



## IRP Designed Master Cylinder Brace

### Installation Guide



#### Required Tools & Supplies:

- 8mm Ball-End Allen key
- 17mm Open-End Wrench
- 16mm Open-End Wrench
- Exacto-Knife or Razor Blade
- 10mm Socket
- 5mm and 4mm Allen Keys

**Please Read through this entire guide before beginning Installation.**

## Step 1: Locate Mounting Points and Assess Fitment:

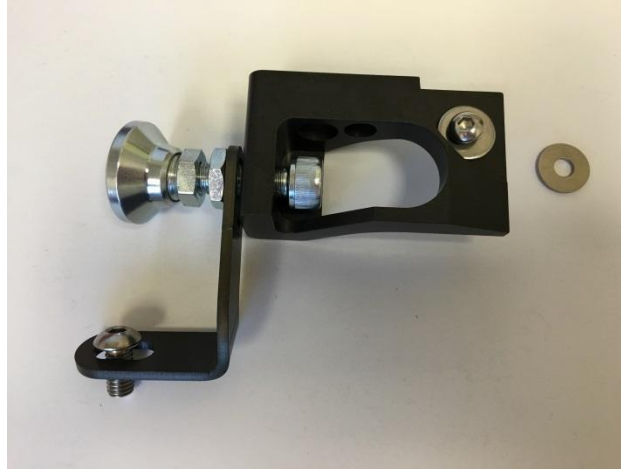
- Locate the pass-through hole in the strut tower, it is covered by a piece of tape from the factory (as seen in the following photo). Next, utilizing a razor or an Exacto-Knife, cut a circular hole in the tape to allow the M6 bolt to pass through.



- Two stoppers are included with your kit, a longer ball pivot version (meant for standard installation) and a shorter non-pivoting version (meant for longer master cylinders requiring more clearance such as the 929 master cylinder).



- Pre-Assemble the brace as shown in the photo below with the 90° extension piece positioned flat against the main bracket with a nut to hold it in place and the stopper of your choice on the end (the non-pivoting stopper will require a second lock nut to hold it in place). Loosely assemble and hold up to the car to decide which stopper fits best.



- Use a Ball-End Allen Key to move the main bolt into position if it is difficult to spin by hand. You will want to keep this tool handy for tightening in place after installed on the car. Set the stopper in roughly the correct position. If you are using the ball end stopper, tighten down on the bolt to lock it in place (hold the non-pivoting back section with a 16mm wrench while tightening). If you are using the short non pivoting stopper, use the spare jam nut and lock in place on the shaft.

## Step 2: Installing the Brace:

- After test assembly, locate the M6 Allen bolt, and add one of the supplied washers. Insert the bolt through the main billet bracket and through the shock tower pass through hole. On the back side use another washer and the m6 serrated nut. You may want to remove the wheel when you do this, since the clearance is tight. Assemble everything finger tight at this stage so you can adjust the positioning before final tightening.



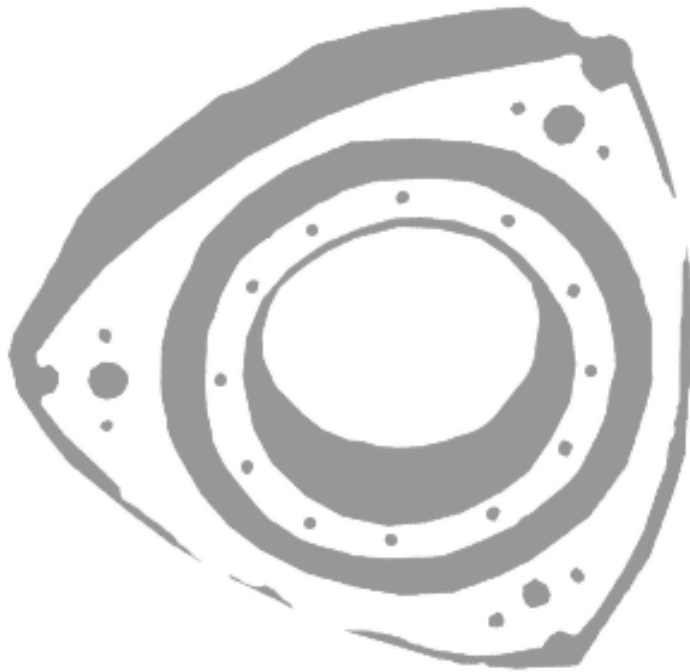
- Locate the M8 allen bolt. This bolt goes through the 90° extension and attaches to the threaded chassis hole as shown in the above picture. Do not tighten the bolt all the way down; only snug enough to hold it in place.



- Next adjust the main bolt length so the stopper just touches the master cylinder face. To adjust the height of the stopper up/down or left/right, grab the main billet bracket and move it into position. Once the assembly has been positioned correctly, tighten down the M6 and M8 nuts.

- With the M6 and M8 nuts secured in place, tighten the main bolt to adjust the amount of pressure on the master cylinder. You do not need very much force, the stopper is meant to prevent the master cylinder from deflecting outwards, but you do not have to pre-load it with a large amount of tension, unless you find it to be necessary for your application.
- After tightening into place make sure to snug down the jam nut holding the extension bracket onto the face of the billet bracket.

**Assembly is now complete!**



For any questions/comments please feel free to contact us, we're happy to hear from you!

**Web:** [sakebombgarage.com](http://sakebombgarage.com)  
**Email:** [info@sakebombgarage.com](mailto:info@sakebombgarage.com)  
**Facebook:** [facebook.com/sakebombgarage](https://facebook.com/sakebombgarage)

