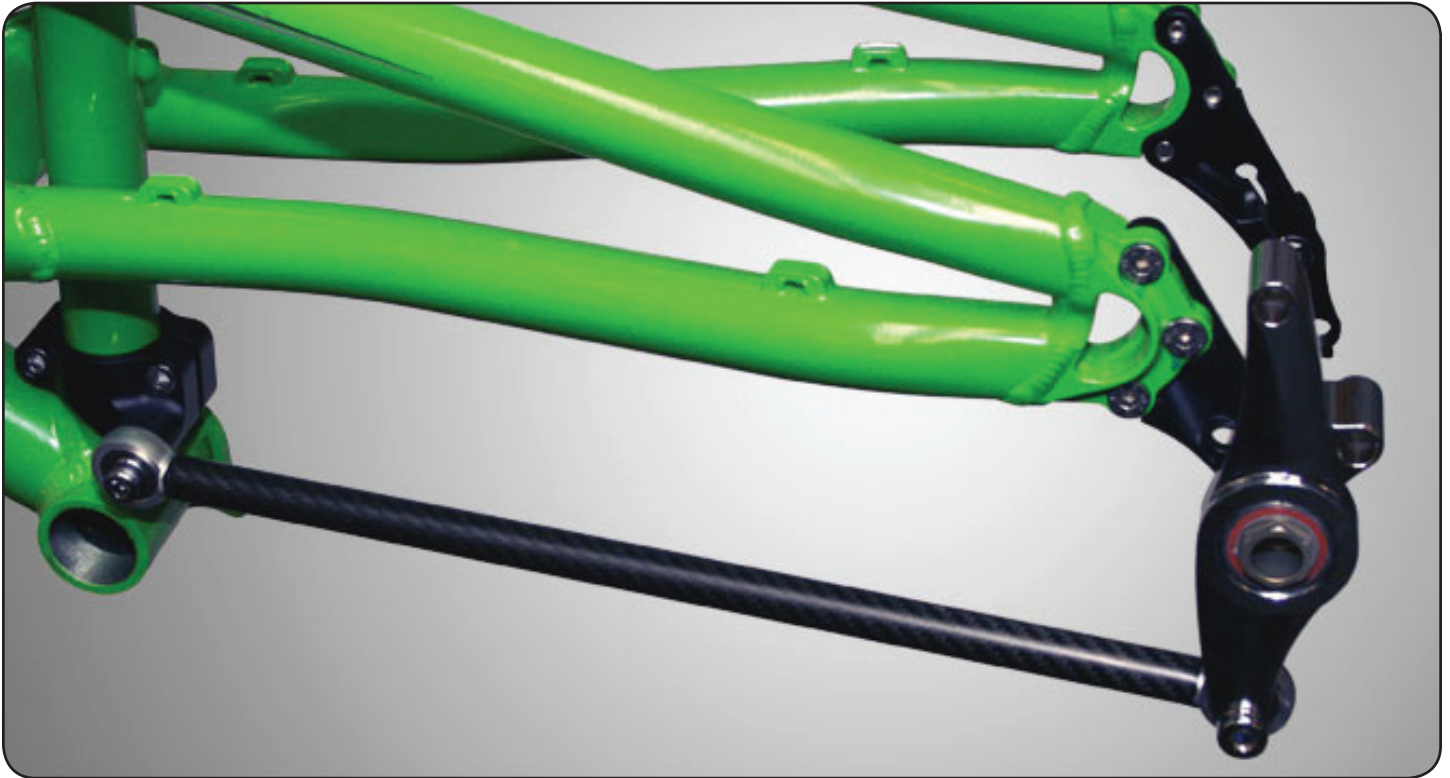


This floating brake kit is designed to optimize the braking and suspension performance of your Santa Cruz Bullit. It is ideally suited to steep terrain and high performance riding. However, the most desirable mounting position of the torque arm - where brake behavior is most neutral - is also where a front derailleur would want to live. As such, we recommend running a suitable single chainring and guide, and no front derailleur, with this kit.

## Bullit Floating Brake Kit Installation Instructions



- (A) Use a 5mm allen wrench to remove all 6 bolts holding the dropouts on. Leave the drive side dropout on if you already have the through-axle setup.  
(B) Clean the old Loctite off the M8 bolts you just removed.

### Step 2: Install Through Axle Floating Brake Dropouts

- A) Apply Loctite 242 (blue) to the threads of the M8 dropout bolts. ( Fig.1 )
- Get all three bolts started before tightening any of them fully. Work your way around, slowly tightening them down until the dropout is seated fully. Torque bolts to 110 in/lbs.
  - Using a 19mm socket, check the torque on the aluminum Floating Link Retaining Bolt (45 in/lbs).



Fig. 1

### Step 3: Install Floating Brake Rod

- A) Apply Loctite 242 to all four M8 bolts, and install the seat tube clamp as shown.
- B) Slowly increase torque on all three bolts while ensuring the clamp is straight. ( Fig. 2 )
- C) Final torque on these bolts is 160 in/lbs.
- D) Use the last M8 bolt and attach the other end of the float rod to the floating link. The bolt head and float rod attach to the inside of the float link. Torque to 130 in/lbs. ( Fig. 3 )

### Step 4: Install wheel

- A) Grease the wheel through-axle, and install the wheel with the axle. Torque to 40 in/lbs.
- B) Apply Loctite 242 to the two M6 bolts, and install into the dropouts with washers. Torque to 95 in/lbs.

### Step 5: Make sure there is no lateral play in the floating link.

If there is:

- A) Loosen both M6 axle clamp bolts, and snug up the Floating Link Retaining Bolt a little.
- B) Torque the wheel through-axle to 40 in/lbs.
- C) Re-torque the axle clamp bolts, and check again for lateral play.

### Step 6: Install brake

- A) The floating brake link uses an ISO disc mount, so just use the same brake adaptor you were using previously.
- B) Remove shock spring or deflate its air pressure so you can run the suspension through the travel. Especially when using 203mm rotors, the brake line can interfere with the rotor if not setup properly. Adjust the banjo fittings on your brake, and try different amounts of slack in the line until you find a setup that works. With some brake types, it may be useful to zip tie the line to a different place on the swingarm. Make sure you get it right, because it sucks when your rotor cuts a hole in the brake line...

### Setup Options

Sliding the clamp up and down on the seat tube will change the effect the brake has on the suspension. Putting it lower will provide less anti-squat than moving it higher on the tube. The optimal location depends on personal preference and riding style, so bring some allen wrenches and try out different spots on your favorite downhill. We highly recommend using a torque wrench, as overtightening the seat tube clamp bolts can crush the seat tube. If it is too loose, the clamp may rotate.



Fig. 2



Fig. 3