



## BRAKE LINE INSTALLATION TIPS

**NOTE:** Proper brake function on your ATV is imperative to safe operation. If there are any doubts to your mechanical ability or physical resources (tools and equipment) to obtain proper installation and function. It is **highly recommended** that you consult a properly trained professional to perform these services on your ATV.

To help ensure proper installation the following tips may be helpful.

- It is always a wise idea to blow compressed air through any brake line before installation. This is advisable to ensure line is clean. Be careful to protect your eyes and take precautions in case foreign debris or fluid comes out.
- Before installation check the condition of the brake pads. They must be in good condition with over 75% of their life remaining. When replacing front pads on a 4 wheel ATV if one side is replaced the other side must also be replaced. Always use top quality pads; BRAKING and OEM are the best.
- Inspect rotors before installation of brake lines and or pads. Rotors must be true (not bent), free from grooves or nicks that will damage pads and within service specifications for thickness (refer to OEM service manual for specifications regarding your specific model.)
- Check that calipers move freely on caliper mounting brackets. This is imperative to proper brake function. Calipers used in water, mud, dirt etc. can corrode, and seize on bracket pins causing the calipers to stop functioning properly. Also inspect calipers to be sure piston seals or any other part of the caliper are not leaking any unnecessary fluid.
- When installing new brake lines on your ATV lay them in place first, to make sure length, bend of line, fitting location etc. are all in the correct position.
- Before securing brake lines to calipers and master cylinder, inspect banjo fittings. Fittings cannot be bent or damaged in any way. **Always use new sealing washers.** When installing sealing washers chamfer side of washer should be on outside of banjo fitting. If replacement-sealing washers are required use OEM Honda # 90545-300-000 washers or equivalent. (Aluminum washers are recommended over copper)  
Male JIC "T" fittings and female JIC (brake line fitting opposite banjo fitting) do not require sealer or Teflon tape. Do not over tighten banjo or JIC fittings.
- Fluid; Use a quality brand brake fluid. Dot 3 or 4 work in most cases. A Dot 5 silicone based fluid can also be a good option. MAXIMA makes some outstanding products. \* **Make sure to read all manufacturers instructions on regarding fluids. Some fluid types are NOT COMPATIBLE.**
- Brake Bleeding: Brakes should be bled in a professional manner, refer to your OEM service manual for instruction. A second option, which works exceptionally well in the field, is the use of a **Mityvac System Part # 6820.** Always read their instruction before proceeding.
- After brakes are installed and bled correctly be sure to secure lines to a-Arms or other appropriate item. Brake lines must be kept free from touching any item that will damage them, steering, exhaust, tires etc. Be careful not to secure too tightly as to cause damage to the line or restrict flow of fluid.

***If any all or part of the above process causes you concern contact a trained technician and have him/her perform the installation.***