

REKLUSE



REKLUSE MOTOR SPORTS

z-Start™ Brake Kit

INSTALLATION GUIDE

RMS500, RMS501, RMS502, RMS503, RMS506, RMS507, RMS508, RMS509, -OR
196-200
Manual Revision: 051309

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REQUIRED TOOLS

- 7mm open end wrench
- 8mm open end wrench
- 12mm open end wrench
- 14mm open end wrench
- 5mm allen key
- Phillips head screwdriver
- Dot 3 or 4 brake fluid

INCLUDED PARTS

- Left hand master cylinder
- Replacement crush washers
- Brake line
- M10x1 (black) banjo bolt
- Zip tie
- Brake line retainer
- Syringe and tubing

WARNING

- Brake components are vital to the safe operation of your vehicle. This brake system should only be installed by a certified motorcycle technician.
- Always wear hand and eye protection when installing this brake system.
- z-Start Left Hand Rear Brake Kit is for Off-Road use only.
- **Braking is a critical aspect of motorcycle riding. Be sure to allow sufficient training time in a safe environment to learn how to use the z-Start Left Hand Rear Brake Kit.**
- As with anything new, it takes time to adjust and train your instincts to brake with your left hand. Go slow on your initial ride and allow significant time to become familiar with your new brake actuation. Be careful and enjoy your z-Start Left Hand Rear Brake!

BIKE PREPARATION AND DISASSEMBLY

Note: Hydraulic clutch models skip steps 1-2. Refer to included 195-230A Hydraulic Clutch Removal Manual and Appendix A on page 7 of this Manual.

1. Disconnect clutch cable and hot start cable (if present) from the stock perch, and remove the perch and clutch lever.
2. If you did not purchase the Rekluse 2-Finger Clutch Override kit, you will need to remove the clutch cable and install the basic external adjuster for your z-Start automatic clutch (z-Start Clutch only; z-Start Pro does NOT use external adjuster)—refer to the z-Start Clutch Installation Manual.

Note: If you have one, you must relocate your hot start. If you purchased the optional z-Start Hot Start, install it now.

3. Remove your fuel tank and seat for routing your new brake line.
4. Remove rear wheel.
5. Remove right-side brake pad.
6. Pump rear brake pedal until rear caliper piston(s) bottoms out on left brake pad. **See photo below.**



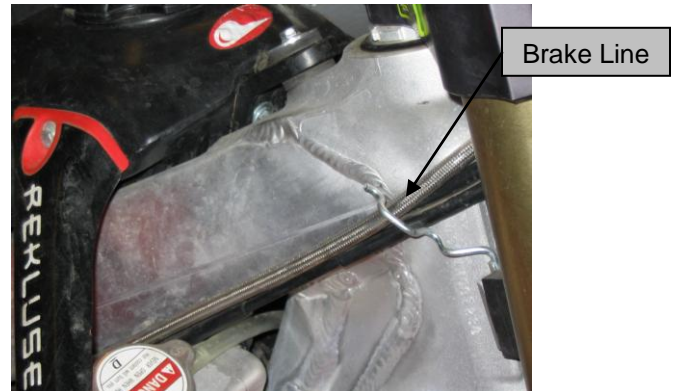
7. Remove foot actuator, master cylinder, and attached brake line, as they will no longer be used.

ROUTE YOUR NEW HYDRAULIC BRAKE LINE

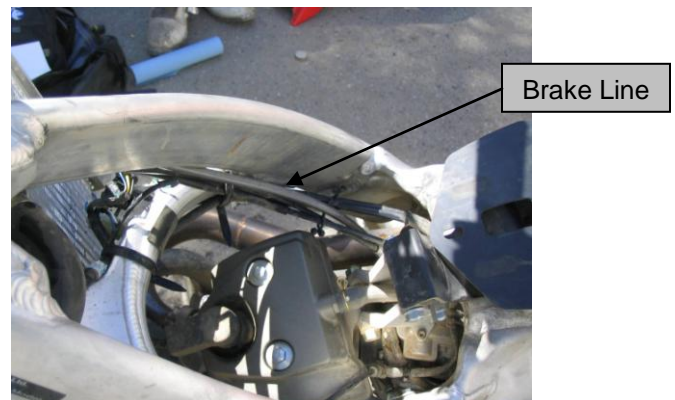
WARNING: Ensure the Brake Line is secured away from the exhaust system to prevent Brake Line damage.

Note: The 90° banjo fitting of the brake line connects to the master cylinder on the handle bars and the 10° banjo end connects at the rear brake caliper.

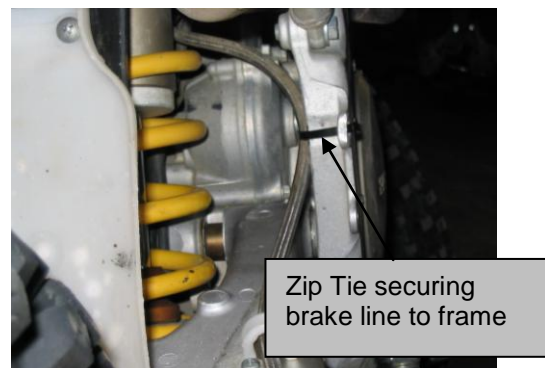
8. Follow the existing routing of the throttle cables along the right hand side of the frame.



9. Continue along the right hand side of the bike dropping down to the swing arm and continuing to the rear master cylinder.



10. Utilize the existing rear brake line retainers. On some models it is necessary to use the included zip-tie and/or brake line retainer to keep the brake line away from the rear shock. If necessary, zip-tie the brake line close to the frame where the stock rear master cylinder was mounted.



MOUNT THE LEFT-HAND MASTER CYLINDER

- Using a 5 mm allen key, attach the left hand master cylinder to your handle bars.



CONNECT BRAKE LINE ENDS

- Using a 14mm open end wrench, attach the 90° banjo fitting to the master cylinder using the included M10x1 black banjo bolt with two crush washers, one on either side. Torque to 15-20nm. Use your stock banjo bolt to secure the line at the rear caliper. Replace the two crush washers with the two included crush washers and torque to 15-20nm. **See picture below.**

Note: On some models it may be necessary to remove the rear caliper in order to access the Banjo fitting for removal and re-attachment.

NOTE: If your brake line has a straight threaded fitting on one end attach this end to the left hand master cylinder.



BLEEDING THE BRAKE LINE

Warning: Carefully read and follow the safety precautions on the label of the Dot 3 or 4 brake fluid. **Eye and hand protection must be worn.**

13. Use a Phillips head screwdriver to remove the reservoir cap on the Rekluse Left Hand Master Cylinder.

NOTE: Bladder under cap says "mineral oil". The rubber is brake fluid compatible, use only DOT 3 or 4 brake fluid.

14. Remove left-side brake pad.
15. At rear caliper, push piston(s) of caliper in, displacing brake fluid from the caliper into the new hose. The idea is to bottom the piston(s) back into the caliper allowing the system to be bled in the following steps. **See following pictures.**

Caliper piston being pushed into caliper



Caliper piston bottomed into caliper.



16. Re-install left- and right-side brake pads and rear wheel.
17. Fill the syringe with Dot 3 or 4 brake fluid. Rotate the syringe so the tubing is aiming up to allow the air bubbles to rise to the top. It helps to tap the syringe lightly with your finger first and then leave the syringe, tubing side up, to settle for a minute. This should ensure that all the air bubbles have risen to the top.

18. With the tubing still aiming up, squeeze the plunger of the syringe until all the air is pushed out and a small amount of brake fluid comes out. **See picture below.**



WARNING: Use paper towels to protect the brake pads and rotor from brake fluid. **If brake fluid gets on the brake pads they will need to be replaced.**

Note: In order to access the rear caliper bleeder nipple, some models require you to remove the rear caliper guard.

19. Remove the dust cap from the rear caliper bleeder nipple. **Make sure the bleeder nipple is clean and free from debris (loosening the bleeder nipple and drawing fluid into the syringe will clear the nipple of debris – be sure to remove the debris from syringe before continuing).** Slip the tubing end over the nipple being very careful not to allow air into the line. Rotate the syringe so the plunger end is up and squeeze the tubing to ensure that any air bubbles float to the top. **See following picture.**

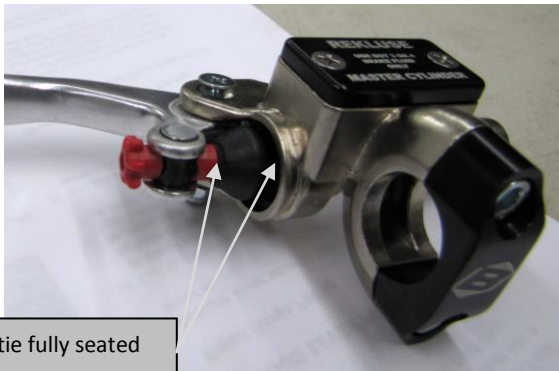


20. Using an 8mm open end wrench, carefully loosen the bleeder nipple one turn, 360°. Push Dot 3 or 4 brake fluid in until it fills the Rekluse Left Hand Master Cylinder. It is very important not to push any air into the system. **Tighten the bleeder nipple before you stop pushing fluid.**

21. Push fluid until only fluid comes into the MC reservoir (no air bubbles).

NOTE: It may be necessary to drain the MC reservoir and push more fluid until there are no bubbles.

22. Once the line is filled with fluid and MC reservoir is full, replace lever, ensuring that dust bootie is fully seated on both ends to protect from dust. **See picture below.**



23. Tighten 8mm lock nut. **DO NOT** over-tighten, When pulled, lever should return to its fully extended position on its own. If it does not, try loosening the 8mm lock nut.

24. Return dust cover to bleeder nipple. Push rear caliper back over by **slowly** actuating the lever.

25. Squeeze the lever **slowly** a few times, being very careful not to pull air into the system. On the return stroke, after the lever is squeezed, the fluid in the reservoir will be sucked into the line.

26. If you feel firm resistance when actuating the lever, proceed to Final Installation Steps. If your lever has a spongy feel, proceed to step 25.

WARNING: Add fluid to the reservoir after every squeeze of the lever or air can be sucked into the system. It usually takes 3-4 squeezes of the lever to force the caliper back into place. **Be very careful not to suck air or you will have to start the whole bleeding process over.**

IF YOUR LEVER FEELS SPONGY

Bleed Banjo Fitting

27. Actuate lever several times then **HOLD** lever in.

28. Using 14mm wrench, loosen banjo bolt at rear caliper ¼ turn, then tighten quickly. This allows some fluid to escape around the base of the banjo bolt, which will help purge any trapped air from this area.

29. Let go of lever. If any air was purged, lever will feel more solid. Check reservoir level after each pull.

Bleed Master Cylinder Fitting

30. Actuate lever several times then **HOLD** lever in.

31. Using 14mm wrench, loosen bolt at Rekluse Left Hand Master Cylinder ¼ turn, then tighten quickly. This allows some fluid to escape around the base of the bolt, which will help purge any trapped air from this area.

32. Let go of lever. If any air was purged, lever will feel more solid. Check reservoir level.

FINAL INSTALLATION STEPS

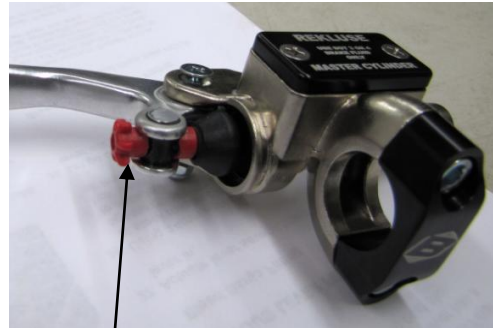
33. Re-install the reservoir cap onto the Rekluse Left Hand Master Cylinder.
34. Use brake cleaner to clean rear caliper, rotor and left hand master cylinder. Allow to dry before using the brake.

LEVER ADJUSTMENT

35. Turn adjuster clockwise to move lever position farther from bar, counter-clockwise to move lever position closer to bar.
36. Check adjustment. At rear caliper, try to push piston back into caliper. If it doesn't move, proceed to step 37. If it moves, no further adjustment is needed.
37. Loosen Actuator Adjustment screw until the piston of the rear caliper can be pushed in.

This ensures fluid can flow back into the master cylinder reservoir.

Note: After riding, the rear brake will heat up and expand. You may need to adjust the actuator screw out if the brake begins to drag. **See picture below for lever adjustment points.**



Actuator Adjustment Screw

APPENDIX A

If your bike has hot start or decompression reservoir cap with lever:

- A Magura reservoir cap with lever will fit on our Rekluse Master Cylinder. *You must replace the Magura reservoir bladder with the bladder included with the Rekluse Master Cylinder.*
- On hydraulic models with hot start or decompression cap other than Magura (e.g. Gas Gas) with AJP or KTM with Brembo, you can purchase the Magura reservoir cap with hot start or decompression lever from either Magura or your local KTM dealer.
- Breakaway levers are available for our Rekluse left hand master cylinder. Contact ARC @ 1.800.204.7411.