

Installation of the Stainless Steel Brakelines on the Cavalcade

The brakelines in this Front End kit are plastic-coated, stainless steel braided, Teflon lined, DOT approved universal lines with the appropriate end adapters to fit the Cavalcade front brake system. Since they are universal, each end of the line has a 3/8" female swivel thread which mates to a male thread on the adapters. Please NOTE, the adapters have been threaded onto the lines only finger tight. With one exception noted later in these instructions, you should wait to tighten the swivel nut to the adapter fittings until you have the adapters on the bike. That way, you can get the adapters in the correct location and then tighten the swivel nuts last.

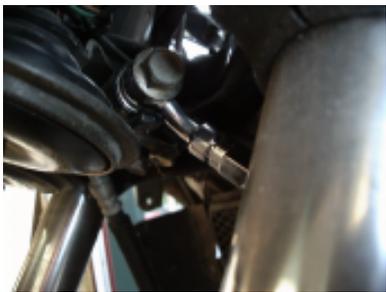
Also included in this kit are new crush washers (9) for the banjo connections. Always use new crush washers to insure leak-free joints. CAUTION!!! DOT 3 and DOT 4 brake fluid can destroy paint and plastic. Always have a rag available when you take joints apart and cover up anything that might get splashed with brake fluid. Always use new fluid from a sealed container when bleeding the system. I recommend switching to a synthetic DOT 4 brake fluid (Valvoline makes one) that has a higher wet boiling point (the Valvoline is 348°) than standard DOT 4 fluids. If you want to make the switch to DOT 5 fluid, be prepared to completely disassemble the system and clean the master cylinder and brake cylinders thoroughly since DOT 5 will not mix with either 3 or 4. In fact, you may end up replacing all of the rubber parts as well.



1) Disconnect the lower front lines from the calipers at the swivel joint and remove the swivel adapter from the caliper.



2) Wipe the area around the hole in the caliper clean, install a crush washer on the flat end of the new adapters (they are threaded into one end of the new lower lines), and thread the new adapters in place of the old. Tighten to 14.5-18 ft/lbs (9/16" size).



3) Remove the banjo bolts at the upper end of the old lower lines noting the direction of the bend in the fitting. Using new crush washers on each side of the new adapter fitting, attach the upper end of the new, left-side line (you can leave the fitting threaded onto the line) and tighten the banjo bolt with the fitting the correct direction.



4) Thread the swivel nut on the lower end of the line onto the adapter fitting installed into the caliper on step 2. You can turn the line so that it's natural curve fits it's location. Tighten the swivel nuts on both ends of the line (7/16" wrench). Since they seal on a taper, they need to be good and snug but not overly tight.



5) Remove the upper line and transfer the rubber hood to the new upper line. The new upper line has a bent adapter fitting for the master cylinder end and a straight adapter for the lower end. This is where you should tighten the adapter fitting on the LOWER end of the upper line before installing it. Bolt the straight banjo fitting to the master cylinder and snug the banjo bolt. Tighten the lower swivel nut only. Remove the banjo bolt and insert the lower end of the upper line down to meet the upper end of the lower line at the distribution block.



6) Using new crush washers (3), install the banjo bolt through the lower end of the upper line and the upper end of the lower line. With the adapter fittings pointing in the correct directions, tighten the banjo bolt (14.5-18 ft/lbs). Please note, the photo at left shows a brake-light switch installed in place of the banjo bolt.



7) Thread the swivel nut on the lower end of the line onto the adapter fitting installed into the caliper on step 2. You can turn the line so that it's natural curve fits it's location. Tighten the swivel nuts on both ends of the line (7/16" wrench). Since they seal on a taper, they need to be good and snug but not overly tight.

8) Tighten the banjo bolt and swivel nut to the adapter fitting at the master cylinder. Fill with new DOT 4 fluid and bleed. Enjoy.