

BALANCE BAR SET-UP

9. USE A THREAD LOCKING COMPOUND ON THE 4 MOUNTING STUDS AND TIGHTEN THE 4 NYLOCK NUTS.
10. ONCE EVERYTHING IS IN PLACE AND TIGHT, CHECK TO MAKE SURE YOU DO NOT HAVE ANY BINDS AND THAT ALL MOVING PARTS MOVE IN AND OUT FREELY. AFTER WORKING THE PEDAL UP AND DOWN A FEW TIMES, MAKE SURE THE MASTERS ARE RETURNING ON THEIR OWN. IF NOT, LOOSEN THE 2 MOUNTING BOLTS THAT HOLD THE MASTERS ONTO THE BALANCE BAR SLIGHTLY, WORK THE PEDAL AGAIN TO LET THE MASTERS SELF CENTER THEMSELVES, THEN RE- TIGHTEN THE MOUNTING BOLTS AGAIN.
11. BLEED YOUR BRAKES AS YOU NORMALLY WOULD.
12. REMEMBER THAT THE SETTINGS ARE STARTING RECOMMENDATIONS. IF YOU NEED TO ADJUST YOUR ROD LENGTH SO THAT THE PIVOT BLOCK SITS STRAIGHT UP AND DOWN WHEN BRAKE PEDAL IS DEPRESSED. TO ADJUST THE LENGTHS YOU CAN CRACK THE SLIDER NUTS LOOSE FROM THE ROD ENDS AND TURN THE RODS FROM THE BACKSIDE WITH A PAIR OF PLIERS. SEE PIC. MAKE SURE TO RE TIGHTEN THEM AFTER ADJUSTING
13. WEEKLY MAINTENANCE.
MAKE SURE TO WEAR SAFETY GLASSES.
DO NOT POINT COMPRESSED AIR AT ANY PARTS OF YOUR BODY
BLOW OFF ALL LOOSE DIRT WITH COMPRESSED AIR.
USE BRAKE CLEAN TO BREAK ANY CAKED ON DIRT AND GRIME FREE
ONCE CLEANED, LIGHTLY LUBRICATE AS DESCRIBED IN STEP #6.
DO NOT WASH CAR AND LET UNIT SIT WITH WATER ON IT. IF IT RUSTS, IT WILL NOT WORK PROPERLY.
BEFORE MOVING VEHICLE, ALWAYS MAKE SURE THAT PARTS ARE FREE AND WORKING PROPERLY AND THAT BRAKES ARE WORKING WHEN APPLIED. IT IS YOUR RESPONSIBILITY TO HAVE PROPERLY WORKING BRAKES BEFORE YOU DRIVE ANY MOTORIZED VEHICLE AT ANY TIME.

Brake Bleeding Tips

- 1- Ensure bleed screws in calipers point straight up to ensure no air gets trapped in the caliper.
- 2- Always use a high quality fluid.
- 3- Never mix different types of fluids. Different brands and fluid types can react with each other and gel up.
- 4- Always make sure the master cylinders fully retract. This minimizes wear and heat on the pads and rotors.
- 5- Ensure balance bar is functioning properly, and free of dirt and debris.
- 6- Use a vacuum bleeder whenever possible to bleed the brakes.
- 7- Always test brakes before going on the race track.

Approximate Brake Pressure All Front Brake

Front: 600 PSI
Rear: 400 PSI

Approximate Brake Pressure 50/50 Brake

Front: 450 PSI
Rear: 550 PSI

Approximate Brake Pressure All Rear Brake

Front: 320 PSI
Rear: 700 PSI