

MXC ***CALIPER***

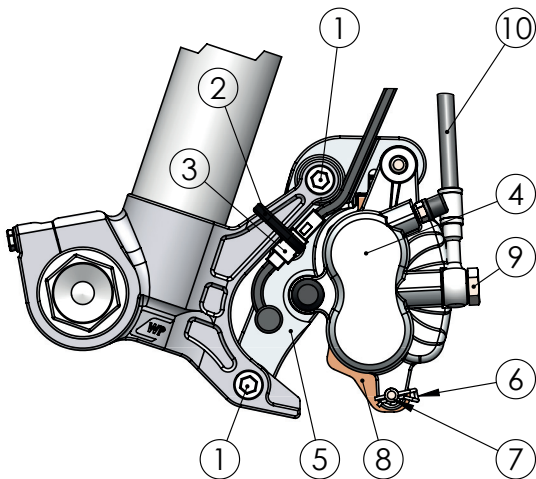
MOUNTING & SAFETY INSTRUCTIONS

Thank you for purchasing this Moto-Master quality product!
Moto-Master represents one of the finest lines of replacement
and high performance brake systems available.

MOTO-MASTER.COM

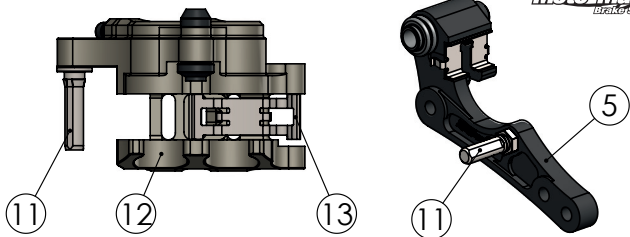


MOUNTING & SAFETY INSTRUCTIONS



STEP 1 - REMOVAL OF ORIGINAL CALIPER

- Remove adapter bolts (1).
- Remove cable tie (2) and disconnect plug-in connector (3) (if required).
- Pull off caliper-adapter combination (4+5).
- Remove R-clip (6), brake pad pin (7) and brake pads (8).
- Pull off caliper (4) from the adapter (5). Remove banjo bolt (9) and brake line (10).
- Clean brake fluid leakage immediately to avoid surface damage.

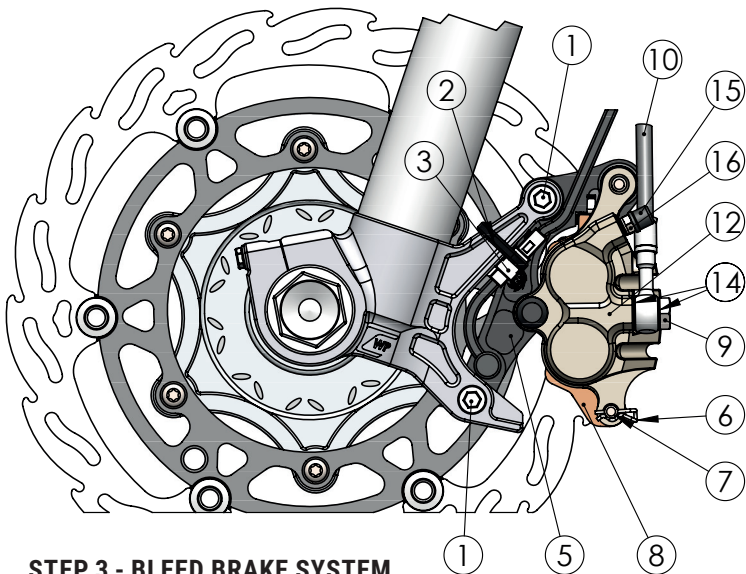


STEP 2 - PREPARING MXC CALIPER FOR INSTALLATION

- Grease slider pins (11) with high vacuum grease.
- Mount Moto-Master caliper (12) on to adapter (5).
- Place new brake pad retainer clip (13) in Moto-Master caliper (12).
- Install brake pads (8), brake pad pin (7) and R-clip (6).
- Clean adapter mount contact areas.
- Position caliper-adapter combination (12+5) on front fork, mount adapter bolts (1) and tighten to 25 Nm with Loctite 243.
- Install brake line (10) with new copper washers (14) and banjo bolt (9).
- Connect plug-in connector (3) and mount cable tie (2) (if required).

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.



STEP 3 - BLEED BRAKE SYSTEM

- Refill the brake system with new brake fluid from a sealed container and bleed carefully so no air remains in the brake system (only use DOT 4 or DOT 5.1 brake fluid).
- Place dust cap (15) on to bleeder screw (16).

STEP 4 - FINAL CHECK

- Lift front wheel and operate front brake repeatedly until there is a clear pressure point.
- Check for proper engagement and release of front brake.
- Check for proper brake disc to caliper alignment.
- After releasing the brake the wheel should spin freely.

NOTE: New brake pads and discs require bedding in.

Repeated hard braking during bedding in period can result in gripping, brake-loss and damaged brake pads. Brake performance can be severely reduced during this period. Avoid continuous or harsh brake actions during bedding in period.

OFFROAD BRAKE PADS

PERFORMANCE CHART

Compound: **Nitro**Compound: **Nitro Sport**

Long Pad Life



Initial Bite (Brake Power)



Temperature Resistance



Quick Bedding-in Time



Ideal Riding Conditions MX / ENDURO / GENERAL USE

MX / ENDURO / GENERAL USE

HARD**COMPOUND**

Sintered MX/Enduro brake pad for general use, an excellent long lasting all-weather performer. Highly suitable for muddy conditions.

Sintered MX/Enduro brake pad for general use, the one-gradient softer compound adds stopping power and further optimizes rider feedback.

OFFROAD BRAKE PADS

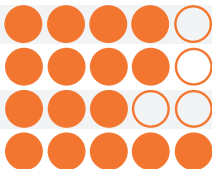
PERFORMANCE CHART



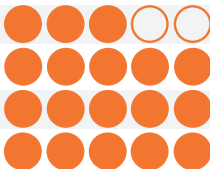
Compound: **Racing**



Compound: **Racing GP**



MX / ENDURO / ADVANCED USE



MX / PROFESSIONAL USE

Long Pad Life

Initial Bite (Brake Power)

Temperature Resistance

Quick Bedding-in Time

Ideal Riding Conditions

HARDNESS

SOFT

Sintered MX/Enduro brake pad for advanced riding which provides excellent rider feedback and stopping power in all weather conditions. Ideal original replacement pad. ECE-R90 certified

High-end MX racing brake pad for professional use. The special sinter mix combines maximum stopping power with high temperature resistance to eliminate any possible brake fade. Its high initial bite and linear feel allow aggressive and controlled deceleration. Requires only a short bedding-in time.

