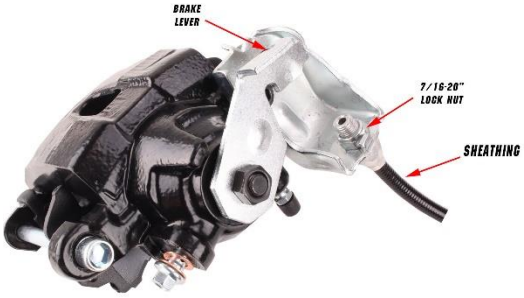
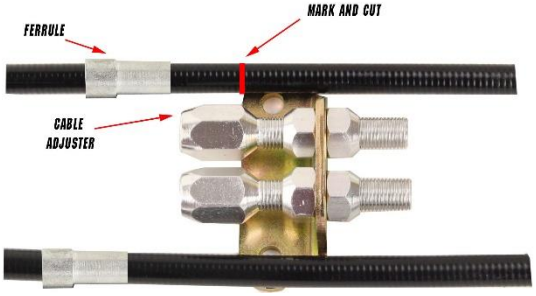
This kit is intended to be installed <u>ONLY</u> after the emergency brake adjustment has been performed on the calipers.

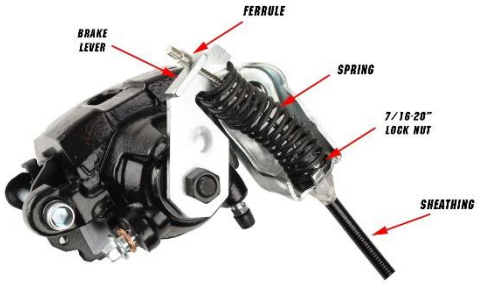
Before proceeding, verify that the pads cinch down on to the rotor and hold it still when you engage the brake cable lever(s) on the caliper(s). If further caliper adjustment is still needed, complete that before proceeding.

1. Remove the **brake lever springs** from both calipers.
2. Remove the **cable cores** from the black **cable housing** or sheathing.
3. Remove the lock nuts from the black **cable housings.**
4. Install the cables though the **cable mounting bracket** on each caliper and secure the lock nuts.
5. Replace the **brake lever springs** for both calipers from step 1.



6. Choose the cable routing paths most suitable for your suspension and exhaust components. Keep in mind that the factory routing is the most preferable. Avoid bending or binding in the cables. Do not keep a cable path that uses bends less than 7" diameter.
7. Feed both cables to the location of the original **cable stay bracket**. The location of your original bracket may be ideal and the bracket re-usable, but if not, use the **cable stay bracket** provided.
8. If your old bracket is missing or damaged, mount the **new bracket** in this location.
9. Mount the silver colored **cable adjusters** into the bracket as shown. The end that accepts the cable support sleeves must face towards the rear cables. Tighten the nuts on both sides of the guides to secure it into the bracket.
10. Once the **cable stay bracket** is secure, pull the cables into the preferred length. Be sure to allow the wheels to hang so you can see the full range of travel before modifying the overall cable length.





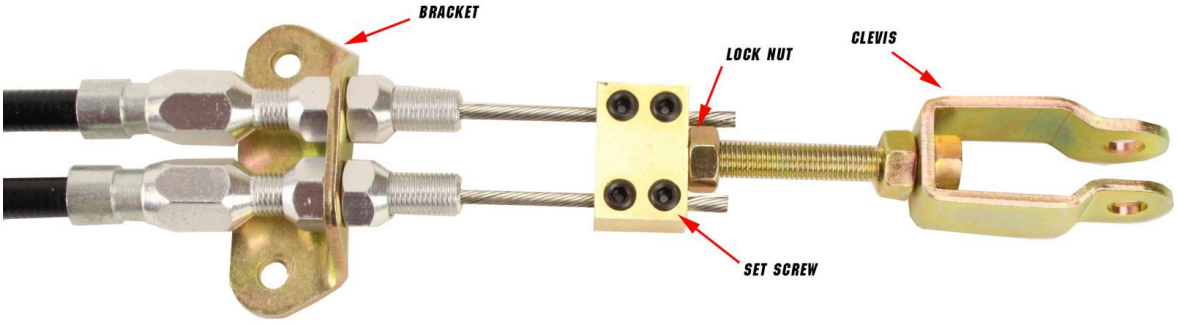
11. Using the **cable mounting tabs** provided, secure the cable to the chassis. Mark the **black cable sheathing** on the location you intend to cut them at.

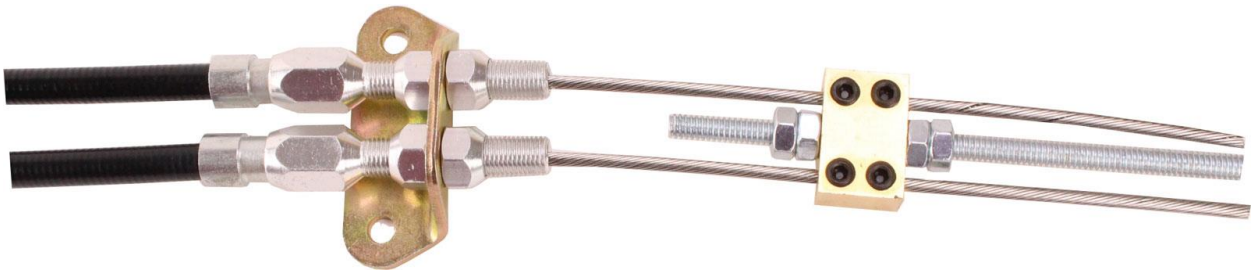
Using an appropriate saw, cut the **black cable sheathing**.

12. Place the **silver cable housing ends** on to the newly cut ends and feed into the cable adjusters.

13. Feed the **cable cores** through the openings in the levers, though the brake lever springs, and back into the black cable housings.
    <u>Do not cut</u> the cable cores at this time.

14. Locate the **brass block** used to secure the cables.
15. Determine how you will connect the brass block to **your pre-existing system or intermediate cable.** You may or may not use the clevis or rod provided, which is used when connecting directly to the handle pull system. Some applications will not use these parts, but will drill through the threaded block instead. If this is the case, secure the original threaded cable end through the block and secure lock nuts to either side of the block.
16. Feed the cable cores through the brass block.
17. In the brass block, tighten the socket nuts on to the cables. Mark the cables on either side of the block with paint. **<u>Do not cut</u>** the cable cores.





At this point the emergency cable system should be completely connected.

18. Test the emergency brake system by depressing the foot pedal or using the pull handle.
19. Make sure the cables are not slipping in the set nuts in the block. Tighten as necessary.
20. Now cut off the excess cable cores that are in the brass block.
21. At this point, you can make any final tension adjustment in the system.
22. In a safe location, test engaging and dis-engaging the emergency brake system.