

KRX 1000 Brake Master Cylinder Upgrade Instructions

This is a **direct bolt-in assembly** that replaces the stock master cylinder. The only parts off the stock master cylinder you will reuse is the hard-line adapter for the rear brake port. Please follow these instructions carefully for proper installation.

Parts to Reuse:

- Hard-line adapter
 - Banjo bolt
 - Firewall bolts
 - Clevis pin on the brake pedal
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Removal of Stock Master Cylinder:

1. **Remove the Rubber Shield:**
 - Detach the rubber shield from the firewall.
 - Reinstallation is optional; you can trim it to fit around the new master cylinder if desired.
 2. **Detach the Firewall Bolts:**
 - Remove the two bolts securing the master cylinder to the firewall.
 3. **Remove the Hard-Line:**
 - Detach the hard-line from the master cylinder.
 - This may be challenging; a 12mm flare nut tool is recommended for ease and to avoid damage.
 4. **Remove the Banjo Bolt:**
 - Unscrew the banjo bolt securing the front brake lines.
 5. **Remove the Clevis Pin:**
 - Disconnect the clevis pin from the brake pedal.
 6. **Remove the Remote Reservoir:**
 - Detach the remote reservoir near the radiator.
 - This component will **not** be reused.
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Installation of the New Master Cylinder:

1. **Position the New Master Cylinder:**
 - Attach the new master cylinder to the firewall using the stock bolts.
 - Reinstall the hard-line adapter and banjo bolt securely.
 - Reattach the clevis pin to the brake pedal.
2. **Adjust the Suspension Spring (if needed):**

- Raise the machine until the suspension is at **full droop**.
 - Rotate the spring to ensure the master cylinder fill cap is positioned between the coils.
 - Note: At full droop, the spring may be close to the cap. Proper clocking ensures no fitment issues.
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Bleeding the Brake System:

Bleeding the brakes may require patience and multiple rounds to remove all air from the system. Follow these steps:

1. Start with the **front calipers** to get fluid flowing.
 2. Move to the **rear calipers**.
 3. Repeat the process as needed until the air is fully purged from the lines.
 4. **Optional:** After initial bleeding, take a short ride to settle the system, then re-bleed to ensure no air remains in the lines.
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Final Notes:

- Properly bleed the system to ensure optimal brake performance.
- If you encounter any issues or have questions, please contact us at **865-279-2237**.

By carefully following these instructions, you'll experience improved braking performance and a firmer pedal feel with your new master cylinder upgrade.