



Installation Instructions for the Hawg Halters Sprocket Brake Caliper

**WARNING –
BRAKE PERFORMANCE IS A CRITICAL SAFETY ITEM.
BRAKE SYSTEMS SHOULD BE INSTALLED BY A
QUALIFIED SERVICE TECHNICIAN ONLY!!!!
ALL CALIPERS ARE COMPATIBLE WITH DOT 3, 4 & 5 BRAKE FLUID-
DO NOT MIX BRAKE FLUID TYPES**

The rear brake master cylinder needs to be the correct size bore diameter for 100% braking efficiency. THE RECOMMENDED BORE SIZE IS 5/8" OR 11/16" DIA.

1. Take your HAWG HALTERS caliper assembly out of the box along with the hardware package. This package should contain two copper crush washers, banjo bolt, 3/8-16 x 1" lg socket head screw, weld on mounting tab and axle reduce bushing. The sprocket includes 5 mounting bolts and a flange adaptor.
2. Mount the sprocket to the wheel and check for chain to tire clearance by laying a straight edge across the tire measuring the distance between the edge of the tire and centerline of the sprocket. You should have a minimum distance of 5/8". If it measures less you will need to add a spacer behind the sprocket and increase the length of the sprocket mounting screws by the same amount. Once this is accomplished you will need to check alignment with the front sprocket. Both sprockets should be inline with 1/16" and run parallel to each other. You can make sprocket alignment changes by changing the offset on the transmission sprocket and by spacing the rear sprocket. Always minimize the rear sprocket spacer thickness whenever possible.

NOTE: Sprocket mounting screws must have a minimum thread engagement of 7/8". If using a spacer behind the sprocket, longer screws will be required. Be sure the screw and hub threads are clean before final assembly. Use RED Loctite and torque the sprocket screws to 70 ft. lbs.

3. With the sprockets in place the alignment of the brake caliper with the rear sprocket needs to be established. This will be accomplished by making an axle spacer of the correct length to go between the inside of the caliper mount and the outside of the wheel bearing. This should properly center the caliper on the sprocket. Check alignment of the centerline of the caliper to the centerline of the rotor by sighting down the caliper where the two halves are joined together relative to the rotor. Make sure the axle assembly is tight when checking the caliper to sprocket alignment.
4. With the caliper and wheel in correct position locate the mounting tab on the lower frame rail and weld in place. Avoid having a gap between the mounting tab and caliper. If spacing is required no more than 1/2" is allowable and a longer bolt will be required.



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5. The final step is to bleed the brake caliper. It is recommended you fill the caliper completely with DOT 5 or compatible brake fluid at this point to aid in bleeding the brakes. The EZ bleeder works well to inject fluid into the caliper thru the banjo bolt hole. Make sure the bleeder screw is loose and once the caliper is full, retighten the bleeder screw. With the new banjo bolt and two new copper crush washers supplied with your caliper, slide one of the crush washers onto the banjo bolt and then slide the bolt through the banjo fitting and slide the other crush washer onto the bolt. Screw the bolt into the caliper housing but do not tighten until after you have bled the air from this point. Once bled, torque the banjo bolt to 20 ft/lbs. Check for leaks at this location once the system is fully bled.
6. Now bleed all the air out of your brake system. If there is any air left in the system you will not have 100% braking efficiency.
7. Check your lines and fittings for leaks and correct if necessary.
8. A short test ride of the bike should be done and a recheck of the installation completed.

BREAK IN / BED IN TIMES-

Brake pads need up to 250 miles of regular stop and go use where the brakes are used frequently (not highway cruising) to allow pads to mate with the sprocket rotor. During this time brake performance **WILL BE LESS EFFECTIVE**. Ride motorcycle carefully in low traffic areas at lower speeds during bed in period until full contact area is achieved between pads and rotor. If you are replacing calipers and/or pads for another person be sure to warn the rider of this potential hazard. A quick and effective way to bed in the pads is to make several acceleration/deceleration passes allowing the brake to cool between each successive brake application, however be careful not to overheat the pads.

All HAWG HALTERS calipers are guaranteed to be free from defects in material and workmanship for a period of one year from the date of purchase.

If you have any questions call:
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