



Brake line mounting & safety instructions

Thank you for purchasing this Moto-Master quality product! Moto-Master represents one of the finest lines or replacement and high performance brake systems available. This stainless steel braided and PVC covered brake line is designed to perfectly match our radial master cylinder. While lightweight and extremely durable, it provides better feel and response over a standard OEM brake line. Please read these instructions carefully and keep these instructions as they are part of the product. We congratulate you on your choice and wish you good riding and fun with your Moto-Master product.

Before mounting the brake line: The front brake line's PVC hard tube is positioned asymmetrical. The end of the brake line with the shorter distance to the tube should be fitted on to the brake caliper. The Moto-Master logo is fitted on the opposite side and should be mounted on to the master cylinder. Note: for certain applications the asymmetrical difference can be as small as 1 inch (approx. 2 cm) if necessary, the PVC tube can be straightened by heating it moderately with a blow dryer.

Mounting the brake line: Position the brake line so that it can't buckle or become kinked when the front forks are compressed. Select the tube take-off so that the brake line can't be damaged by the tire or moving parts. Do not load angled take-off piece in the turning direction; align tube so that no lateral forces arise.

This brake line kit includes 4 copper seal rings.

Use only new copper seal rings to prevent leakage of banjo/bolt connection.



Tightening torque of banjo-bolt on Moto-Master radial master cylinder: 15 Nm

Tightening torque of banjo-bolt on Moto-Master Supermoto race caliper: 17 Nm (bleed valve 10 Nm)

Tightening torque of banjo-bolt on standard OEM caliper: may vary according to make and model of the bike, please consult bike manufacturer's user's guide for exact specification.

Filling/bleeding of the brake system: consult master cylinder mounting & safety instructions.

Before every trip: Check the brake system while stationary. Hold the lever pulled in at pressure (pressure point). In the case of a "soft" point or pressure loss, check brake system for leakage. Also re-bleeding the system may be required. When in doubt, do not operate your motorcycle. Have a certified mechanic inspect your brake system. If the pressure point has not been reached in two-thirds of the lever path, actuate the lever several times ("pump it") until the pads are applied to the brake disc.

General warning: Consult a certified dealer of professional mechanic if you are not fully qualified in motorcycle maintenance. Moto-Master cannot be held accountable or responsible for any damage or injury caused by incorrect product mounting, disregarding specifications and these instructions, or product mounting by an unqualified third party.