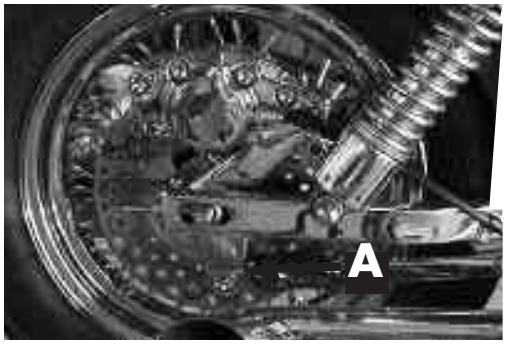


PHOTO 1

Installing Rear Calipers On 1973 to 1983 FX, FLH Models
Removing The Stock Brakes

The basic steps are the same to install a PM rear brake caliper kit on any of the Harley-Davidson motorcycles that are equipped with a "banana caliper", whether they have 10"or 11.5" rotors. Installing the caliper kit requires the removal of the rear wheel.You will need to use a suitable lift to raise the motorcycle high enough off the ground to allow you to remove the rear wheel assembly.

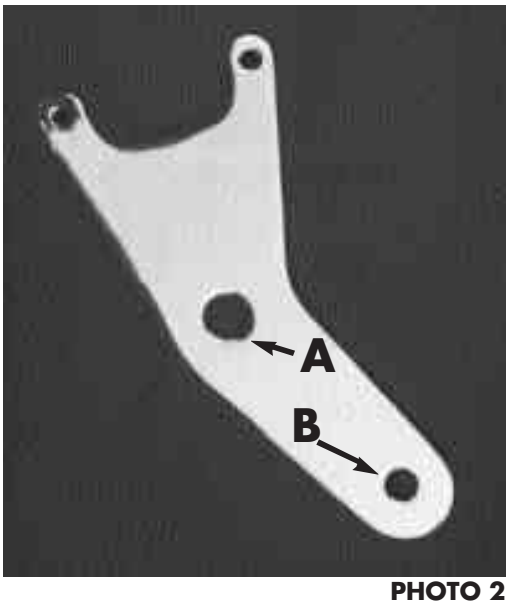


PHOTO 2

Warning

Center the motorcycle on the lift so that it will not fall while you are working on it.

Loosen brake line at caliper.

Photo 1: Remove the rear wheel by loosening the axle adjuster nuts, remove the lower caliper bracket to strut bolt at A, unscrew the axle nut and remove the axle, lower the rear wheel assembly down to the ground and swing the caliper and its mount out of your working area. Clean the inside of the swingarm of any dirt or grease.

Photo 2: The PM 4 piston caliper mount; the rear wheel axle passes through hole A and the stabilizing strut attaches at hole B.Two size brackets are available, PN 0024-0026CJ, for use with 10" rotors and PN 0024-1526CJ, for use with 11.5"rotors

PHOTO 3

Photo 3: Assemble the caliper mount to the lower strut by inserting 1/2-20 X 1 1/2" bolt through the rear of the caliper mount and into the strut, install the 1/2" flat washer, then the lock washer and the 1/2" lock-nut, tighten to 45 ft.lbs. Raise the wheel up into position, install the axle through the swingarm, the 3/4" axle spacer (included in the caliper kit), caliper bracket, wheel and the stock axle spacers used on the drive side. Adjust the wheel, per the service manual so that it is centered in the swingarm and so that the drive chain is correctly tensioned. Tighten the axle nut to specifications in the manual. Mount the PM caliper onto the bracket using the 3/8-16 X 1" socket head cap screws and lock washers; tighten them only hand tight. Check for any clearance problems by rotating the wheel. Check the caliper's offset from the rotor's centerline; if there is any,remove the caliper mounting bolts and insert shims between the caliper and the caliper mount to center the caliper over the rotor. Reinstall the caliper mounting bolts and tighten the bolts to 25 ft.lbs., install the brake line and bleed the system per instructions on page 10.

Completing The Brake Installation

Attaching The Brake Line

First tape handle bar master lever 1/2 way closed. This will prevent fluid from free flowing from hose. Remove the end of the brake line from the stock caliper; you will need a 3/8" 12 point socket wrench or box end wrench to remove the banjo bolt from the stock caliper. Working rapidly, so that an excessive amount of brake fluid does not run out of the end of the brake hose, attach the end of the brake line to the new PM caliper using the PM supplied seal washers, one washer goes on each side of the banjo fitting; see Photo 1.

PHOTO 1

Note

Position the banjo fitting so that the brake hose does not rub on the front fender or other part of the motorcycle.

Tighten banjo bolt to 10 ft.lbs. of torque.

PHOTO 2

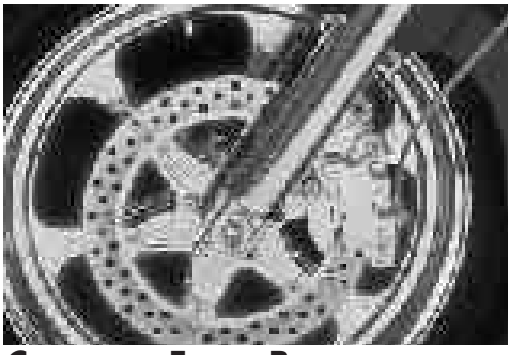
Bleeding The Brake System

You will find it is easier to bleed the brake system if you have a helper. First, fill the master cylinder with manufactures suggested brake fluid and put the cover back on the master cylinder. Attach a short length of rubber hose to the bleeder screw on the brake caliper, see Photo 2; put the other end of the hose into a coffee can or other suitable catch can. Have your helper pull in on the front brake lever or push down on the rear brake pedal 5 times, see Photo 3. At the end of the 5th stroke, have your helper hold the brake lever in or pedal down. While the helper holds the lever/pedal, open the bleeder fitting on the caliper, you will need a 1/4" end wrench for this. Air and brake fluid should come out of the end of the hose that is connected to the bleeder fitting. After the air and brake fluid have stopped coming out of the hose, close the bleeder fitting; your helper can now release the brake lever/pedal. This action will force the air that is trapped in the brake system out the bleeder screw, because the brake system can contain more air than you can expel in one bleeding; you will need to repeat this procedure more than once. Check the fluid level in the master cylinder after each bleeding, don't let the master cylinder run dry as this will push air back into the brake system which will require the bleeding procedure to be started over again.

PHOTO 3

Note

Do not over tighten the bleeder screw.



COMPLETED FRONT BRAK E CALIPER INSTALLATION

Warning

Failing to bleed all the air out of the brake system will impede the performance of the brakes.