



INSTRUCTIONS

-J03064

REV. 08-08-2003

Kit Number 45124-03

STAINLESS STEEL BRAIDED FRONT BRAKE LINE KIT

General

⚠ WARNING

Install proper length brake lines. Incorrect brake line length can adversely affect motorcycle operation, which could cause loss of control resulting in death or serious injury.

This kit is required when fitting 2004 and later XL Sportster® 883 models with pullback handlebar 56004-00, which is the standard equipment handlebar on FXD (Dyna Super Glide®) and XL 1200R (Sportster 1200 Roadster) models.

This kit contains the following items:

QTY	DESCRIPTION	PART NO.
1	Braided single front brake line assembly	Not sold separately
4	Sealing washer, 10 mm I.D.	41732-04
1	Clamp, long, large hole	68562-84
1	Clamp, short, small hole	71795-63A
3	Tie strap, 5.5 in (14 cm) long	10065

⚠ WARNING

Brakes are a critical safety component. Contact a Harley-Davidson dealer for brake repair or replacement. Improperly serviced brakes can adversely affect brake performance, which could result in death or serious injury. (00054a)

⚠ WARNING

A Service Manual is necessary for installation of this kit. The rider's safety depends upon the correct installation of this kit. We recommend that this kit be installed by a factory-trained technician at your Harley-Davidson dealership. Improper installation of this kit could result in death or serious injury.

NOTE

A Service Manual for your model motorcycle is available from any Harley-Davidson dealer.

Installation

⚠ WARNING

To prevent accidental vehicle start-up, which could cause death or serious injury, remove maxi-fuse before proceeding. (00251a)

1. Refer to the Service Manual and follow the instructions given to remove the maxi-fuse.

⚠ CAUTION

Direct contact of D.O.T. 5 brake fluid with eyes can cause eye irritation, swelling, and redness. Avoid eye contact. In case of eye contact flush with large amounts of water and get medical attention. Swallowing large amounts of D.O.T. 5 brake fluid can cause digestive discomfort. If swallowed, obtain medical attention. Use in well ventilated area. KEEP OUT OF REACH OF CHILDREN. (00144a)

2. See Figure 1. Remove the bleeder nipple cap on the front brake caliper. Obtain a length of plastic tubing. Install one end of the tubing over the caliper bleeder valve. Place the free end of the tubing into a suitable container.

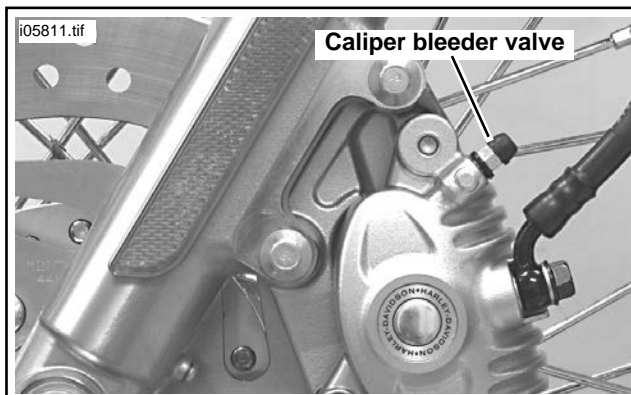
Open the bleeder valve about 1/2-turn and pump the front-brake hand lever to drain the fluid out of the front brake system. Do not reuse brake fluid.

CAUTION

Cover the front fender and the front of the fuel tank with clean shop towels to prevent scratching. Damage to the finish could result.

CAUTION

Damaged banjo bolt surfaces will leak when reassembled. Prevent damage to seating surfaces by carefully removing brake line components.



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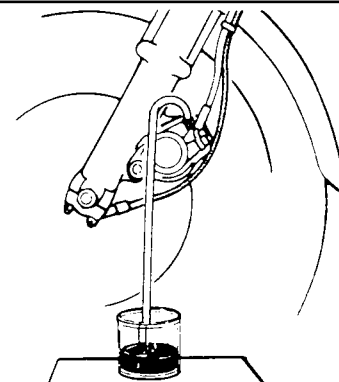


Figure 1. Draining Brake Fluid

NOTE

Carefully compare the new brake line assembly to the old line before removing the old line from the motorcycle. Make sure the banjo fittings on the new brake line will be oriented the same as the fittings on the old line.

3. Carefully make note of the front brake line routing and the orientation of the banjo fittings, then remove the brake line that runs from the front-brake master cylinder to the front-brake calipers. See FRONT BRAKE MASTER CYLINDER-REMOVAL and FRONT BRAKE CALIPER-REMOVAL in the Service Manual.
Discard the brake-line sealing washers and clamps. This kit contains any washers and clamps needed to replace those removed.
4. Carefully inspect the new brake line for damage or defects, and replace the brake line if damaged.
5. Install the new braided brake line into position using the new clamps from the kit. See FRONT BRAKE MASTER CYLINDER-INSTALLATION and FRONT BRAKE CALIPER-INSTALLATION in the Service Manual.

WARNING

Do not re-use brake-line sealing washers. Use of original washers could cause front brake failure and loss of control which could result in death or serious injury.

CAUTION

To avoid brake fluid leakage, verify that the sealing washers, banjo bolt and brake line are completely clean.

6. Use the stock banjo bolts and new brake-line sealing washers from the kit to fasten the new braided front brake line assembly between the front-brake master cylinder and the front-brake caliper. Thread the banjo bolts into the master cylinder and caliper and tighten to 17-22 ft-lbs (23-30 Nm).
7. Using a motorcycle lift, raise the bike frame so that the front forks reach full extension. Verify that the brake line is of sufficient length to allow full fork extension without pulling the brake line.
Fully compress the forks to check that the brake line does not interfere with or catch on motorcycle components. Turn the front wheel to the full right fork stop and then the full left fork stop to be sure the brake line does not interfere with or catch on motorcycle components.

CAUTION

Direct contact of D.O.T. 5 brake fluid with eyes can cause eye irritation, swelling, and redness. Avoid eye contact. In case of eye contact flush with large amounts of water and get medical attention. Swallowing large amounts of D.O.T. 5 brake fluid can cause digestive discomfort. If swallowed, obtain medical attention. Use in well ventilated area. KEEP OUT OF REACH OF CHILDREN. (00144a)

8. Bleed the front brakes. See BLEEDING HYDRAULIC BRAKES in the Service Manual.
9. Add only D.O.T. 5 SILICONE HYDRAULIC BRAKE FLUID to the master cylinder reservoir until the fluid level is even with the ridge cast into the inside of the reservoir, about 1/4-inch (6 mm) below the top edge. Do not reuse brake fluid. Use only D.O.T. 5 fluid from a sealed container.
10. Refer to the Service Manual and follow the instructions given to re-install the maxi-fuse.

WARNING

After disturbing the brake system, BEFORE moving motorcycle, you must pump brake fluid until the pistons push the pads against the brake disc. If you don't pump fluid pressure up again, the brake will not be available to stop the motorcycle which could result in death or serious injury.

11. Turn the Ignition/Light Key Switch to IGNITION and apply the front brake hand lever to test operation of the brake lamp.

WARNING

Whenever the brake system is serviced, always test the brakes on clean, dry pavement at low speeds before putting the motorcycle back into use. If the brakes are not operating properly, or braking efficiency is poor, testing at high speeds could result in death or serious injury.

12. Test ride the motorcycle. If the brake feels spongy, repeat the bleeding procedure.