

**LEFT HAND**KTH -10**REAR BRAKE**

**HUSABERG:** 2011-2014, All 2 Stroke Models, (4 Stroke require longer cable)  
**HUSQVARNA:** 2014-2016, 250-501cc, All 2&4 Stroke Models,  
**KTM:** 2005 - 2015, 200-530cc, 2 & 4 stroke, \*EXC/XC/XCW/SX/ 6Days  
**KTM:** 2016, All 2 stroke & 4 stroke, EXC/XC W/, 6 days(with PDS suspension)  
*Note: All other KTM 2016 4 Stroke Use Kit --- # KTH-220*

**INSTALLATION INSTRUCTIONS****“NO BLEEDING, GRIP REMOVAL “IS” REQUIRED” !!*****“Please read instructions before installing Your OX-Brake (LHRB)”.******These will Provide you with proper information for installation !!!***

**Your OX-Brake, Left Hand Rear Brake (LHRB), with or without an auto-clutch will add a new dimension to your off road riding. After a day or two of riding you will begin to appreciate the advantages and safety of your LHRB.**

**OX-Brake is a stand-alone, “Auxiliary Braking system” that works in conjunction with your rear brake foot lever. OX-Brake is for off road or closed course use only, not for use on public roads or highways. Not intended to replace your primary brake system. Installation of your OX-Brake will have no effect on the original hydraulic braking system installed by the manufacturer.**

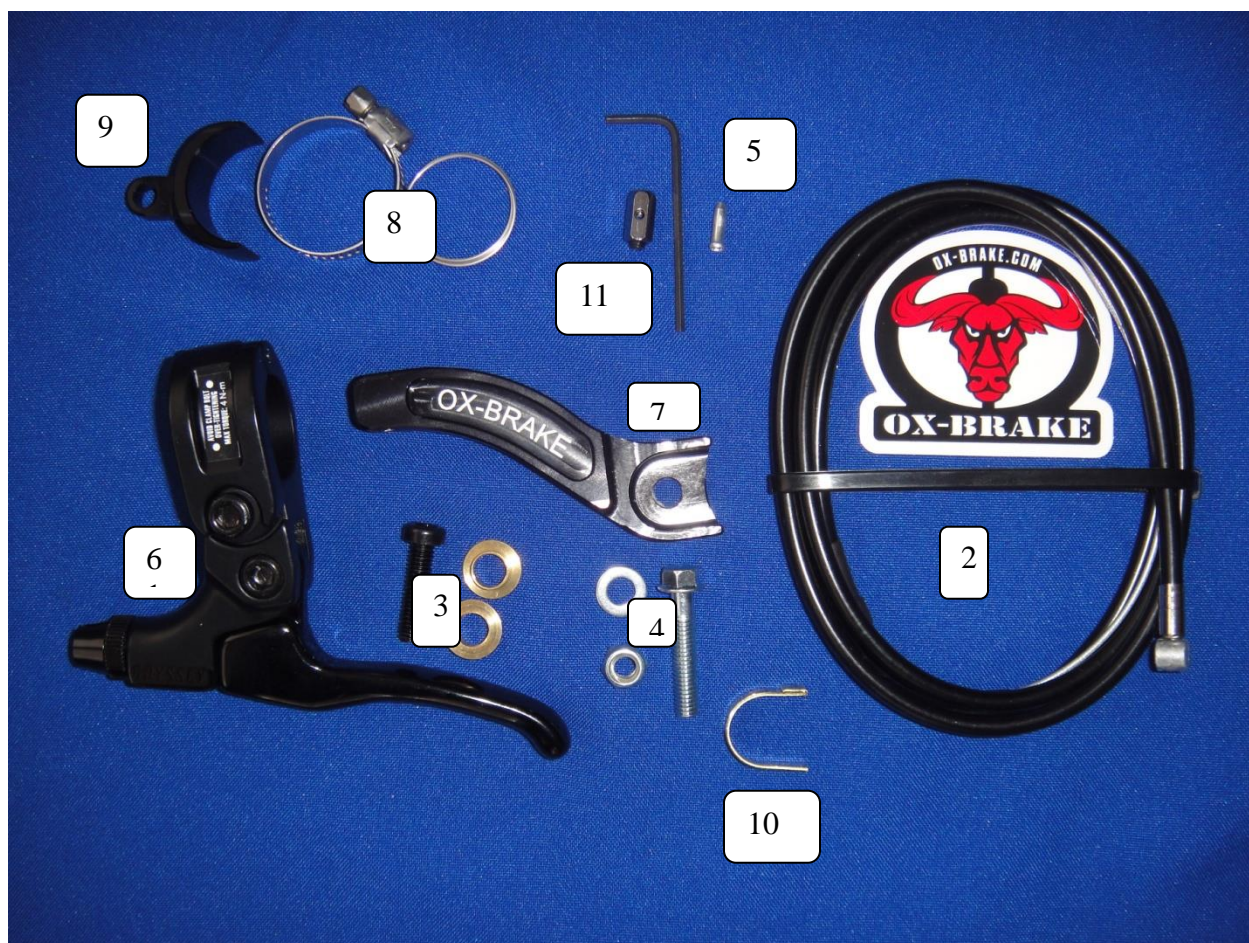
**NOTE: The OX-Brake system will not function as designed when installed on a brake system that has been altered from OEM settings, does not meet manufacturer specification, or one that requires maintenance.**

\*\*\*\*\* \*\* “WARNING” \*\* \*\*\*\*\*

**INSTALL THIS PRODUCT AT YOUR OWN RISK !!!**

**Tools Required:**

- |   |  |
|---|--|
| <ol style="list-style-type: none"> <li>1. 8 mm wrench</li> <li>2. Metric hex wrench set</li> <li>3. 10 mm wrench (2)</li> </ol> | <ol style="list-style-type: none"> <li>4. Torque wrench</li> <li>5. Pliers</li> <li>6. Wire cutters</li> </ol> |
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**Kit Contents (some items may appear different for some models)**

1. 4 ea. Cable Ties (not shown)
2. 1 ea. Cable
3. 1 Set spare bushings and screw for rear brake lever, (not supplied with some kits)
4. Attaching hardware for brake pedal cable adapter, 6 x 30mm bolt, washer, nut.
5. 1 ea. Inner cable, end cap.
6. 1 ea. Left hand rear brake lever.
7. 1 ea, Brake pedal Cable Adapter (shape may be vary with make & model)
8. 1 ea. Hose clamp with safety wire.
9. 1 ea. Master cylinder Cable Perch
10. 1 ea. Brass shim shown;(only supplied with selected kits)
11. Installation instructions
12. Cable Clamp and hex wrench with hex set screw in clamp



## Installation Steps

**NOTE: Confirm your rear brake pedal is adjusted allowing "1/4 inch maximum travel"! Remove seat, gas tank, and right frame protector near the foot peg.**

1. Position left hand rear brake lever on the left handlebar as shown (see figure 1).  
Note: The lever bracket is a 1 piece unit and does require removal of the left handle grip. Move switches & controls to allow 1/2 space at Grip Flange.



Figure 1

2. Route the cable from the left hand rear brake lever along the left side of the frame, crossing to the right side of the bike in front of the upper shock mount, turn down along the top of the rear shock to the area of the rear brake cylinder. (see figures 2 and 6).

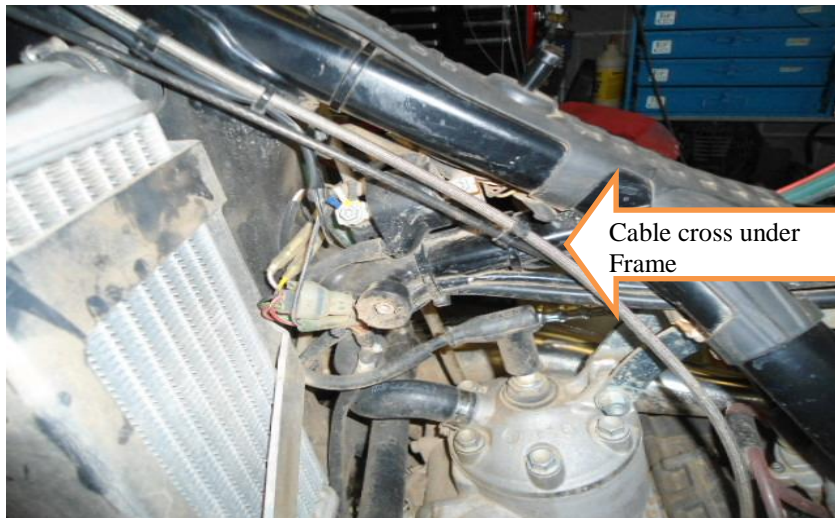


Figure 2

3. Insert the top end of the cable into the cable adjuster (see figure 1) and screw the adjuster all the way in and then back out one turn. Final adjustment will be performed later.

4. Position the Cable Perch on the rear brake cylinder (see figure 3).
5. Install the hose clamp over the top of the top of the rear brake cylinder and around the lower cable Perch (see figure 4). Tighten the hose clamp only tight enough to hold the cable Perch in place but loose enough to allow slight rotation of the Perch to facilitate final Cable placement. Installation of the safety wire see Figure 7.



Figure 3

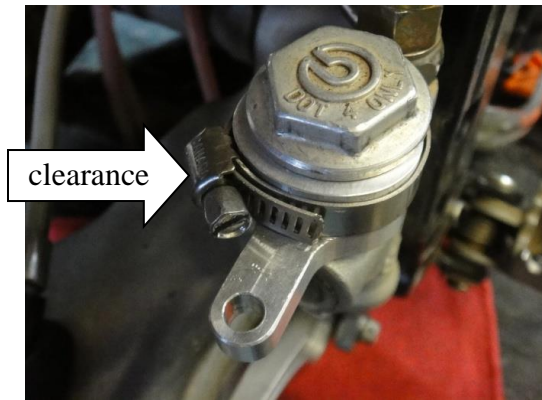


Figure 4

6. Remove the bolt that attaches the rear brake pedal to the rear brake push rod, replacing it with the supplied 6 x 30/35mm bolt (see figure 5). Screw the bolt in until 3/16th" of threads are showing on the back side.
7. Place the cable adapter over the back side of brake lever tab (see figure 5) (some models may require minor filing) and secure with the supplied washer and nylock nut.
8. Torque the 6mm bolt to manufacturer specifications followed by torquing the nylock nut on the back side of the Cable Adapter to 72 inch pounds.

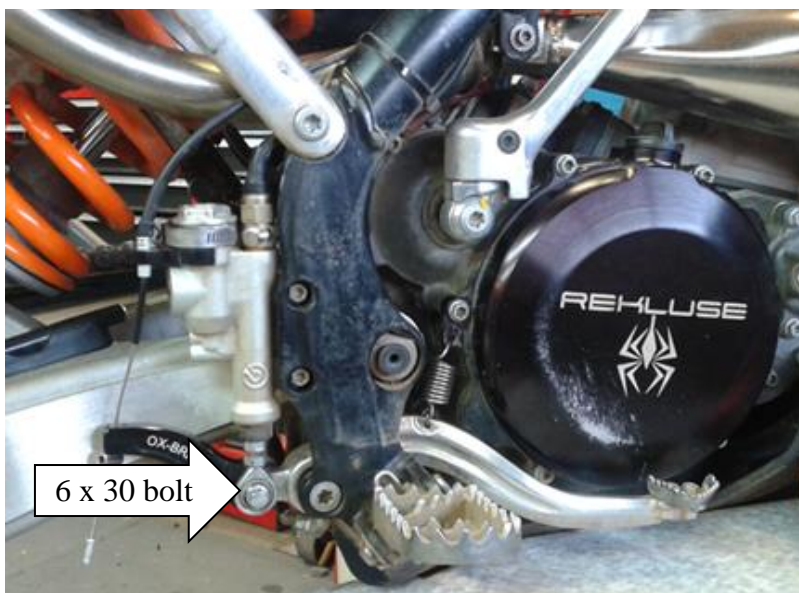


Figure 5

Attaching Cable Adapter to Rear Brake Foot Lever

**Lower End Cable Routing @ Cable Perch Figure 6**

**Dry fit the lower end of the cable, routing it between the frame protector now pass through the master cylinder Cable perch (see figure 6). Rotate the lower cable fitting and hose clamp for optimal cable clearance and alignment, ensuring the hose clamp is rotated so as to maintain swing arm clearance at full travel of rear wheel (see figure 4).**



**Figure 7**

- 10. Secure long term placement of hose clamp using safety wire (see figures 8 and 9).**
- 11. Install supplied safety wire inside hose clamp (see figure 7).**  
**Place Wire Inside Clamp, Torque hose clamp, to 34 inch lb., Bend Along Screw Slot,.  
Twist tight and trim excess wire. (Photo 9)**





Figure 8



Figure 9

11. Install the cable into the master cylinder perch, inserting the inner cable through the small hole on the end of the brake pedal cable adapter.
12. Secure cable with cable ties along the frame, ensuring the cable has a minimum of ¼” clearance from the exhaust pipe.
13. Pull down on the inner cable with a pair of pliers to ensure the cable is seated and secure the cable clamp using a Allen Wrench on the screw in the cable clamp.. **DO NOT CUT THE INNER WIRE OF THE CABLE!!!**, install the cable end cap. ( It looks like a tiny silver bullet) securing it by clamping with a pair of pliers. (Figure 5)
14. Reinstall the frame protector, trimming slightly if necessary (see figure 6).
15. Reinstall gas tank and seat.
16. Fine tune OX-Brake LHRB adjustment, using the cable adjuster on the hand brake lever (refer to step 4) and also *confirming the foot lever has maximum of 5/8” travel!!!*
17. Additional installation information may be in your package. Please read as it will provide you with information to properly complete the installation.

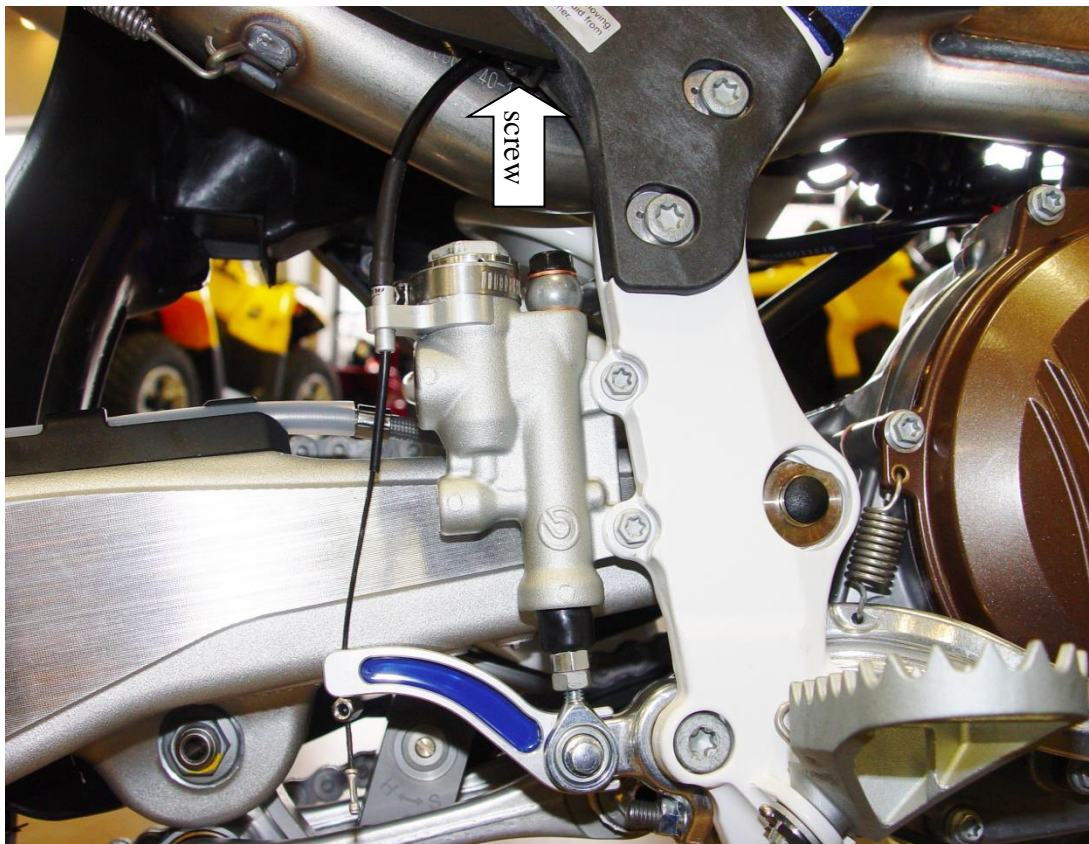
### **Disclaimers and Warnings**

- ***You are installing a Auxiliary-braking system, not ment to replace the original manufacturer primary brake control.***
- ***The cable must be secured with a minimum of ¼” clearance from the exhaust pipe.***
- ***Install the OX-Brake LHRB at your own risk or have it installed by a certified motorcycle mechanic.***

## INSTALLATION WITH COMPOSITE SUBFRAME

### HUSABERG & HUSQVARNA

Composite Subframe installation is the same as non composite with only a minor consideration of the Cable routing. Route the Cable down the left side of the frame with the Cable being on the engine side of the frame tubes. Route the lower end of the cable housing below the lowest point of the Composite subframe structure where it attaches to the Motorcycle frame,(where the 2 screws attach the composite to the frame). Insert the Cable into the “Perch” you attached to the rear brake cylinder with the hose clamp. Secure the cable with no less than 3/16 inch clearance from any exhaust pipes.



If you are having problems keeping the cable away from the exhaust consider the following. Locate the small screw attaching the Plastic exhaust guard is located directly above the rear brake cylinder Banjo Bolt. Loosen the screw and loop a length of the safety wire around the cable and screw to retain the cable away from the exhaust. Once the wire is in place secure the screw.

## **Trouble shooting poor brake performance.**

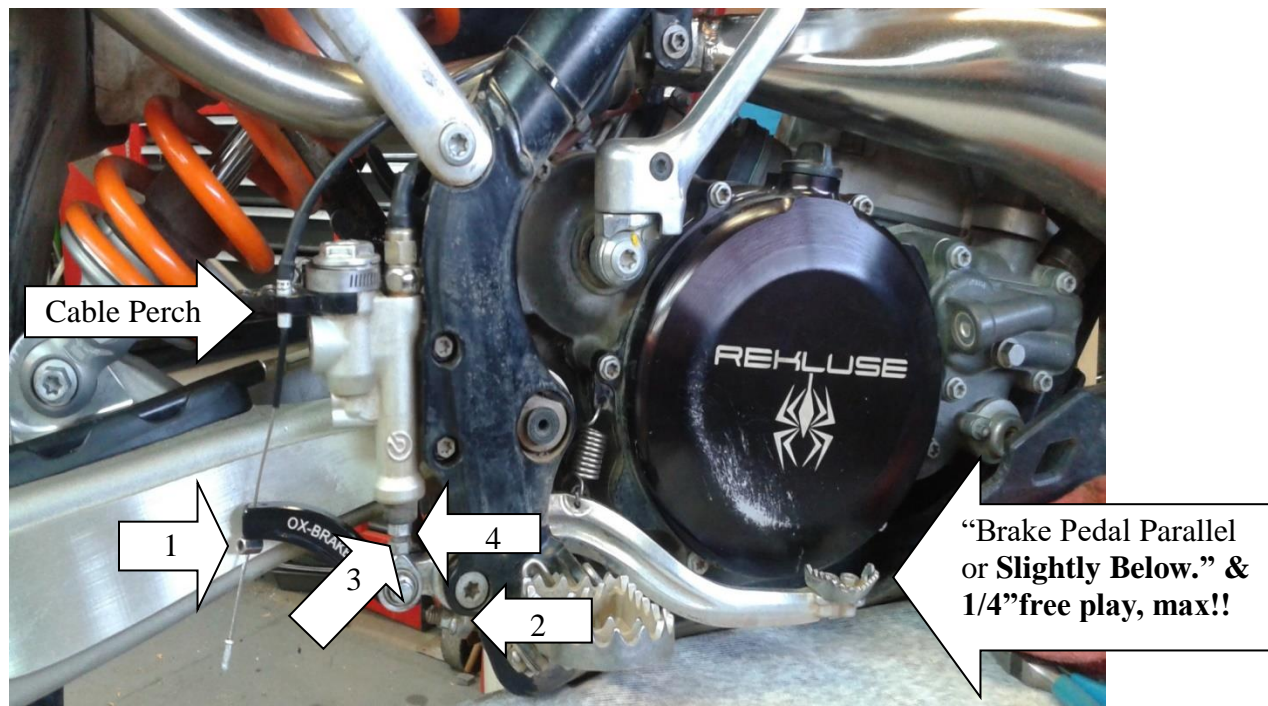
### **Step # 1 Use this sequence when adjusting**

1. Loosen cable clamp to allow clamp to slide on cable.
2. Brake pedal- adjust to parallel or slightly below foot peg level. This will drop cable adapter down at the rear. Be sure to secure lock nut when completed.
3. Loosen Pushrod lock nut.
4. Adjust pushrod to have 1/16" of free play before the pushrod contacts brake cylinder piston. To feel free play push the brake pedal up and down to determine amount of free play. This is a very important part of correct adjustment. When adjustment is completed, secure the lock nut.

***“IMPORTANT: Confirm you have an angle on the brake cable from the cable perch to the cable adapter as shown in photo. This is the proper angle for a working brake.***

### **Step # 2**

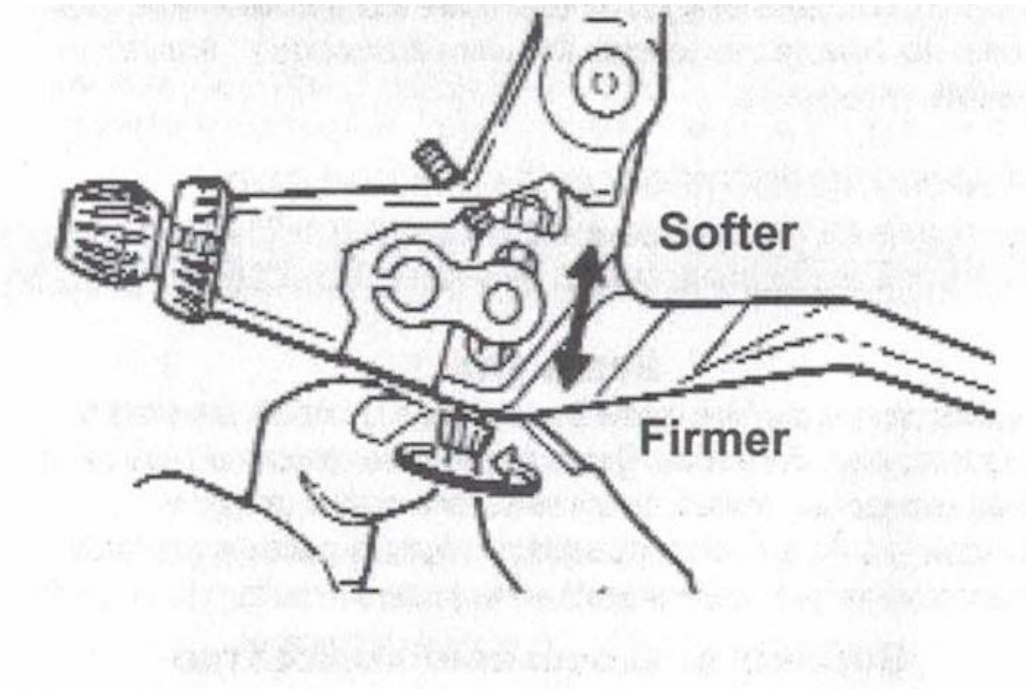
1. Screw Hand Brake lever adjuster *in 3/4 way*.
2. Pull down on cable with pliers in the area below the cable clamp. This is to seat any slack in the cable.
3. Slide cable clamp (#3) up to the bottom of the cable adapter and tighten very tight, (you won't strip it.)
5. Final adjustment will be accomplished at the hand brake lever.
6. Refer to the Husqvarna/KTM Operator's Manual for more information.





## **NEW POWER SELECT HAND LEVER**

**INCLUDED IN THIS KIT**



### **POWER SELECT LEVER**

- 1. Set the Adjuster to the softer of the range.**
- 2. Following installation adjust the knob the exact feel you desire.**
- 3. The most power is found in the softer position.**

**Questions, Contact Technical Support**