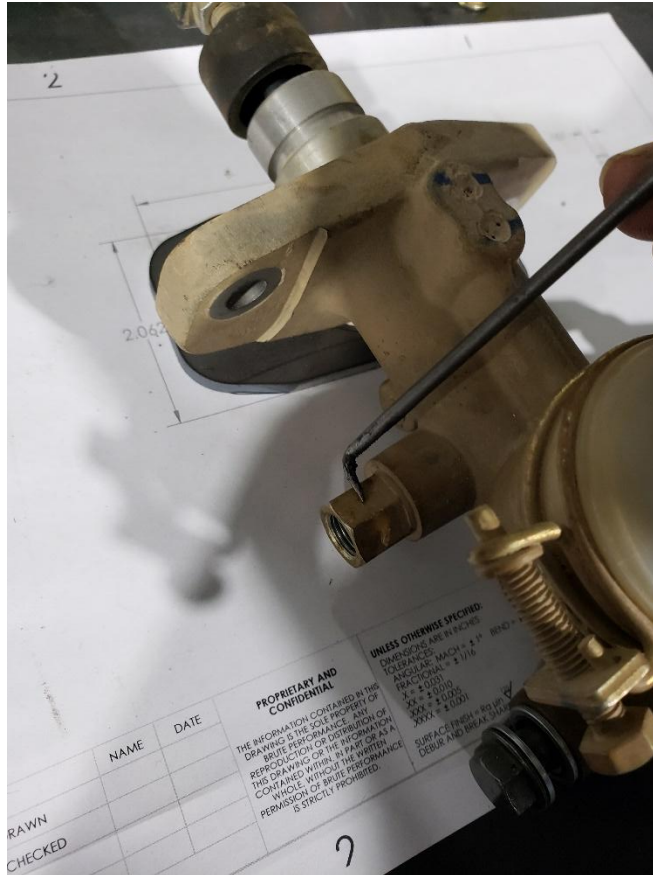


KRX 1000 BRAKE MASTER CYLINDER UPGRADE

This is a direct bolt in assembly

The only part of the stock master cylinder you will use is the hard-line adapter



You will reuse the banjo bolt, hardline adapter, firewall bolts and the clevis pin on the brake petal

Removal of the stock master is straight forward

Remove the rubber shield on the firewall. It does not have to be reused unless you want to re install it around the new master cylinder

Remove Two bolts on the firewall

Remove the hardline (it can be a pain) a flare nut tool is recommended.

Remove banjo bolt for the front brake lines

Remove the clevis pin on the brake petal

Remove the remote reservoir by the radiator. It will not be reused

After the master is installed to the firewall and the clevis pin installed to the brake petal check for free play

We adjust the plunger length to factory specs.

If the petal does not have any free play,

Loosen the big bolt that's stops the brake petal movement

Or

Shorten the plunger rod length

Apon final assembly it may be necessary to clock the suspension spring away from the master cylinder fill cap

Raise the machine so the suspension is at full droop

Clock the spring so the master cap is in between the coils.

Fill droop is the only time the spring will be close to the cap.

Bleeding the brake system will take some time

Start at the front calipers to get some fluid flowing

Then go to the rears

It may take a few rounds to get the air out of the lines

It is recommended but not necessary after the bleeding process is complete to take a riding trip, then re bleed the entire system to make sure there is no air in the lines

Any questions please give us a call

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