

A2 INSTALLATION DRAWING

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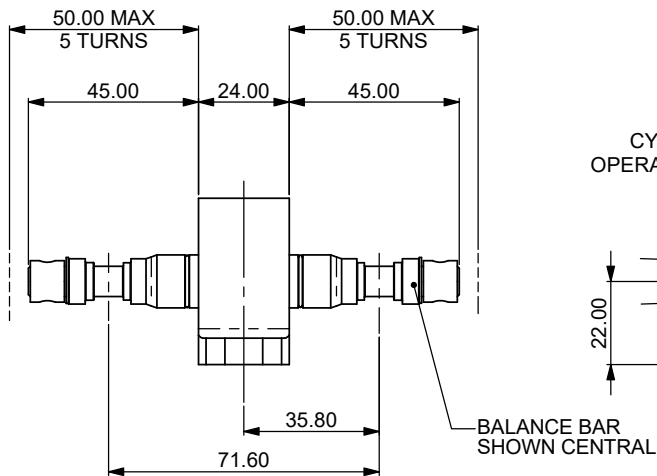
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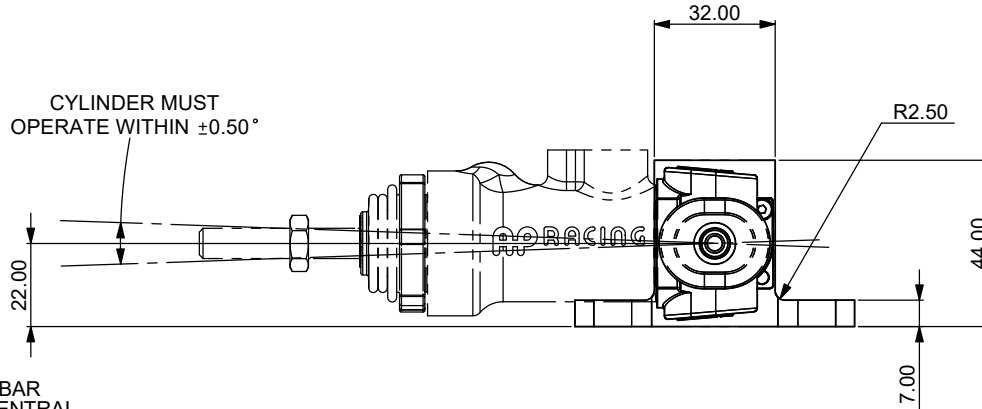
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CYLINDER MUST OPERATE WITHIN $\pm 0.50^\circ$

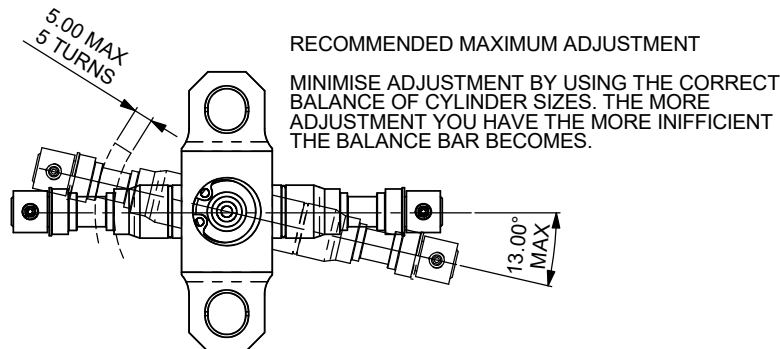
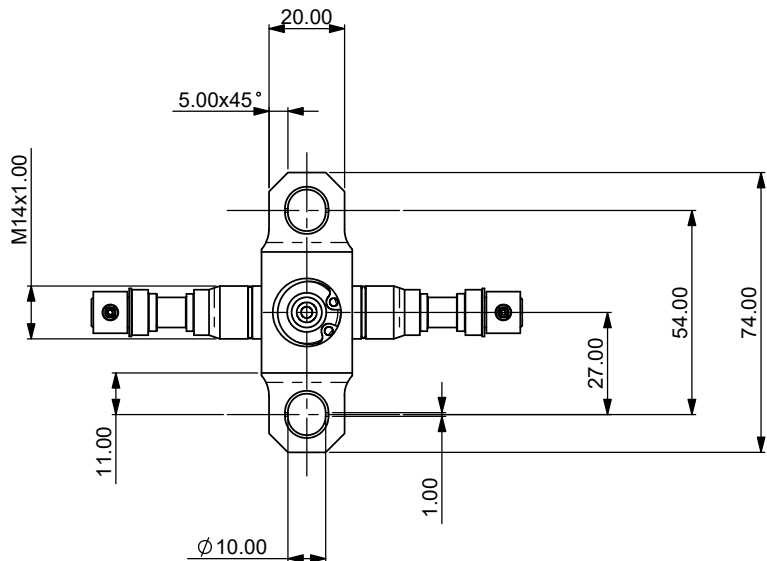


PART NUMBERS

CP5520-4 - BALANCE BAR AS SHOWN.

GENERAL DESCRIPTION:-
THIS SMALL AND COMPACT BALANCE BAR USES NEEDLE ROLLER BEARINGS, TO PROVIDE LOW HYSTERESIS AND HIGH EFFICIENCY. THIS SPECIFIC VERSION IS DESIGNED TO FIT AT THE FIXED END OF AN ARRANGMENT AND DESIGNED TO WORK WITH OUR CP6465, CP7854 MASTER CYLINDERS, AS SHOWN. SEE OUR RECOMMENDED LIMITS ON BALANCE BAR ADJUSTMENT.

IMPORTANT BALANCE BAR LIFE INFORMATION - ABS APPLICATIONS
IT IS RECOMMENDED THAT THE BALANCE BAR, E-CLIPS AND SNAP RINGS ARE REPLACED AFTER 15,000Km OF USE IN HIGH PRESSURE ABS APPLICATIONS, SEE SHEET 2 FOR RELEVANT PART NUMBERS.

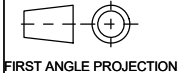


Issue No.	Date & No.	Alterations		Zone	Initials
		Particulars			
1	28/10/04 B4103	FIRST ISSUE			JH
2	30/11/04 B4096	BOOT NUMBERS CORRECTED			CDA
3	11/02/05 B4169	SPARE PARTS CHART REPLACES SEPARATE ITEMS LIST. ASSEMBLY NOTES AND EXPLODED VIEW BALLOON NUMBERS MODIFIED TO SUIT. CORRECTION: 50.0 MAX WAS 49.5			DRA H1
4	09/10/2008	BALANCE BAR AND EXTRAS UPDATED.			CDA
5	B6028 02/11/2012	BALANCE BAR HOUSING UPDATED TO LATEST SPEC.			CDA
6	25/11/2014	CP5520-4C CLEVIS VERSION REMOVED.			CDA
7	03/12/2019	OPERATION ANGLE ADDED.			CDA
8	15/07/22 B8281_01	SHEET 1 IMPORTANT BALANCE BAR LIFE INFORMATION NOTE ADDED		C8	TS

SCALE 1:1	SHEET 1 OF 2
DRAWN	Chris Arrowsmith
APPROVED	
DERIVED FROM	
TITLE HIGH EFFICIENCY BALANCE BAR ASSEMBLY	
DRG NO.	CD5520-4CD

A2 INSTALLATION DRAWING

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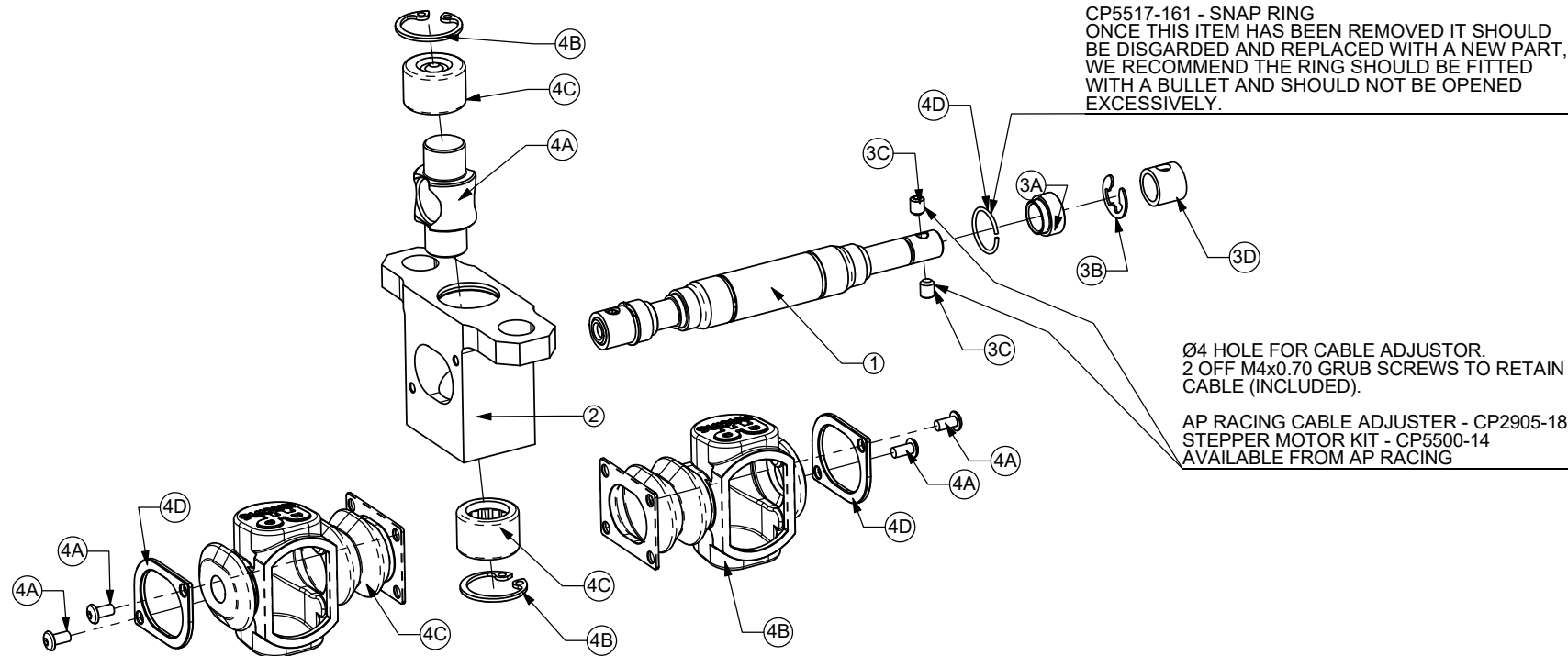


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BALANCE BAR ASSEMBLY INSTALLATION

A. FITTING THE CLEVIS TO THE BALANCE BAR

1. PUSH THE CLEVIS SUB-ASSY (3) ON TO BALANCE BAR (1).
2. PUSH THE WASHER (3A) AGAINST THE CLEVIS SUB-ASSY(3)
3. PUSH CIRCLIP (3B) INTO PLACE ON BALANCE BAR (1) TO HOLD CLEVIS SUB-ASSY (3) IN PLACE.
4. FIT REMAINING SLEEVE (3D) & GRUB SCREWS (3C).

B. SETTING UP THE BALANCE BAR

1. INSTALL M8 NUTS PROVIDED ON MASTER-CYLINDER PUSHRODS.
2. ADJUST THE PUSHRODS SO THAT THE BALANCE BAR IS PERPENDICULAR TO THE PUSHRODS UNDER MAXIMUM LOAD. THE SYSTEM IS THEN SQUARE. IT IS NOT IMPORTANT THAT THE SYSTEM IS SQUARE WHEN RELEASED, BUT IT HAS TO BE UNDER LOAD.

FOR MAXIMUM EFFICIENCY, IT IS RECOMMENDED THAT THE PEDAL IS AT RIGHT ANGLE WITH THE PUSHRODS UNDER MAXIMUM BRAKING LOAD; AND ALSO KEEPING THE BALANCE BAR CENTRAL WITH BETTER SELECTION OF MASTER CYLINDER SIZES HELPS REDUCE INEFFICIENCIES.

ALSO MAKE SURE THAT THE MASTER-CYLINDER PISTONS FULLY RETURN BEFORE USE. THIS CAN BE CHECKED BY FEELING THE PUSHRODS FOR SLIGHT MOVEMENTS THERE SHOULD NOT BE ANY EXCESSIVE LOOSE MOVEMENT.

SPARE PARTS, SUB-ASSEMBLIES OR KITS					
REF	PART No.	DESCRIPTION	REF	DESCRIPTION	KIT QTY / ASS
1	CP5517-157	BALANCE BAR	-	-	1 1
2	CP5520-188	EMPTY HOUSING	-	-	1 1
3	CP5517-30	BALANCE BAR EXTRAS KIT	3A	BALANCE BAR SPACER	2 2
			3B	CIRCLIP	2 2
			3C	M4 GRUB SCREW	4 2
			3D	SLEEVE	2 1
4	CP5508-25	BALANCE BAR TRUNNION KIT	4A	TRUNNION	1 1
			4B	CIRCLIP	2 2
			4C	BEARING	2 2
			4D	SNAP RING	2 2

SCALE 1:1 SHEET 2 OF 2

DRAWN Chris Arrowsmith

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TITLE
HIGH EFFICIENCY BALANCE BAR ASSEMBLY

DRG NO. CD5520-4CD