A1 INSTALLATION DRAWING

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FIRST ANGLE PROJECTION

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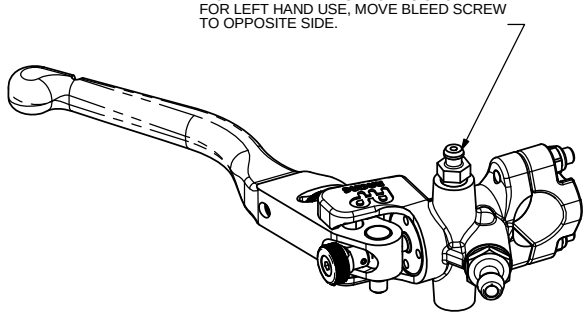
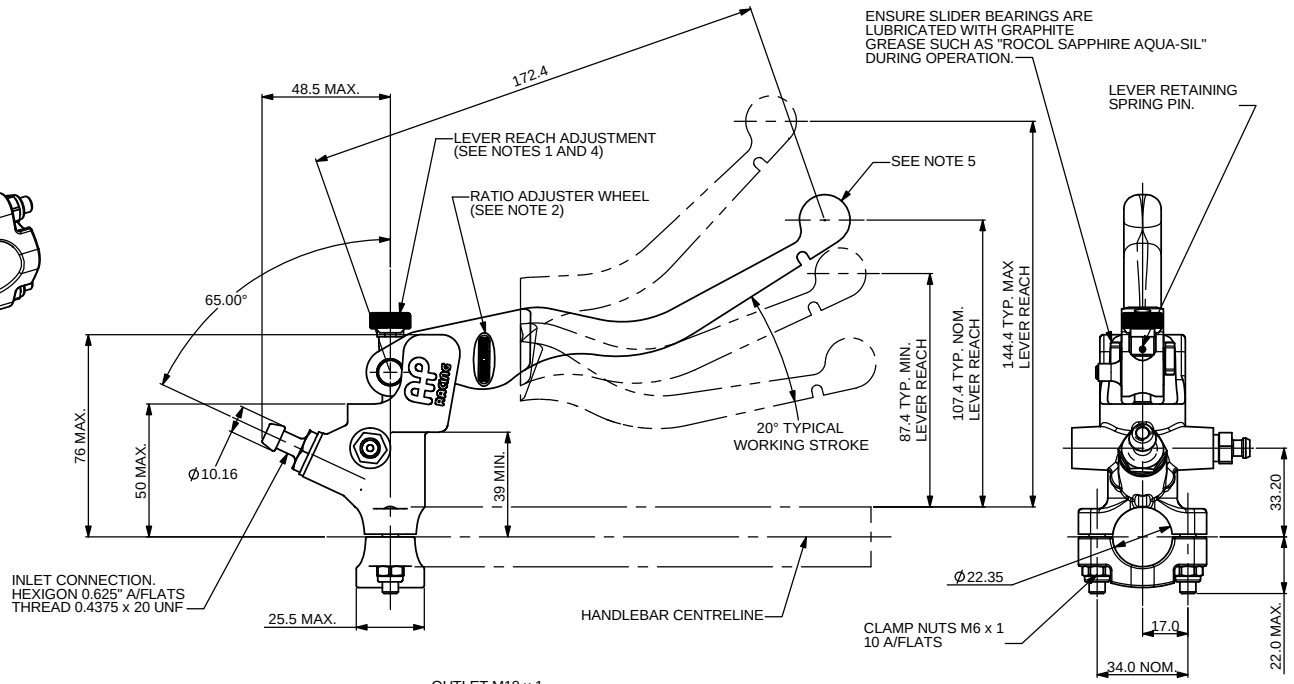
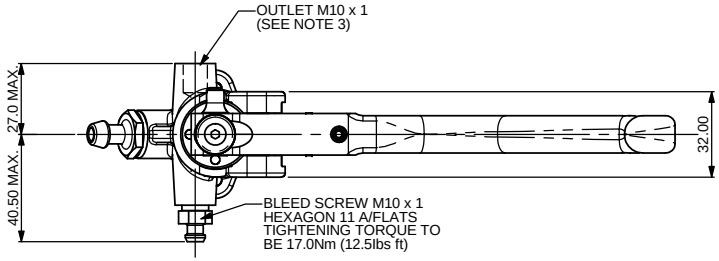




GUIDE TO RATIO ADJUSTMENT			
RATIO ADJUSTER WHEEL	BRAKING	LEVER TRAVEL	LEVER FEEL
MOVE CLOCKWISE AWAY FROM HANDLEBAR	DECREASED	INCREASED	HARDER
MOVE ANTICLOCKWISE TOWARDS HANDLEBAR	INCREASED	DECREASED	SOFTER



ASSEMBLY DRY WEIGHT 0.3Kg

SEAL REPAIR KITS AVAILABLE:
CP4125-26RK FOR CP4125-26
CP4125-27RK FOR CP4125-27
CP4125-29RK FOR CP4125-29

No. OF TURNS ON RATIO ADJUSTER WHEEL TOWARDS HANDLEBAR	TOTAL LEVER RATIO AT TYPICAL WORKING STROKE	PART No. CP4125-26 (EFFECTIVE Ø 20.85) PISTON STROKE 9.75 NOM.		PART No. CP4125-27 (EFFECTIVE Ø 14.70) PISTON STROKE 9.75 NOM.		PART No. CP4125-29 (EFFECTIVE Ø18.1) PISTON STROKE 9.75 NOM.	
		EQUIVALENT CYLINDER BORE SIZE FOR 9.4 / 1 LEVER RATIO	LOAD (N) AT END OF LEVER TO ACHIEVE 250 PSI PRESSURE	EQUIVALENT CYLINDER BORE SIZE FOR 9.4 / 1 LEVER RATIO	LOAD (N) AT END OF LEVER TO ACHIEVE 250 PSI PRESSURE	EQUIVALENT CYLINDER BORE SIZE FOR 9.4 / 1 LEVER RATIO	LOAD (N) AT END OF LEVER TO ACHIEVE 250 PSI PRESSURE
0	6.88 : 1	24.38	85.6	17.21	42.6	21.16	64.47
1	7.14 : 1	23.93	82.5	16.89	41.1	20.77	62.12
2	7.43 : 1	23.46	79.3	16.55	39.5	20.36	59.70
3	7.74 : 1	22.99	76.1	16.22	37.9	19.95	57.31
4	8.06 : 1	22.51	73.0	15.89	36.4	19.55	55.03
5	8.42 : 1	22.04	69.9	15.55	34.8	19.12	52.68
6	8.81 : 1	21.54	66.8	15.20	33.3	18.70	50.35
7	9.23 : 1	21.05	63.8	14.85	31.8	18.27	48.05
8	9.68 : 1	20.55	60.8	14.50	30.3	17.84	45.82
9	10.18 : 1	20.04	57.9	14.14	28.8	17.39	43.57
10	10.72 : 1	19.53	54.9	13.78	27.3	16.95	41.38
11	11.32 : 1	19.00	52.0	13.41	25.9	16.49	39.18
12	11.99 : 1	18.46	49.1	13.03	24.5	16.03	36.99
13	12.73 : 1	17.92	46.3	12.65	23.0	15.55	34.84
14	13.56 : 1	17.36	43.4	12.25	21.6	15.07	32.71
15	14.45 : 1	16.70	40.2	11.79	20.0	14.60	30.69

NOTES:-

1. MASTER CYLINDER WILL BE SUPPLIED WITH THE LEVER REACH SET AT THE NOMINAL POSITION AS SHOWN. TO OBTAIN A LONGER REACH, THE REACH ADJUSTER SHOULD BE TURNED ANTICLOCKWISE TO SUIT THE RIDERS PREFERENCE. CONVERSELY THE REACH ADJUSTER CAN BE TURNED CLOCKWISE TO GIVE A SHORTER REACH. ADJUSTMENTS SHOULD BE MADE IN 1/4 TURN INCREMENTS, BUT SHOULD NOT BE SET BETWEEN THE DETENT POSITIONS. THE CORRECT LEVER REACH SHOULD BE ESTABLISHED PRIOR TO ANY ADJUSTMENT TO THE LEVER RATIO WITH THE WHEEL ADJUSTER.

2. MASTER CYLINDER WILL BE SUPPLIED WITH THE RATIO ADJUSTER WHEEL SET AT POSITION 0 (i.e. WITH FULCRUM POINT AT END OF GUIDE SLOT IN LEVER, NEAREST TO END OF HANDLEBARS.) AT THIS SETTING, PISTON TRAVEL IS AT ITS MAXIMUM, WHICH WILL GIVE BEST CONDITIONS FOR BLEEDING THE BRAKE SYSTEM. TYPICAL WORKING STROKE IS SHOWN AS A GUIDE ONLY. WORKING STROKE SHOULD BE SET TO RIDERS PREFERENCE. AFTER INITIAL SETTING, ONLY SMALL ADJUSTMENTS TYPICALLY ± 1 TURN SHOULD BE NECESSARY TO SUIT DIFFERING CONDITIONS. THE RATIO ADJUSTER WHEEL HAS A DETENT MECHANISM ALLOWING IT TO BE MOVED 1/4 TURN PER CLICK. NO LOCKING OF THE MECHANISM IS REQUIRED. LEVER TRAVEL WILL USUALLY INCREASE SLIGHTLY IN DYNAMIC APPLICATION COMPARED TO STATIC SETTING DUE TO DISC RUNOUT ETC. IT IS THEREFORE ADVISABLE TO SET LEVER FEEL ON THE HARD SIDE FOR INITIAL TEST.

3. OUTLET FITTINGS ARE NOT SUPPLIED AS STANDARD, BUT TECALAMIT OR AEROQUIP FITTINGS ARE AVAILABLE ON REQUEST.

4. THIS MASTER CYLINDER CONTAINS NO USER SERVICABLE PARTS, EXCEPT FOR THE LEVER SUB-ASSEMBLY. TO REMOVE LEVER SUB-ASSEMBLY, TAKE THE MASTER CYLINDER OFF THE HANDLEBAR, THEN SET RATIO ADJUSTER WHEEL IN POSITION 0. ROTATE THE REACH ADJUSTER UNTIL THE LEVER RETAINING SPRING PIN IS ACCESSIBLE, THEN KNOCK OUT THE SPRING PIN AND REMOVE THE LEVER REACH ADJUSTER. TURN THE EXPOSED PULLROD CLOCKWISE, USING THE 1mm SCREWDRIVER SLOT IN ITS END, UNTIL THE LEVER ASEMBLY IS DISCONNECTED FROM THE PULLROD. THE LEVER SUB-ASSEMBLY WILL THEN SLIDE OUT FROM BETWEEN THE RETAINING FLANGES. TO REPLACE THE LEVER SUB-ASSEMBLY, REVERSE THE PROCEDURE.

5. IMPORTANT:- IF ANY IMPACT IS SUSTAINED ON THE LEVER OR CYLINDER BODY, THE COMPLETE MASTER CYLINDER ASSEMBLY MUST BE REPLACED.

Issue No.	Alterations: Date & No.	Particulars	Zone	Initials
1	14/03/02 B3261	FIRST ISSUE	#	DRA
2	26/11/02	32.0 WAS 31.0 PISTON STROKE ADDED TO CHART	E11	DRA
3	19/08/03 B3686	BLEEDSCREW TIGHTENING TORQUE ADDED	8E	SAT
4	07/07/05 B4125	SEAL KIT DETAILS ADDED	#	#
5	16/04/07 B4700	CP4125-29 DATA ADDED CP4125-29RK REPAIR KIT ADDED	#	DRA
6	3 JAN '12 B6385	LEVER UPDATED - 172.4 WAS 172.15 87.4 TYP. WAS 88.5 107.4 TYP. WAS 108 144.4 TYP. WAS 145	8L 11H 12J 12J	JT
7	07/12/16 B7648	GREASE CHANGED FROM ROCOL MTS2000 TO ROCOL SAPPHIRE AQUA-SIL	11L	NK

SCALE 1:1	SHEET 1 OF 1
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TITLE

HANDLEBAR MASTER CYLINDER ASSEMBLY

DRG NO. CP4125-30 CD