

ASSEMBLY INSTRUCTIONS

Use the vented socket head cap screw, the aluminum spacer and the 7/8" diameter stainless steel washer provided. These parts are used to attach the reservoir bowl. Their lengths and thickness' are critical. Do not replace these parts with anything other than what is provided.

Contact point of purchase or tech support for replacement parts.

ASSEMBLY SUGGESTIONS

Use Permatex or equivalent anti-seize compound sparingly between the male 25mm stainless steel threads on the master cylinder and the female 25mm aluminum threads of the parent housing.

When screwing the new SST cylinder into the brake lever housing, make sure that the cylinder is not screwed in so far that forward movement of the piston caused by contact with the brake lever push rod, does not "shut off" the reservoir port. ***Each rotation of the cylinder into the housing advances the cylinder .040", the port is .028" in diameter, shutting off the port with one rotation is possible.*** To avoid the aforementioned situation, watch for the free play between the lever and the housing to diminish to nothing as the cylinder is screwed into the housing. The situation you are looking for is one where the free play between the lever and the housing is exhausted concurrent with the reservoir port centerline at top dead center. ***Top dead center, in this application, is where the centerline of the reservoir port and the flat at the end of the 25mm threaded section are perpendicular to each other.*** With this accomplished, blow air through the exit port at the end of the cylinder (where the banjo fitting attaches) to ensure that you have not "shut off" or partially "shut off" the reservoir port passage with the piston seal. If the port is not passing air under these circumstances, back the cylinder out of the housing one full revolution.

Replace the factory set screw with a 3/8" long stainless steel socket head cap screw, if possible. Use Loctite or equivalent semi-permanent thread sealer to secure the stainless steel sockets head cap screw into the aluminum housing. Insure that the screw is perpendicular with the flat at the end of the 25mm threaded section.

BLEEDING THE BRAKE

Install the reservoir cap and seal before bleeding. The brake may be bled with the use of a vacuum bleeder or by repeatedly actuating the brake lever while the bleed valve is open and letting the lever return with the bleed valve closed. The most efficient method: filling the system from the bottom using a pressure bleeder. ***Pressure bleed kits are available from your point of purchase.***

Regardless of which of the aforementioned methods is used, when the brake handle "firms up", set the bike on the side stand or lean it to the left and turn the handlebars to the extreme left. With the brake cylinder in this "up hill" position, the last remaining bubbles will have risen to the reservoir port and will be ejected with a few actuation's of the brake lever.

FYI

The vented stainless steel screw that holds the reservoir in place has a blue coating at the thread end. The blue coating is an anti-vibration thread-locking feature. The screw can be installed five times before its effectiveness is compromised. When installing the socket head cap screw, tighten until the SHCS bottoms against the SST flat washer. Do not over tighten.

WARNING

Master cylinder should be used only on the front brake of the Triumph and not for any other application.

Tighten to no more than 20 inch pounds.



99-2770/SS/A Instructions

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