

Z1000 Rear Master Cylinder –Rear Difficult To Bleed and Brake Binding

Lots of Z1000s back on the road now; one of the upgrades from the Z900 was the rear disk. With it came the rear master cylinder which can be a real challenge, especially if the bike has been stood for years and the brake fluid has congealed.

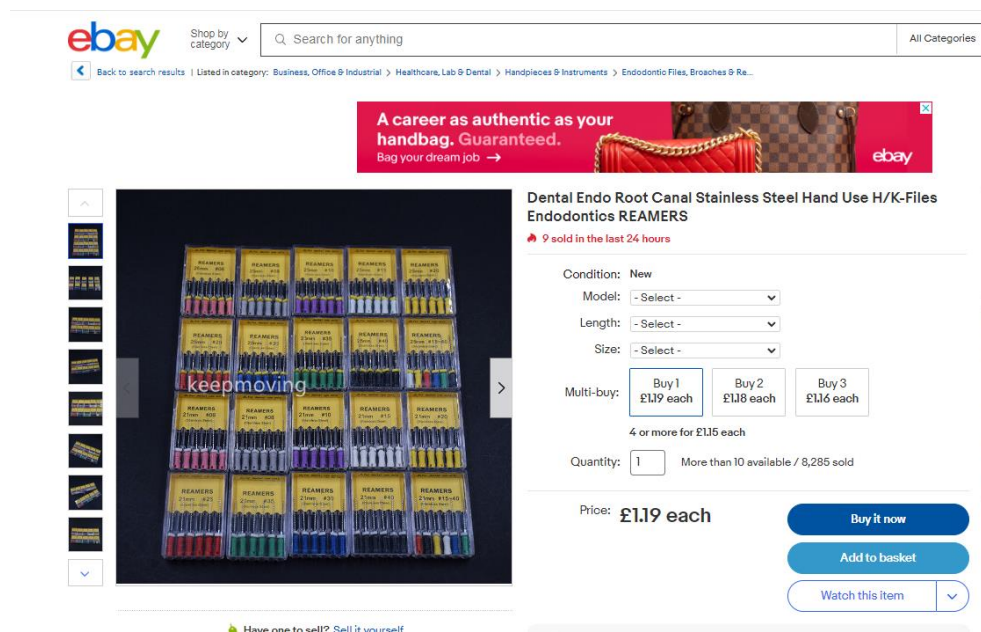
We will try and explain the most common fault and how to fix it

If you want to strip it down, the first challenge is getting the piston out (worth doing – we have had one that has snapped)



The clip and the washer are easy enough to remove, but the piston can be very stubborn. We have found that an M8 tap will fit in it very nicely. Having tapped it out, you can screw in an M8 bolt, put an impact wrench (if you have one) on the end of the bolt and give it a wiz. If you pull a bit at the same time the piston should come out. A little bit of heat may help but too much and you will certainly need a new seal.

The top will pull off after the two screws inside have been removed, but the O ring that seals it was never sold as a separate part and is not available, a comparable one may be available (if anyone has found one please let us know !!).



We use No. 15 with a length of 25mm. Only turn them clockwise, if you turn them anticlockwise they snap.

As it happens they are great for cleaning out carb jets too.

Having cleaned it up (we have them blasted and Xylon coated), re-zinc the hex bolt and reassemble – it should be as good as new !!

