

## Installation of the Stainless Steel Rear Brakelines on the Cavalcade

The brakeline in this Rear End kit is plastic-coated, stainless steel braided, Teflon lined, DOT approved universal line with the appropriate end adapters to fit the Cavalcade rear 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. 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 (4) 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) Remove the right-side side cover and unbolt the right-side passenger footrest mount. You can leave the cable attached to the footrest, but you may want to extend a wire from the frame to a bolthole on the mount to keep it from putting stress on the cable. Also, there is a spring at the front end of the mount that attaches to the frame. It will need to be unhooked from the frame.
- 2) Remove the banjo bolts from the master cylinder and caliper end of the rear brake line. Remove the 2 - 10mm head bolts from the mounting blocks that affix the rear line to the swingarm. Remove the old line from the back and keep the bolts as you will reuse them for the new line.
- 3) The new line comes with 2 - 1/4" Adel clamps to hold it in position on the swingarm. They have been arbitrarily placed on the line and will need to be moved to the correct location when the line is installed. Also included is an aluminum block that has a threaded hole. This block will drop into the bracket at the front-end of the swingarm so that you can bolt the Adel clamp to it. The tapped hole should be installed towards the front. There is also a 6mm self-locking nut that will be used to attach the Adel clamp to the back bracket on the swingarm.



- 4) Feed the new line from the back into place with the near-straight fitting to the master cylinder. The new line goes in the same as the old except that where it passes the brake torque-arm bracket near the front end of the swingarm, it should pass on the outside of that bracket instead of the inside like the stock line. After the fittings and Adel clamps have been placed and tightened, you can move the length of shrink-tube (says "Russell" on it) to a position that will prevent the edge of the torque-arm bracket from abrading the line. See photo at left.



5) Connect the line at the caliper and master cylinder using new crush washers on both sides of each fitting and tighten the banjo bolts to 14.5-18 ft/lbs. Once the fittings are tight, go ahead and tighten the swivel nuts to the fittings with a 7/16" wrench. Since these connections seal on a taper, the nut doesn't need to be overly tight.



6) Move the Adel clamps to line up with the existing brackets and squeeze them shut around the line. Using the included self-locking nut and the original bolt, attach the rear clamp to the rear bracket. Using the included aluminum block, attach the front clamp with the original bolt.



7) Fill the system with new DOT 4 brake fluid. Bleed and ride. Enjoy.