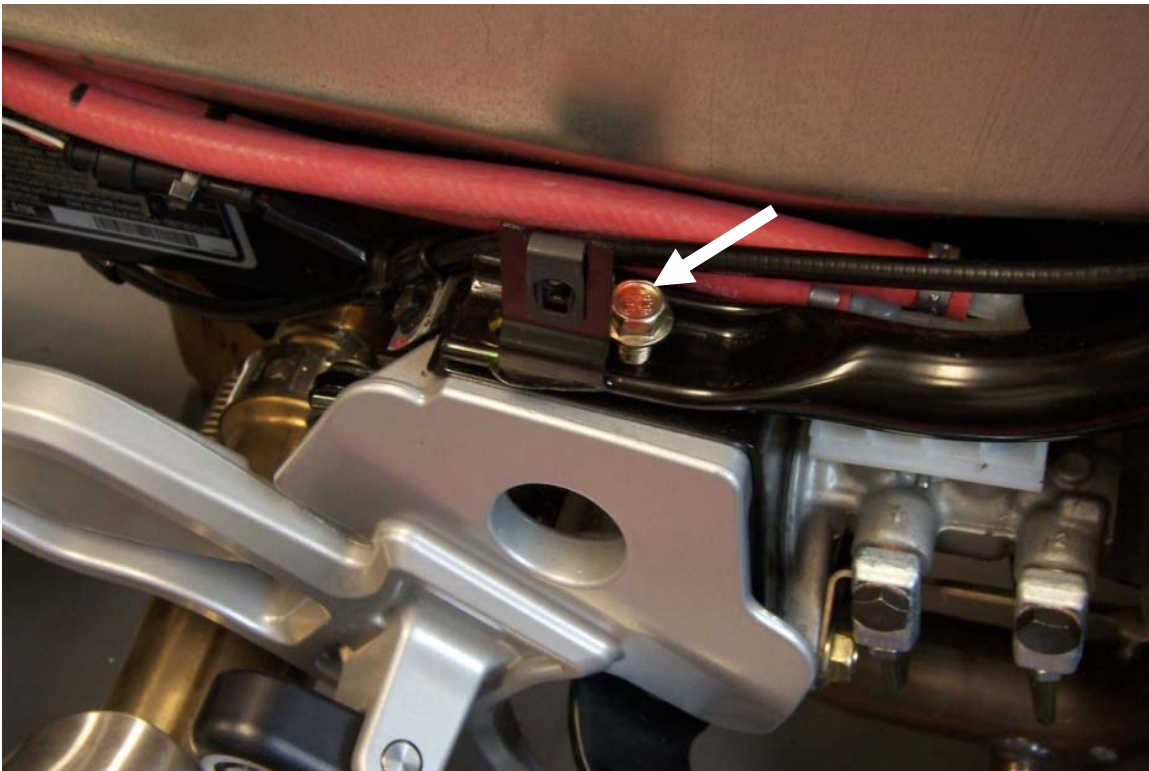


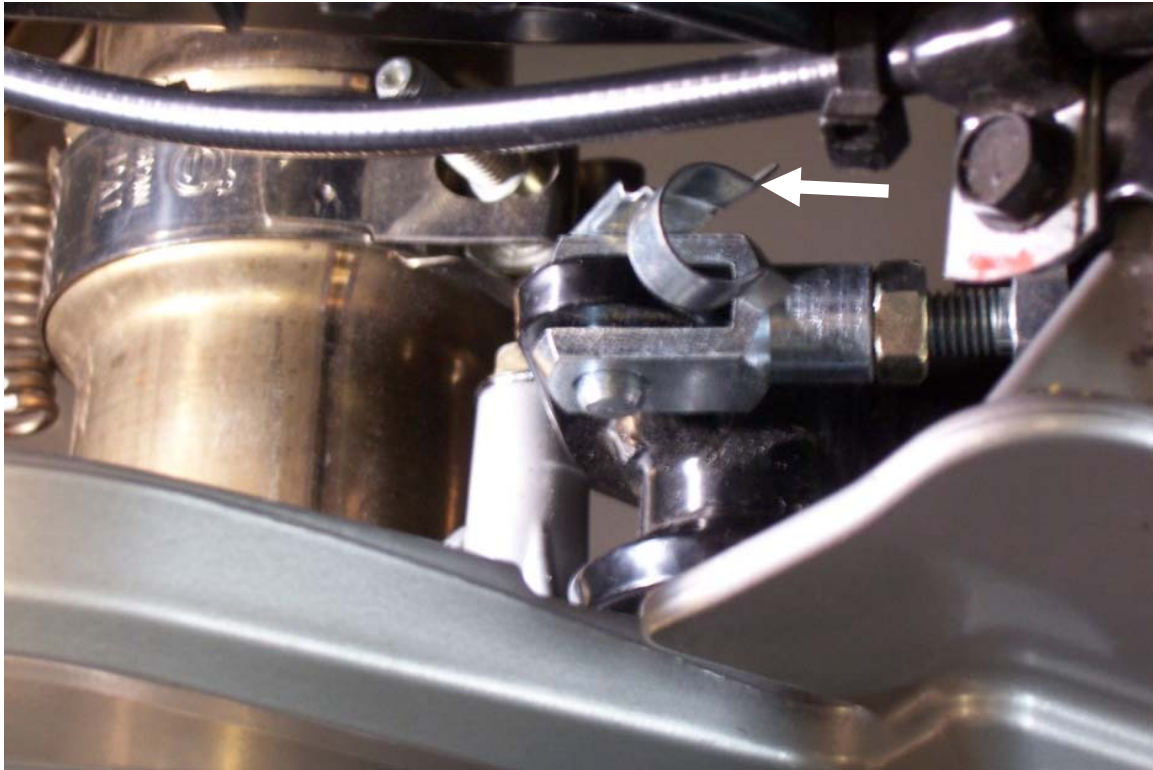
INSTALLATION INSTRUCTIONS FOR ISCI SPYDER HANDBRAKE

Great care has gone into providing complete and thorough installation instructions. Use the torque values listed on the Assembly Drawing when tightening all fasteners. Use the supplied Loctite on all fasteners that do not have any mechanical locking device. See terms and conditions located at the end of this document.

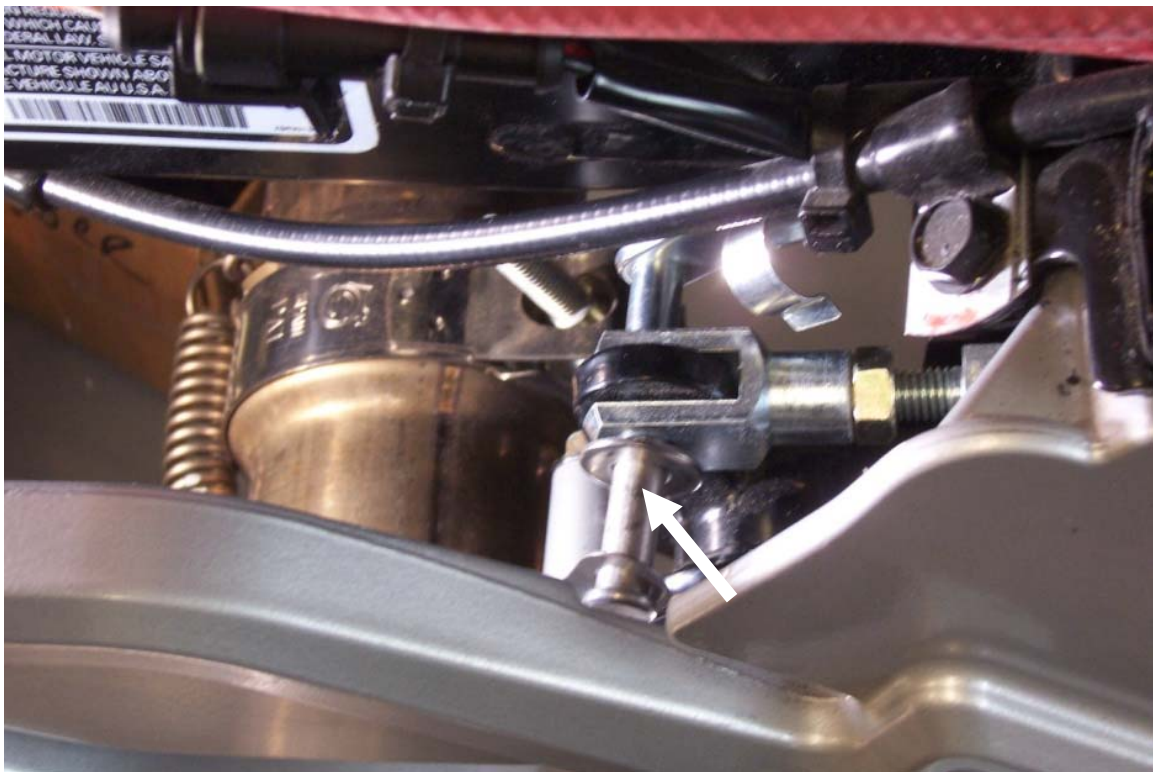
1. Ensure that all parts and the proper quantities of parts that are listed in the Parts List on the Assembly Drawing are in the package. Some of these items are pre-assembled.
2. Refer to Spyder Shop Manual and remove all side body panels, Middle, Upper and Lower from the right side and the Central Panel.
3. Remove two Lateral Support Screws from the top of the Driver's Footrest Support. One screw has been removed in the picture below.



4. Remove the Cotter Pin and unhook the Hook Lock from the Clevis on the Master Cylinder Rod. DO NOT REMOVE THE PIN FROM THE CLEVIS AT THIS TIME!! **NOTE: The following picture does not show the Cotter Pin that must be removed.**



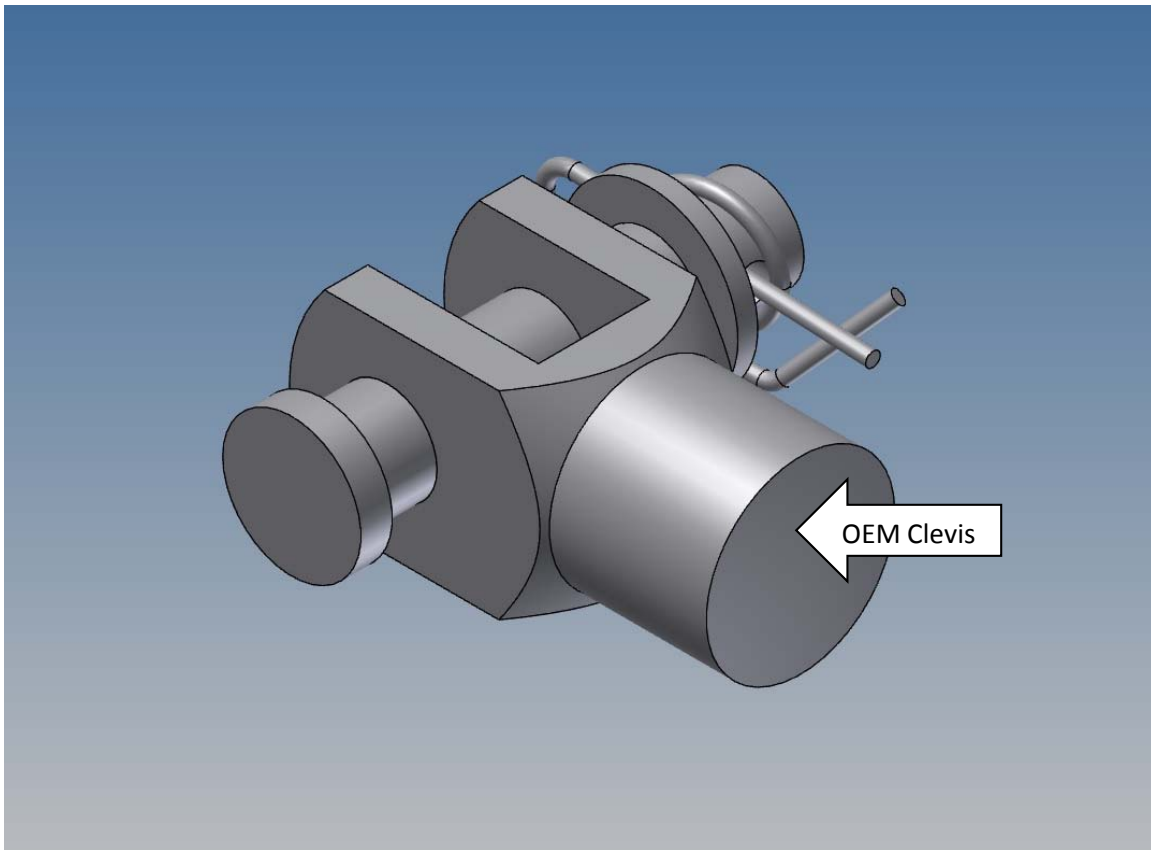
5. Use the supplied Clevis Pin (Item #19) to start pushing the OEM Clevis Pin out.



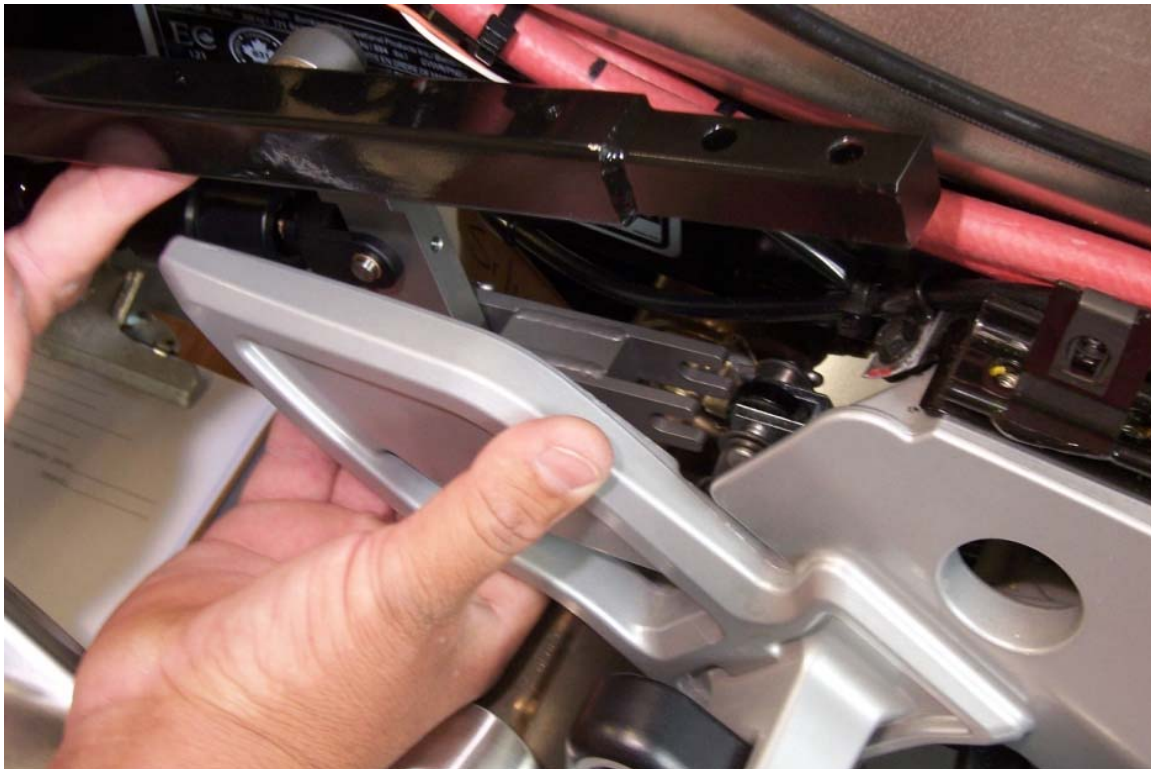
6. The use of a small screwdriver to help push the pin into place maybe necessary.



7. Install Washer then insert Rue Ring Cotter into Clevis Pin. Move the washer against the Rue Ring Cotter and center the Clevis Pin so that there is equal spacing between the head of the Clevis Pin and Washers and the OEM Clevis.

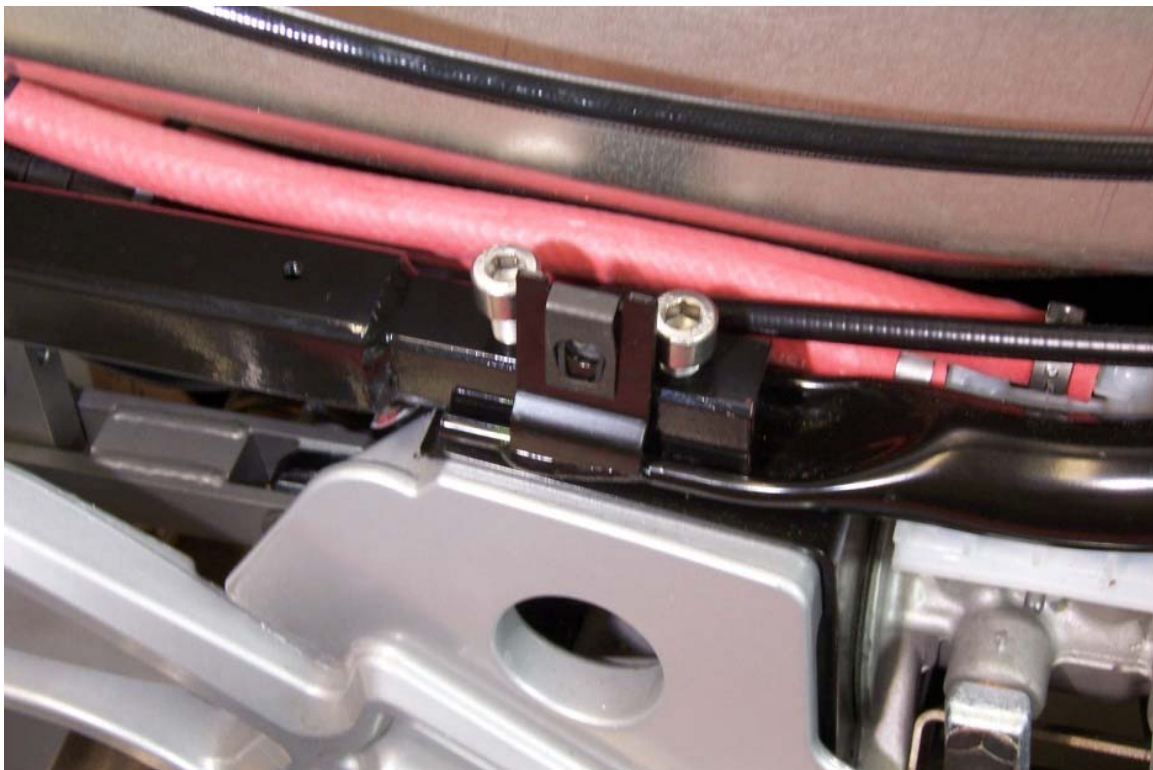


8. Bring bracket and slave assembly underneath the Spyder so that the holes in the bracket line up with the holes in the top of the Driver's Footrest Support and the new clevis straddles the OEM clevis as shown below.





9. Install two M8x40mm Hex Head Bolts through the bracket and into the top of the Driver's Footrest Support where the 2 socket head screws are shown in the picture.

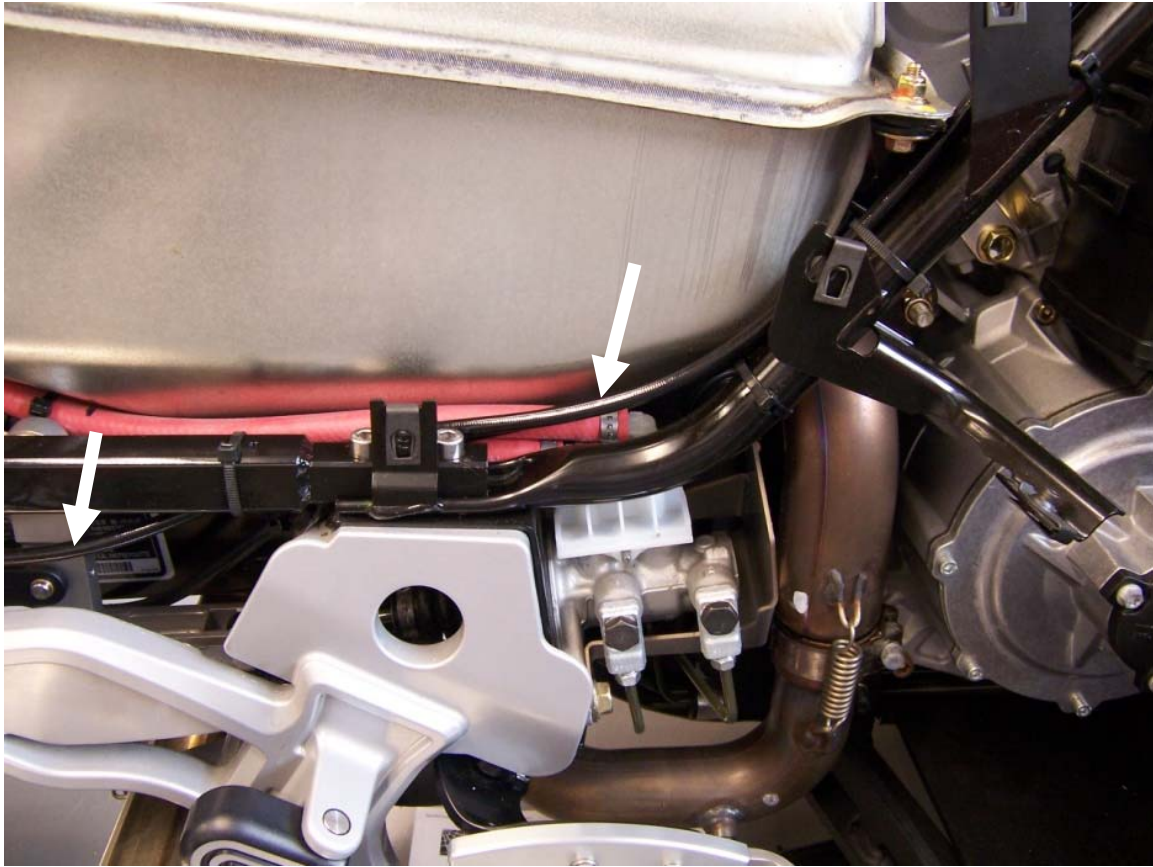


10. Install Master Cylinder to handle bars as shown.



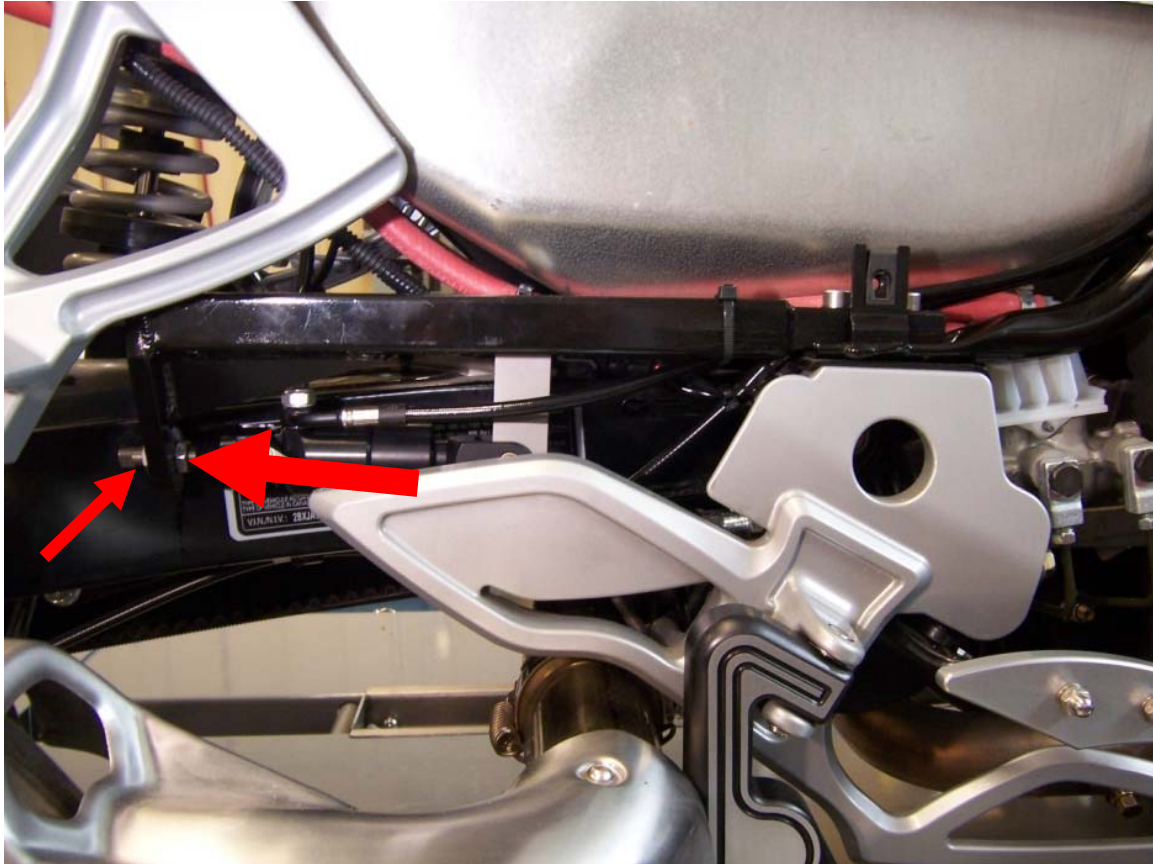
11. Route Braided Brake Line from Master Cylinder to Slave Cylinder as shown in the following pictures. An alternate route can also be used by routing from the master cylinder to the left side of the Spyder and along the side of the air box then routing through the area between the air box and the fuel tank to the right side.





12. Brake line should go behind the newly installed bracket and then under the same bracket in front of the stainless swing arm as shown in the above picture.
13. Attach brake line to the slave cylinder using one of the supplied black banjo bolts and two crush washers. The other black banjo bolt and two crush washers are used on the master cylinder. Fill master cylinder with DOT 4 brake fluid and bleed till there is no air coming out of the bleeder valve. Connecting a clear tube to the bleeder will help from making a mess and you can easily see when there is no more air coming from the slave cylinder. **See pages 11 and 12 of these instructions for more information about the bleeder valve.**
14. Use ty-wraps to secure brake line along the Lateral Support Tube and on the Slave Cylinder Mounting Bracket.

15. Loosen the two Jam Nuts at the rear of the slave cylinder so that the brake pedal is in its upmost position. Tighten the front jam nut against the mounting bracket until the brake pedal starts to move down and then back off that jam nut $\frac{1}{2}$ turn. Check to make sure that the brake lights are not on. If they are on continue backing off the front jam nut $\frac{1}{2}$ turn at a time until the brake lights are no longer on. At this time tighten the rear jam nut securely.



16. Install bracket to space brake reservoir hoses away from bracket and secure with a ty-wrap.



17. Reinstall all body panels that were removed and the installation is complete.

18. Perform a visual inspection of the slave cylinder every 3000-5000 miles by wiping the cylinder rod clean and checking that the vent is not caked up with road grime.

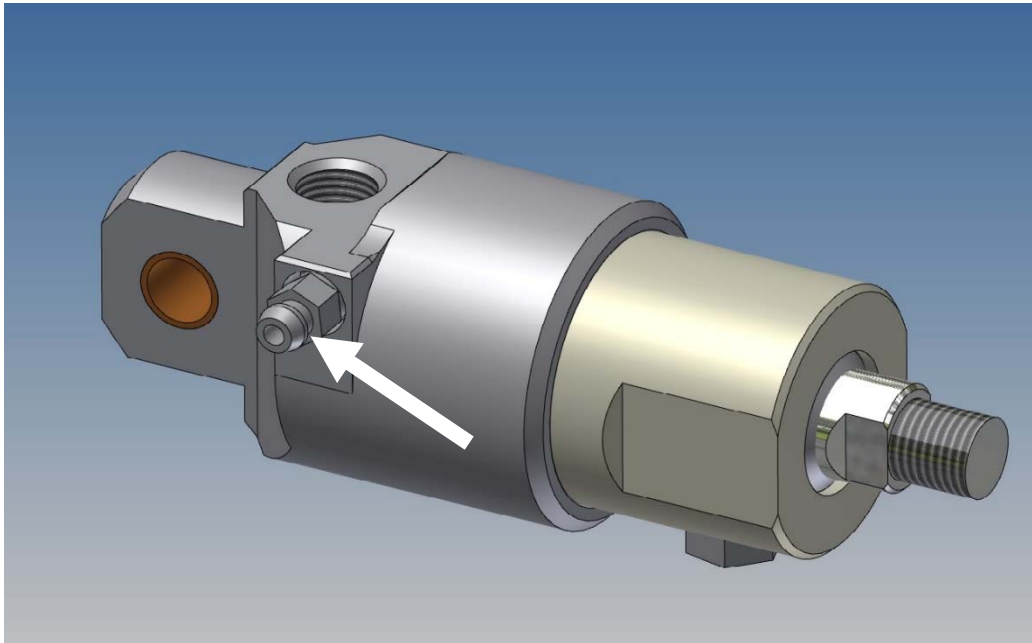
19. It is recommended that the brake system's fluid be changed and the system flushed to remove moisture and contamination build up every year or every 12,000 miles, which ever comes first. Also do this if the Spyder isnt ridden very often.

If for some reason you are having trouble with any part of this installation please do not hesitate to give us a call at 334-277-2224. Ask for Jeff Kranzusch or Robert Kawzinski.

ATTENTION!!

All of our slave cylinders now feature a Made in the USA Speed Bleeder® bleeder screw installed into the Cylinder End Cap for easier bleeding of the Handbrake System. The unique and patented Speed Bleeder® has a built in check valve to allow for easier and less messy bleeding of the system!!





Once you are at the point of filling and then bleeding the system all you have to do is open the Speed Bleeder® $\frac{1}{4}$ to $\frac{1}{2}$ of a turn and leave it open with the clear tubing supplied on the nipple of the Speed Bleeder® while pumping the Master Cylinder Lever. Opening and closing of the bleeder screw repeatedly is no longer necessary due to the built in check valve of the Speed Bleeder®. You will need to keep an eye on the brake reservoir so you don't empty it of brake fluid. Once all the air is removed and you have bubble free fluid coming out of the Slave Cylinder, tighten the Speed Bleeder® to close it. **DO NOT OVER TIGHTEN!!!** If it leaks after closing tighten it a little more **BUT NO MORE THAN 1/8 TURN!!** If you tighten any more than this you might break it off. Be sure to top off the master cylinder with fluid after the bleeding process is finished.

www.speedbleeder.com

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The terms and conditions of product sales and service projects are limited to those contained herein. Any additional or different terms or conditions in any form delivered by you ("Customer") are hereby deemed to be material alterations and notice of objection to them and rejection of them is hereby given.

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