

UNIV-RHYD

REFER TO ASSEMBLY GUIDE INCLUDED WITH MOUNTING BRACKETS FOR VEHICLE SPECIFIC INFORMATION.

1. ASSEMBLE LEVER ADAPTER AND PUSH IN BUSHINGS AS SHOWN IN DIAGRAM A.
2. INSTALL THE PULL CABLE AND NYLON TIPPED SET SCREW IN TO THE HANDBRAKE CAGE USING A NUT ON EITHER SIDE. SEE DIAGRAM B.
3. MOUNT THE HANDBRAKE CAGE TO THE TRANSMISSION TUNNEL BRACKET. (SEE VEHICLE SPECIFIC INSTRUCTIONS WHERE APPLICABLE)
4. WITH REFERENCE TO DIAGRAMS C AND B, INSTALL AND TIGHTEN THE M3 SCREW TO RETAIN THE CAST CABLE END.

CRITICAL!!

TAKE CARE AND ENSURE THAT THE CABLE DOES NOT BECOME KINKED DURING THIS PROCESS.

5. BOLT THE HANDLE IN THE TO THE HANDBRAKE CAGE AND TIGHTEN.

CRITICAL!!

DO NOT OVERTIGHTEN. HANDLE SHOULD BE FIRM, BUT STILL FREELY MOVE WITH MINIMAL RESISTANCE.

6. ONCE ASSEMBLED, REFER TO VEHICLE SPECIFIC DOCUMENTATION FOR GUIDANCE ON TRIMMING ANY PIECES TO ENSURE THE FITMENT OF THE HANDLE.

7. IN THE FINAL MOUNTING POSITION, ADJUSTMENTS CAN THEN BE MADE TO THE RESTING HANDLE POSITION USING THE NYLON TIP SET SCREW AND LOCKING NUT.

CRITICAL!!

RESTING HANDLE POSITION MUST BE SET BEFORE CONTINUING.

14	HANDBRAKE CABLE PULL CAGE	1
13	M8 x 60 SCREW	1
12	M6 LOCKING NUT	1
11	M6 NYLON TIP SET SCREW (1 SPARE)	2
10	M8 NUT	2
9	HANDBRAKE CABLE	1
8	M3 NUT	1
7	M3 x 16 SCREW	1
6	M8 LOCKNUT	2
5	M8 WASHER	4
4	M8 x 30 SCREW	1
3	LEVER BUSHING	2
2	CABLE PULL ADAPTER	1
1	ALUMINIUM HANDBRAKE LEVER	1
ITEM:	DESCRIPTION:	QTY:
PARTS LIST:		

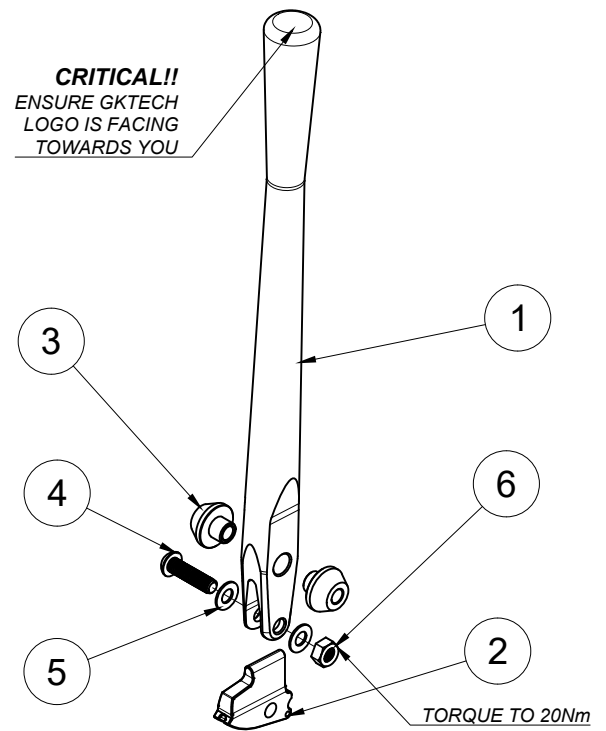


DIAGRAM A

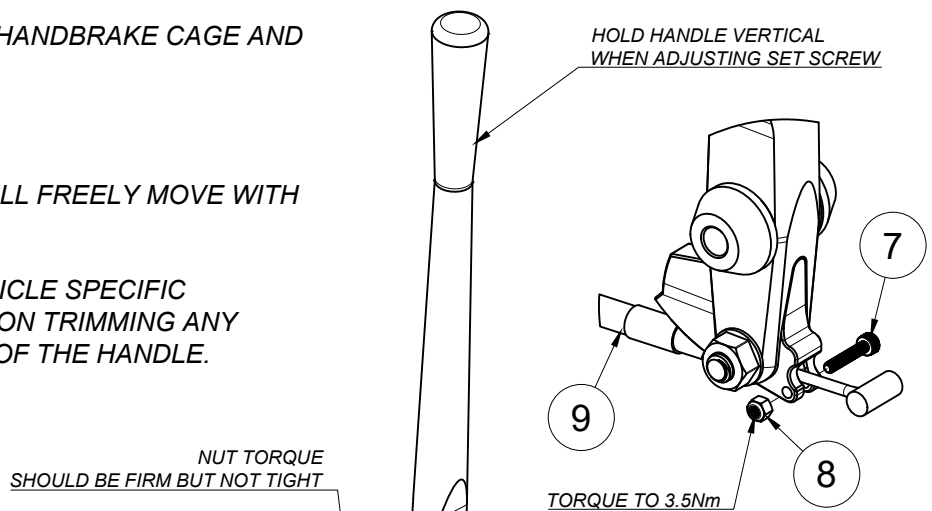


DIAGRAM C

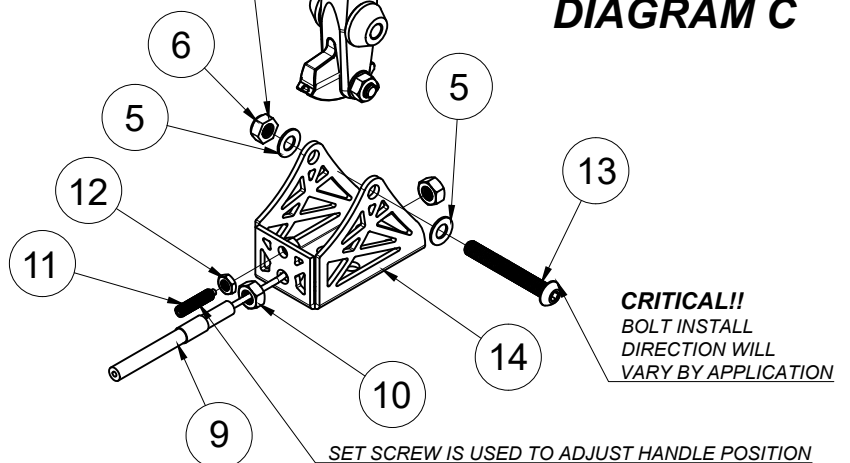


DIAGRAM B

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8. ASSEMBLE THE MASTER CYLINDER AND PIVOT ASSEMBLY ON TO THE MASTER CYLINDER BRACKET. SEE DIAGRAM D.
9. AS REQUIRED, ROUTE THE CABLE AROUND OR THROUGH ANY TRIMS. MINIMISE SHARP BENDS AS THIS GENERATE FRICTION AND RESULT IN POOR PERFORMANCE.
10. ASSEMBLE BOTH ROD ENDS TO THE PIVOT ASSEMBLY. SEE DIAGRAM E.
11. REFER TO VEHICLE SPECIFIC DOCUMENTATION AND MOUNT THE MASTER CYLINDER BRACKET IN ITS FINAL POSITION.
12. PASS THE CABLE END THROUGH THE MASTER CYLINDER BRACKET AND TIGHTEN IN PLACE WITH A NUT ON EITHER SIDE.

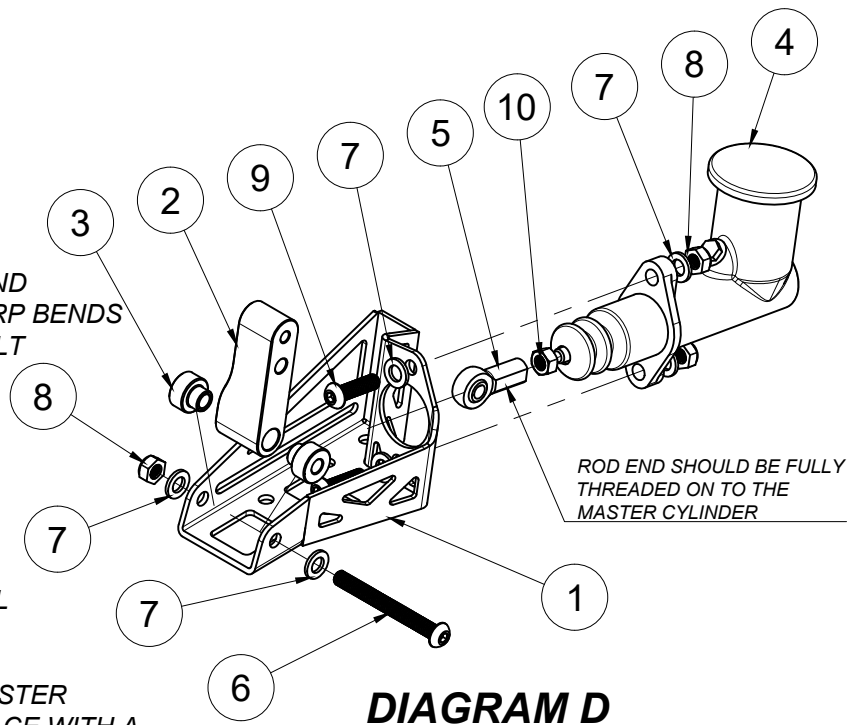


DIAGRAM D

CRITICAL!! ENSURE THAT THE CABLE SLEEVE IS NOT KINKED OR UNDER TENSION.

13. ENSURE HANDLE IS IN UPRIGHT POSITION AND PULL INNER CABLE TIGHT TOWARDS THE M6 ROD END. MARK WHERE THE CABLE MEETS THE BASE OF THE ROD END AND CUT CABLE TO THIS LENGTH. SEE DIAGRAM F.
14. ASSEMBLE THE CABLE END: (SEE DIAGRAM G)
 - 14.1 REMOVE THE ROD END FROM THE PIVOT AND THREAD FULLY IN TO THE ADAPTER.
 - 14.2 PLACE THE COLLAR AND CLAMPING INSERT OVER THE WIRE.
 - 14.3 WITH THE WIRE UP AGAINST THE ROD END, TIGHTEN THE COLLAR AND NUT ON TO THE ADAPTER AS TIGHT AS POSSIBLE.
 - 14.4 TIGHTEN LOCKING NUTS.

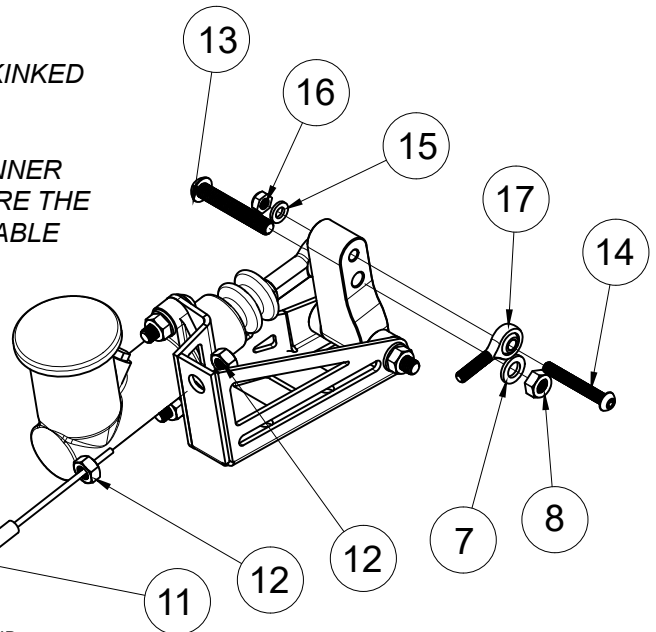


DIAGRAM E

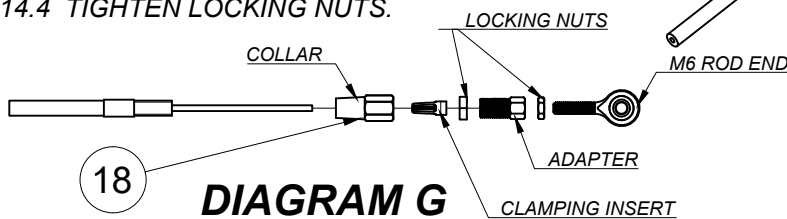


DIAGRAM G

CUT CABLE LENGTH TO MATCH THE BASE OF ROD END

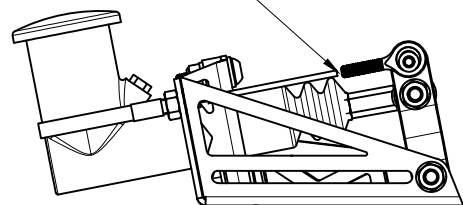


DIAGRAM F

18	SWAGELESS TERMINAL	1
17	M6 ROD END	1
16	M6 LOCKNUT	1
15	M6 WASHER	1
14	M6 x 45 SCREW	1
13	M8 x 50 SCREW	1
12	M8 NUT	2
11	HANDBRAKE CABLE	1
10	5/16 JAM NUT	1
9	M8 x 30 SCREW	2
8	M8 LOCKNUT	3
7	M8 WASHER	6
6	M8 x 75 SCREW	1
5	5/16 FEMALE ROD END	1
4	MASTER CYLINDER	1
3	PIVOT ARM BUSHING	2
2	PIVOT ARM	1
1	MASTER CYLINDER BRACKET	1
ITEM:	DESCRIPTION:	QTY:
PARTS LIST:		

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15. REMOVE ANY TWISTING IN THE CABLE WHICH MAY CAUSE IT TO BIND AND BOLT THE ROD END TO THE PIVOT. SEE DIAGRAM H.
16. ATTACH ALL BRAKE LINES AND BLEED THE BRAKES.
17. ONCE INSTALLED, YOUR SETUP WILL LIKELY NEED SOME FINE TUNING AND ADJUSTMENT FOR BEST PERFORMANCE. HERE ARE SOME COMMON PROBLEMS AND HOW TO REMEDY THEM.

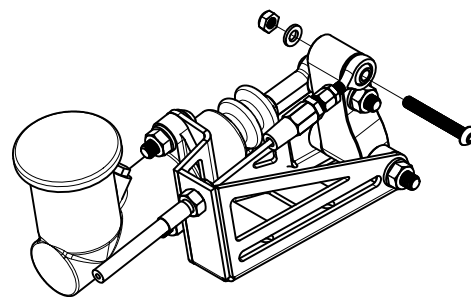


DIAGRAM H

HANDLE IS LEANING TOO FAR TOWARDS ME / TOO FAR AWAY

- ENSURE THE M6 ROD END IS DISCONNECTED BEFORE ADJUSTING HANDLE POSITION.
- THE RESTING HANDBRAKE POSITION CAN NOW BE ADJUSTED USING THE NYLON TIP SET SCREW AND LOCKING NUT SHOWN IN DIAGRAM B.
- THE M6 ROD END CAN THEN BE RECONNECTED AND ADJUSTED USING THE FOLLOWING TECHNIQUES.

HANDBRAKE CABLE HAS SLACK WHEN IN RESTING POSITION

- EXTEND THE MASTER CYLINDER SHAFT. BACK OFF THE JAM NUT AND TURN THE THREAD WITH PLIERS TO EXTEND ROD END. (SEE DIAGRAM I)
(MINIMUM THREAD ENGAGEMENT 8MM)
- IF YOU RUN OUT OF MASTER CYLINDER ADJUSTMENT, REMOVE THE M6 ROD END AND WIND IT FURTHER INTO THE ADAPTER.
(MINIMUM THREAD ENGAGEMENT 8MM)
- IF YOU RUN OUT OF ADJUSTMENT AT THE MASTER CYLINDER, AND AT THE M6 ROD END, CHECK THE SWAGELESS TERMINAL END. IT MAY HAVE SLIPPED OR YOU MAY NEED TO FURTHER SHORTEN THE CABLE LENGTH. SEE STEPS 13-15.

BRAKES ARE STICKING ON / LEVER IS NOT FULLY RETURNING

CABLE LENGTH NEEDS TO BE EXTENDED.
THIS CAN BE ACHIEVED BY COMPLETING THE OPPOSITE OF THE ABOVE LISTED STEPS FOR A SLACK CABLE.

CRITICAL!!

- AFTER EACH ADJUSTMENT, CONFIRM THAT THE BRAKES ARE NOT STICKING WITH THE LEVER IN THE RESTING POSITION.
- AS THE CABLE WILL STRETCH SLIGHTLY OVER TIME, YOU MAY NEED TO MAKE ADJUSTMENTS TO MAINTAIN PERFORMANCE.
- HOT BRAKE PADS WILL BE STICKIER THAN COLD ONES. YOUR OPTIMUM SETUP WHEN HOT WILL BE SLIGHTLY DIFFERENT FROM COLD.

PULL BACK BOOT FOR ACCESS
TO MASTER CYLINDER SHAFT AND NUT

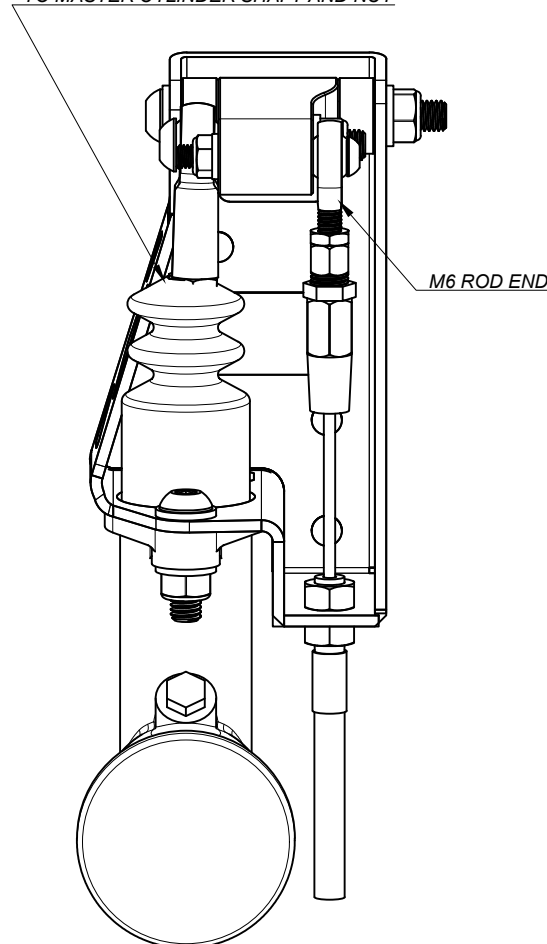


DIAGRAM I