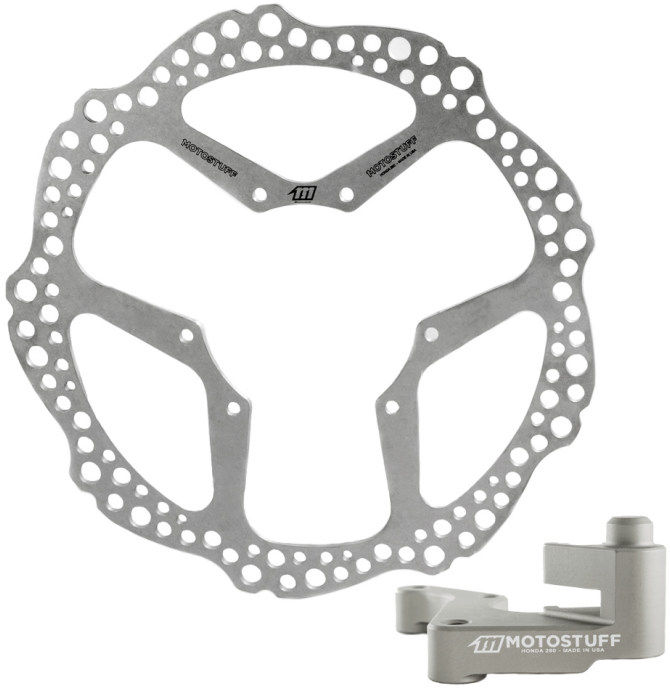
MOTO STUFF Oversize Blade Braking System



Tools Required: (may vary by year and model)

Allen wrench set	Bike Stand
Metric end wrench set	Medium flat blade screwdriver
Metric socket set	Torque wrench

Torque specifications and fastener sizes

Brake rotor nut 10mm Torque to 16 N-m / **10-12 lbs-ft**

Caliper sliding pin 12mm Torque to 22N-m / **14-16 lbs-ft**

Pad Pin 5mm Allen Torque to 18 N-m / **10 -12 lbs-ft**

Caliper Mounting Bolts 12mm torque to 30 N-m / **20-22 lbs-ft**

Axle Nut 22mm Torque to 88 N-m / **60-65 lbs-ft**

Axle Pinch Bolts 10mm Torque to 20 N-m / **12-14 lbs-ft**

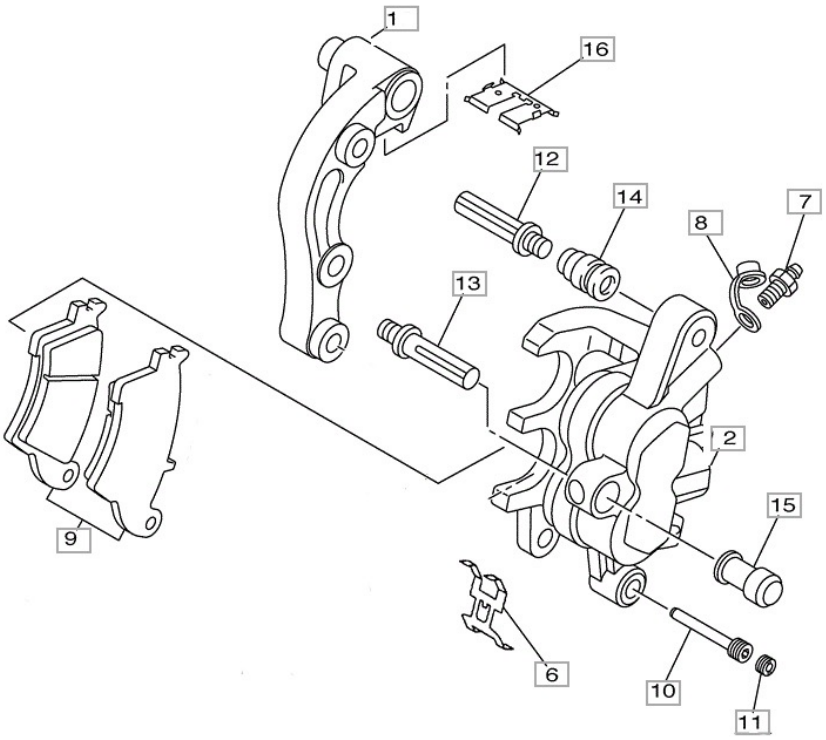


Figure #1

Step by step installation instructions

1. **Position bike on stand so that the front wheel is off the ground**
2. **Remove disc guard (if equipped)**
3. **Remove front axle nut**
4. **Loosen the 4 axle pinch bolts**
5. **Remove axle while noting the orientation of the axle spacers**
6. **Remove wheel**
7. **Remove rotor from wheel**
8. **Install new rotor noting direction of rotation, make sure the mounting surface is nice and clean and torque rotor bolts to 16 N-m / 10-12 lbs-ft**
9. **Loosen the lower brake pin, but don't remove it all the way (#10 in figure 1)**
10. **Now remove the two main bolts that hold the stock caliper carrier bracket (#1 In figure 1) to the fork lug**

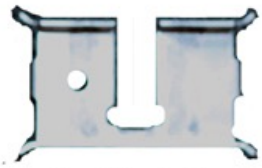
11. **Now finish removing the lower brake pin (#10 in figure 1), this will allow the pads to be removed from the caliper and now the bracket (#1 In figure 1) can be separated from the caliper (#2 in figure 1).**
12. **Remove the caliper sliding pin from the stock caliper bracket (#13 in figure one) and the protective rubber boot (#14 in figure 1) and transfer to the new caliper bracket that was included in your kit. (apply blue loc-tite to the pin threads) If you don't have a vise to hold the bracket to remove the pin, simply bolt the bracket to the fork lug and remove the pin and then remove the bracket again. Apply a light coat of waterproof grease to both sliding pins ((#12 & 13 in figure1)**
13. **Remove caliper sliding pin (#13 in figure 1) from the caliper bracket while it's still bolted to the fork lug, it's much easier this way. Some models might have a flat head screw plug protective bracket from caliper by removing slotted plug, brake pin and pads.**
14. **Transfer sliding pin, rubber boot and brake pad isolator from original bracket to new bracket. Be sure that the isolator is installed with the open end of the slot at the bottom of the bracket as shown in the photos on page 3 otherwise you will not be able to install the rotor into the caliper. (See photos on page 3) Torque sliding pin to 22N-m / 16 lbs-ft**
15. **Assemble the new bracket to the caliper and *very lightly* grease the rubber boots and sliding pins. (do not grease the brake pad pin)**
16. **Install the pads and if necessary use a flat blade screwdriver to press the piston back to allow the rotor to fit. Install pad retaining pin and torque to 18 N-m / 13 lbs-ft. Install retaining pin plug and torque to 2N-m / 1.4 lbs-ft. Re-attach the caliper assembly and torque to 30 N-m / 22 lbs-ft**
17. **Re-install the wheel and axle making sure that the rotor is properly aligned with the caliper and that the spacers are in their proper position.**
18. **Tighten the axle to 88 N-m / 65 lbs-ft, tighten the pinch bolts to 20 N-m / 14 lbs-ft on the brake side. Before tightening the other side, remove the bike from the stand and compress**

the front suspension a few times to make sure the axles is properly seated an then tighten the remaining pinch bolts to 20 N-m / 14 lbs-ft .

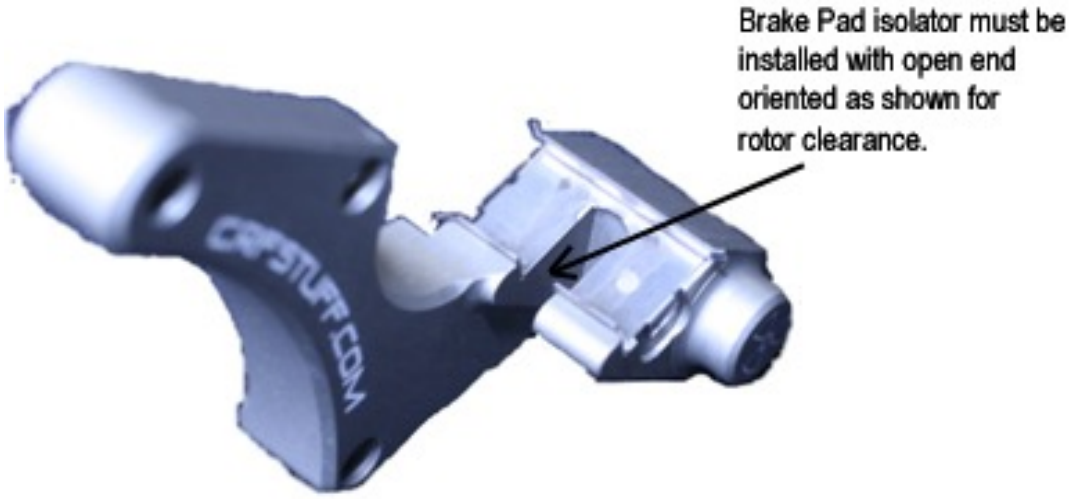
19. **Double check the torque on all fasteners prior to riding**

See Page 3 for details on transferring the brake pad isolator to the new bracket.

Please note!
The brake pad isolator must be removed from the original bracket and installed into the new bracket.



Pad Isolator


Brake Pad isolator must be installed with open end oriented as shown for rotor clearance.
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