replace.
- (1) 1/4"-20 x 2" bolt, (2) washers and (1) lock nut for the pivot
- (2) 5/16"-18 x 1-1/4" bolts and (2) lock nuts for the master cylinder
- (2) 5/16"-24 (fine thread) lock nuts for the pushrod
- (2) -3 AN braided brake hoses
- For the rear port: a -3 AN to 7/16" banjo fitting, a 7/16"-20 banjo bolt and (2) copper crush washers, one on each side of the banjo (Wilwood kit 220-11565 has all three; they don't come with the master cylinder)
- (2) 3/8"-24 inverted flare to -3 AN adapters (one at the factory hard line, one in the front port), other fittings to suit your setup, and brake fluid

Off-road use only: this kit may not pass inspection as a parking brake.

Don't preload with the pedal: never press the brake pedal to preload the brakes before you pull the parking brake handle. That can overstress the pivot bracket.

Plumbing: the line from the frame goes to the master cylinder's rear port: a -3 AN braided hose (about 2 ft) with a banjo fitting at the cylinder, adapted at the frame to the factory 3/16" steel hard line (3/8"-24 fitting). From the front port, a 3/8"-24 adapter feeds a second braided hose that runs down to the tee on top of the axle.

Your setup may differ: fittings vary with your axle, lines and hoses, so you may need other plumbing fittings for your specific situation.

Before you begin

Park on level ground and chock the wheels. Put an automatic transmission in Park or a manual transmission in gear. The parking brake won't hold until this install is finished and the rear brakes are bled. Read these instructions all the way through before you start, and call us with any questions. Under Cover Fabworks assumes no liability for accidents from the use (proper or improper) of these instructions.

Installation

1. Paint the bracket and let it dry.
2. Remove the factory parking brake bracket from the bottom of the tub and save the factory mounting hardware. Remove the factory parking brake cables that run from the bracket to the axle; they're no longer needed.
3. Bolt the Wilwood master cylinder to the bracket with the (2) 5/16"-18 x 1-1/4" bolts and lock nuts, tightened to 13 ft-lb.
4. Remove the plain nut that came on the pushrod and thread on (2) 5/16"-24 lock nuts with their rounded locking sides facing each other, one on each side of the pivot. Leave a little gap around the pivot so the pushrod strokes in and out without binding.
5. Install the pivot with the 1/4"-20 x 2" bolt from the top, a washer on each side of the pivot, and a lock nut.
6. Bolt the bracket to the bottom of the tub in the factory location with the factory hardware.
7. Click the factory parking brake cable (from the handle) into the bracket from the front, and hook the cable end into the pivot rod.
8. Plumb the master cylinder in-line with the rear brakes: run one braided hose from the factory hard line at the frame to the rear port (banjo fitting), and the other from the front port (3/8"-24 adapter) down to the tee on top of the axle. Route both lines clear of the driveshaft, exhaust and suspension through full travel.
9. Once the master cylinder is plumbed in-line, bleed the rear brakes as described in the factory service manual, and check every fitting for leaks.
10. Test it before you drive: pull the handle and the rear wheels should lock; release it and they should turn freely. Recheck the fittings for leaks after your first drive.

That's it. Thanks for choosing Under Cover Fabworks. Call or email us with any questions.