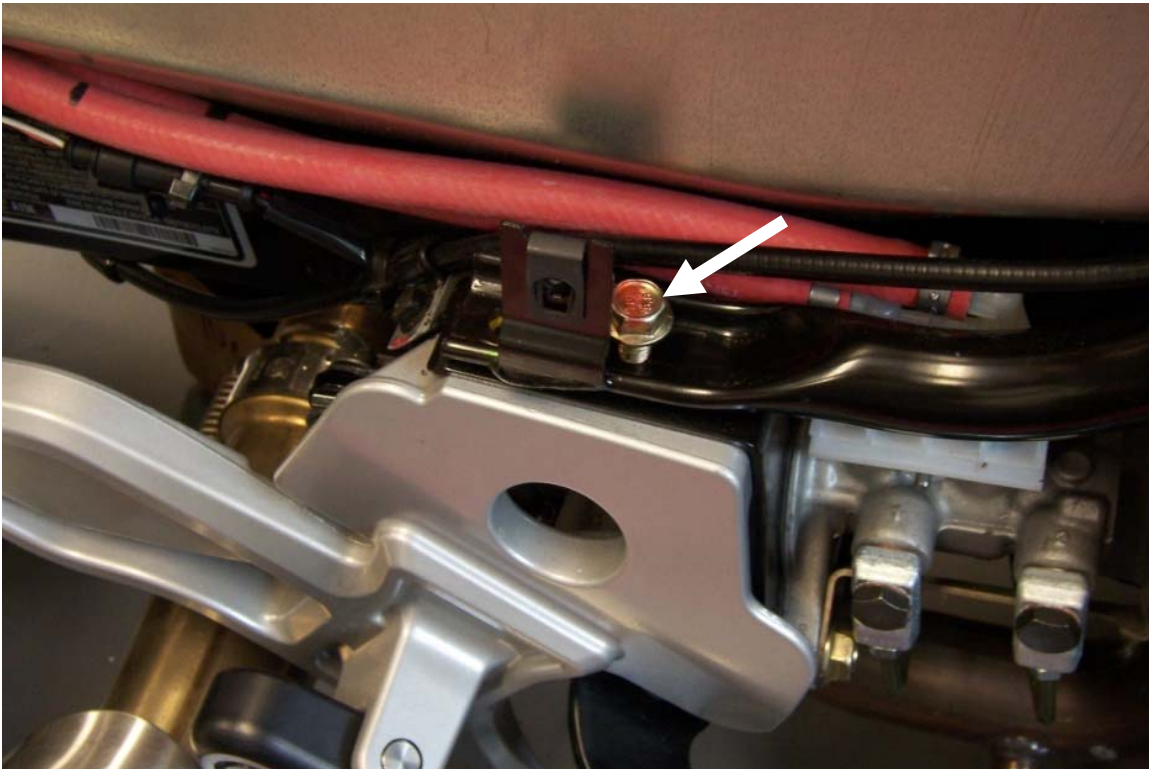


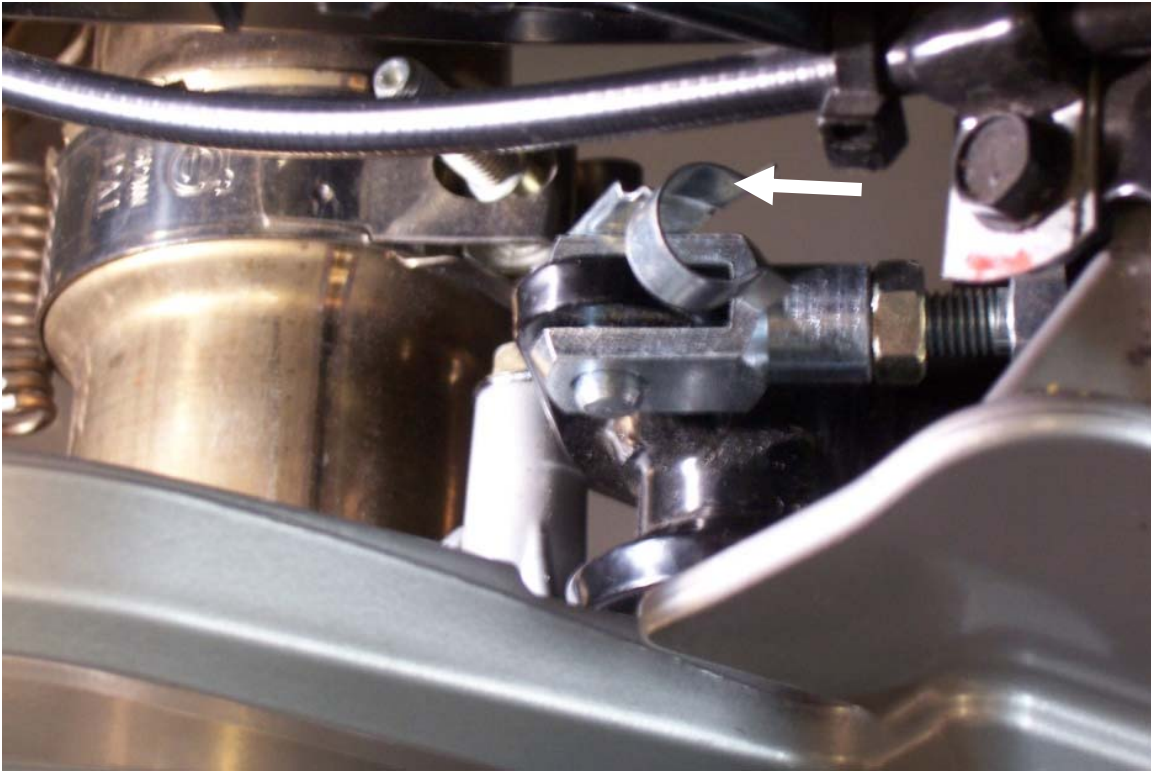
INSTALLATION INSTRUCTIONS FOR ISCI SPYDER HANDBRAKE for SPY-HB-13

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.

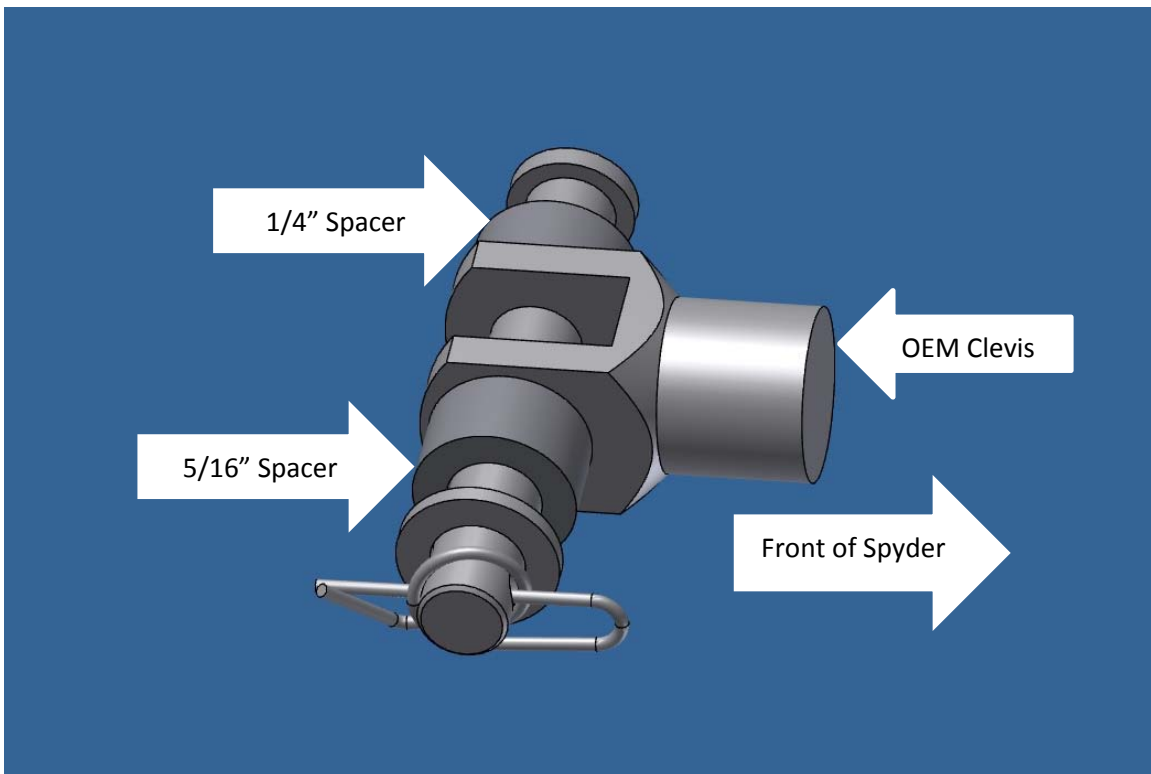
1. Ensure that all parts and the proper quantities of parts that are listed in the Parts List on the Assembly Drawing are in the package. Some of these items are pre-assembled.
2. Refer to Spyder Shop Manual and remove all side body panels, Middle, Upper and Lower from the right side and the Central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



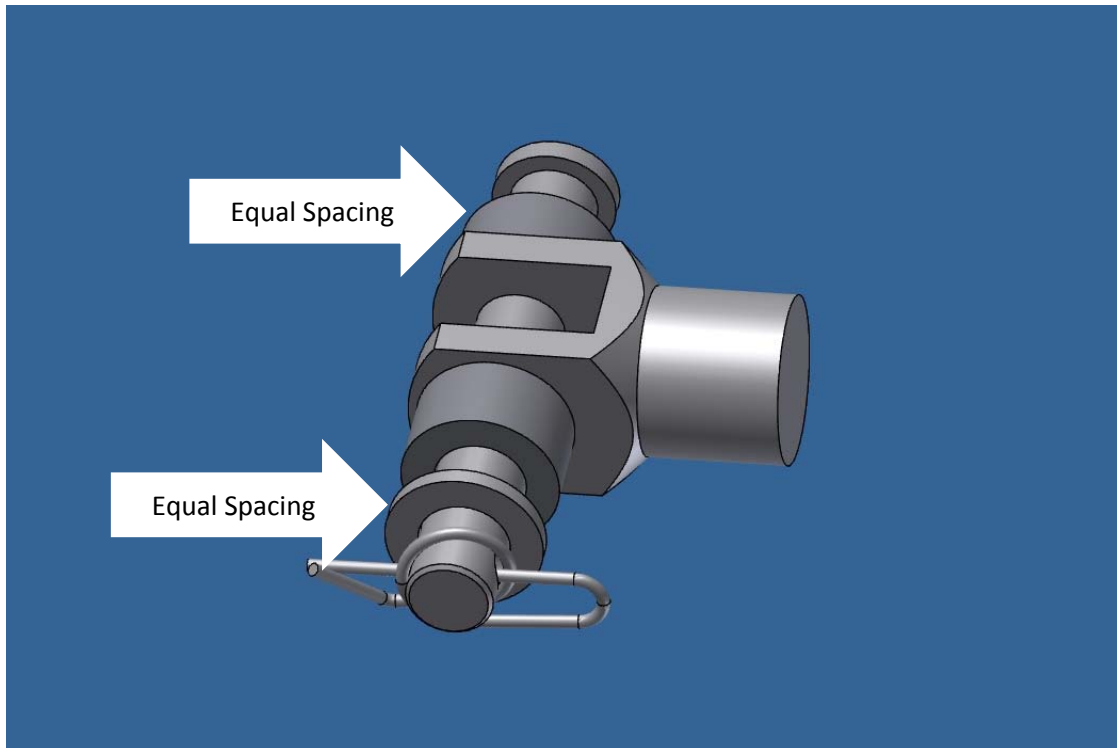
5. Remove the cotter pin and unhook the Hook Lock from the Clevis on the Master Cylinder Rod. Remove the Clevis.



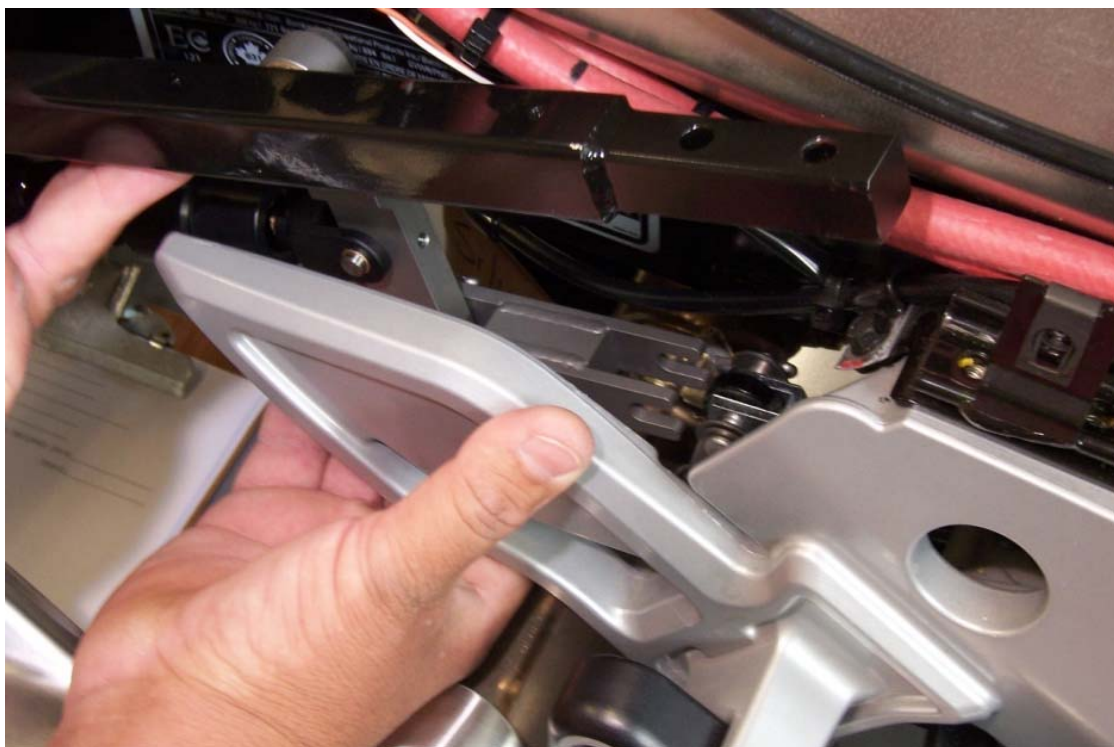
6. Slide 1/4" Spacer (Item #9) onto the Clevis Pin (Item #21) and install onto the OEM Clevis with the head of the Clevis Pin towards the inside of the Spyder. You may have to put some weight on the seat of the Spyder to get the Swingarm to raise up for clearance to install the Clevis Pin. Once the Clevis Pin is through the OEM Clevis install 5/16" Spacer (Item #10) and one Washer (Item #24) then secure these in place with a Rue Ring Cotter (Item #30).



7. Move the washer against the Rue Ring Cotter and move the spacers next to the OEM Clevis and then center the Clevis Pin so that there is equal spacing between the head of the Clevis Pin and the 1/4" Spacer and the 5/16" Spacer and the washer.



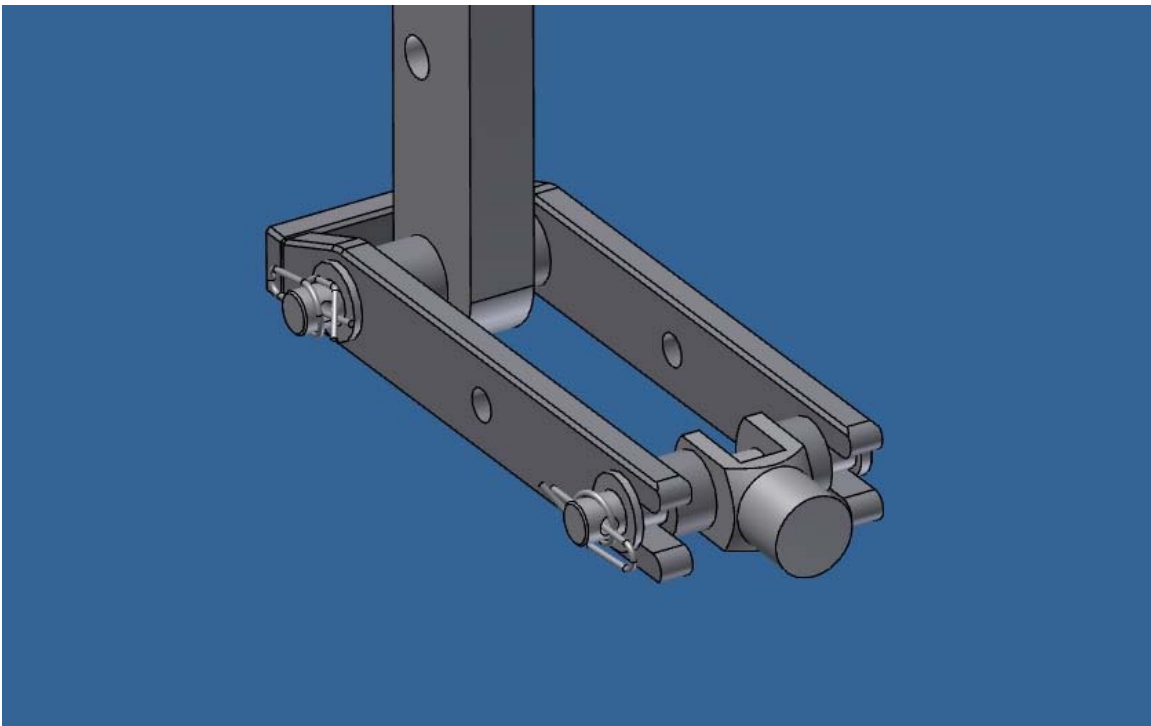
8. Bring bracket and slave assembly underneath the Spyder so that the holes in the bracket line up with the holes in the top of the Driver's Footrest Support and the new clevis straddles the OEM clevis as shown below. The next picture is from an earlier model but the procedure is the same.



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. The next picture shows what the Brake Actuating Clevis (Item #3) will look like once it has been installed correctly.



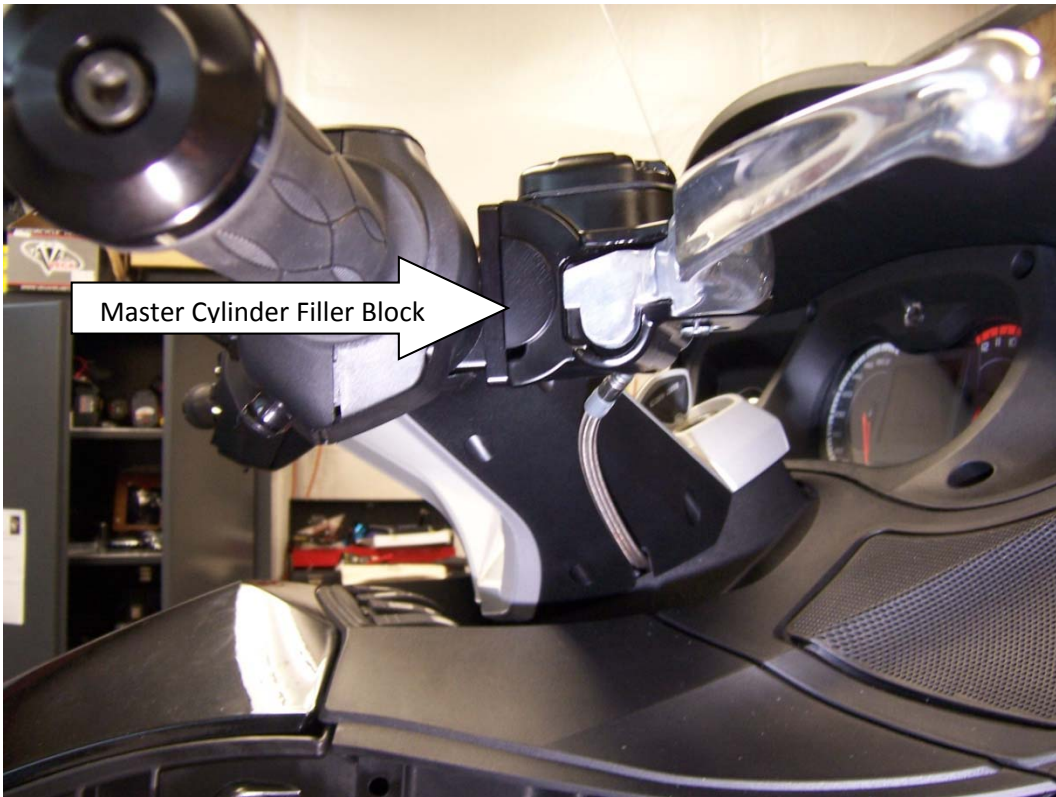
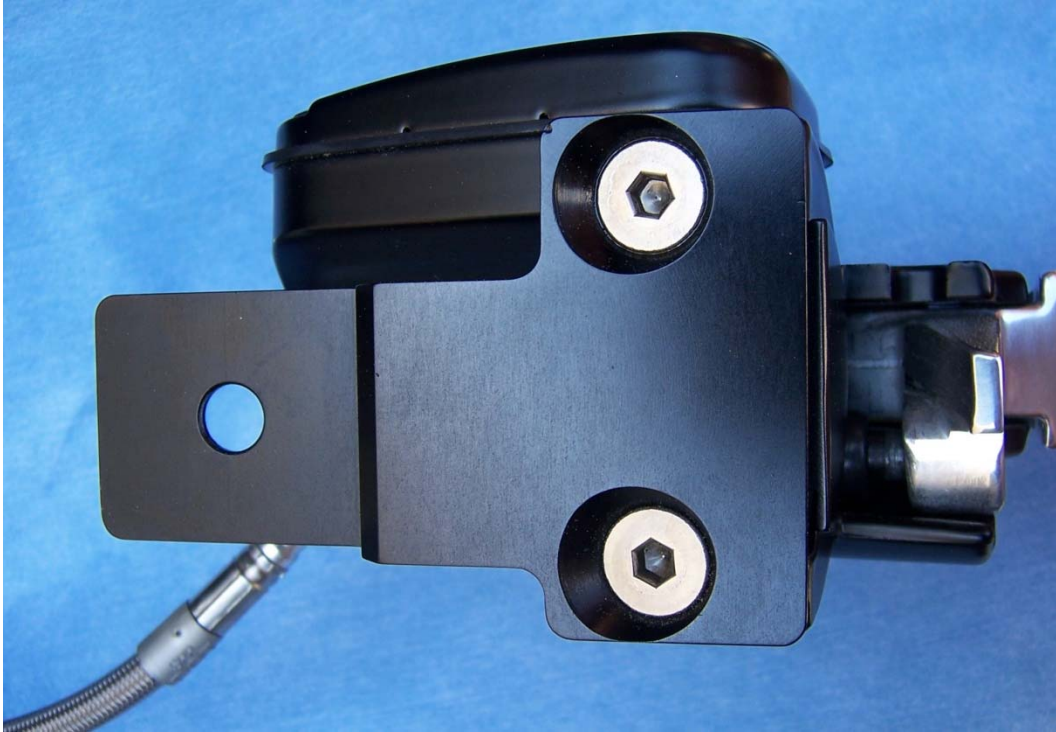
11. The following pictures are showing the installation of the master cylinder on an RT but the procedure is the same. The only difference will be the plastic cover that is replaced.
12. Remove the 3 screws holding the plastic cover on the right underside of the handlebars.
13. Remove 4 screws holding the throttle clamp and replace with the one as shown below. Notice the placement of the wire bundles on either side of the mounting boss. Place the the 2 3/16" x 1/2" dowels as shown.



14. At this time the Lower Handlebar Cover would be installed and then the Accessory Bracket. The following picture shows the Accessory Bracket mounted without the cover in place. Be sure not to pinch the wire bundle when installing.

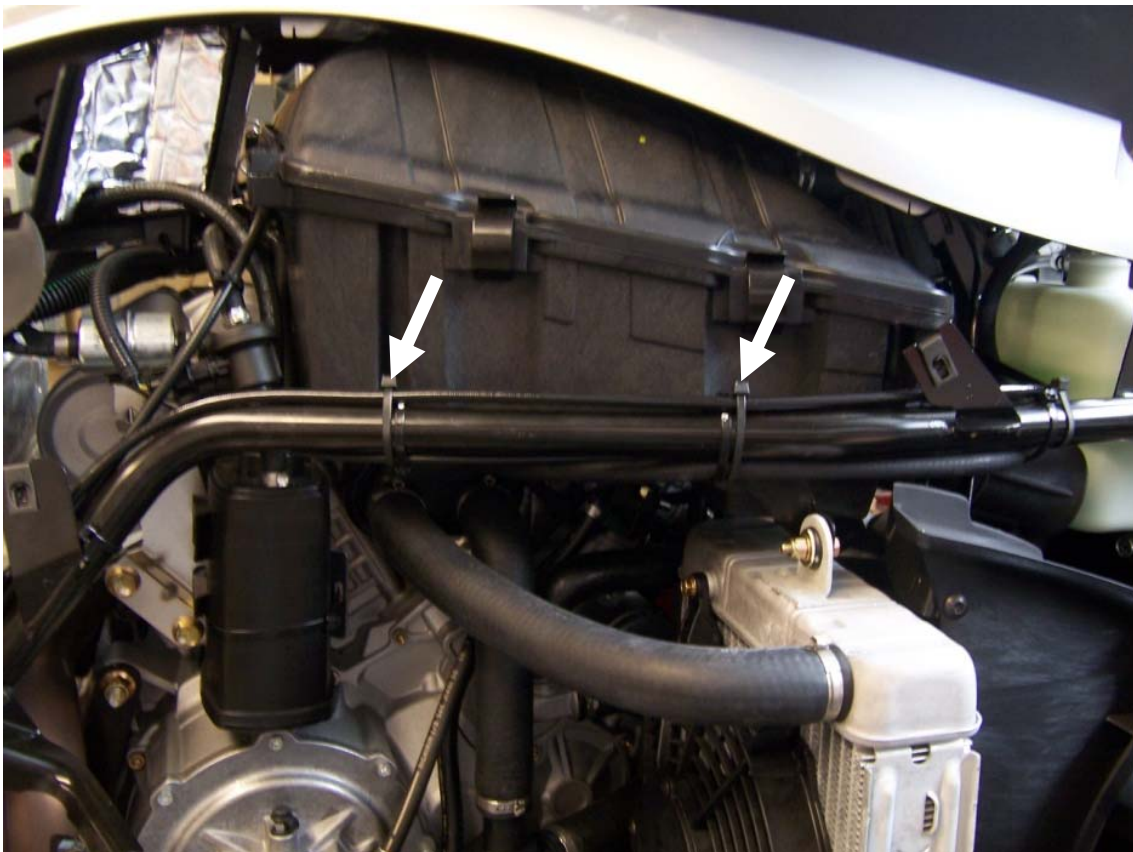
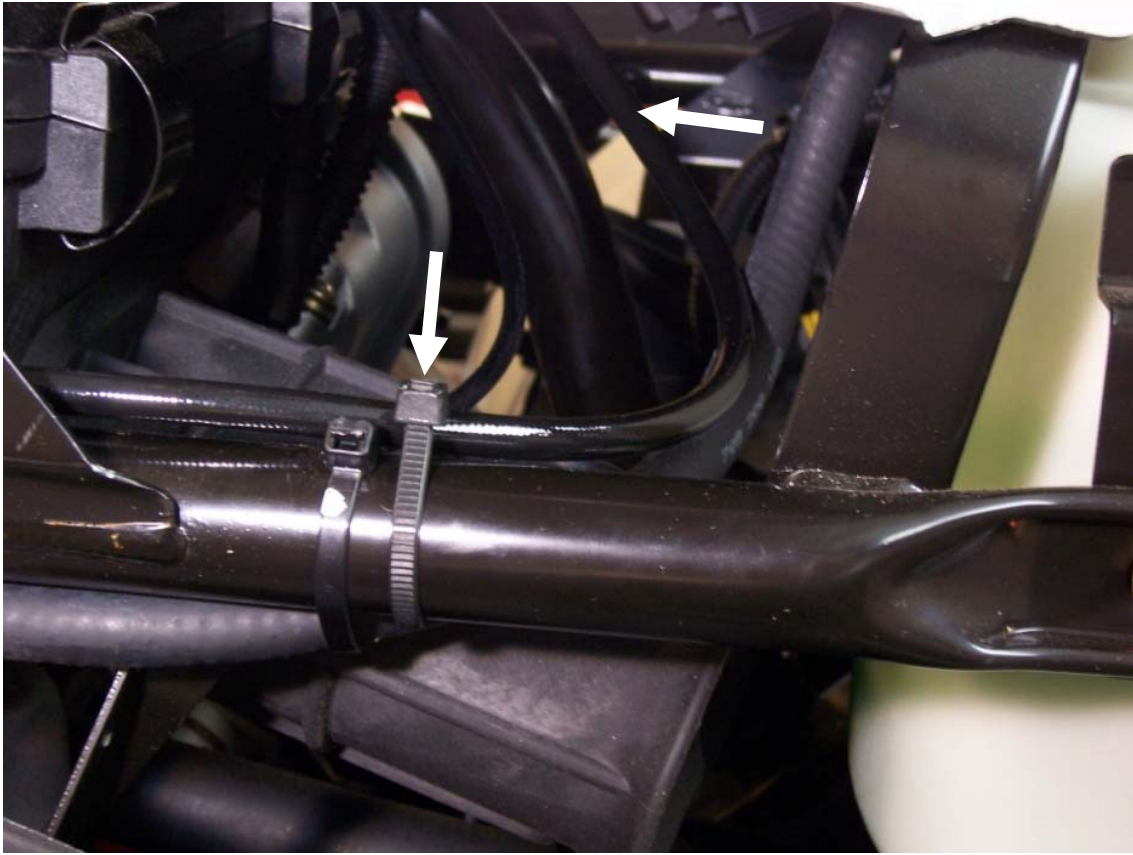


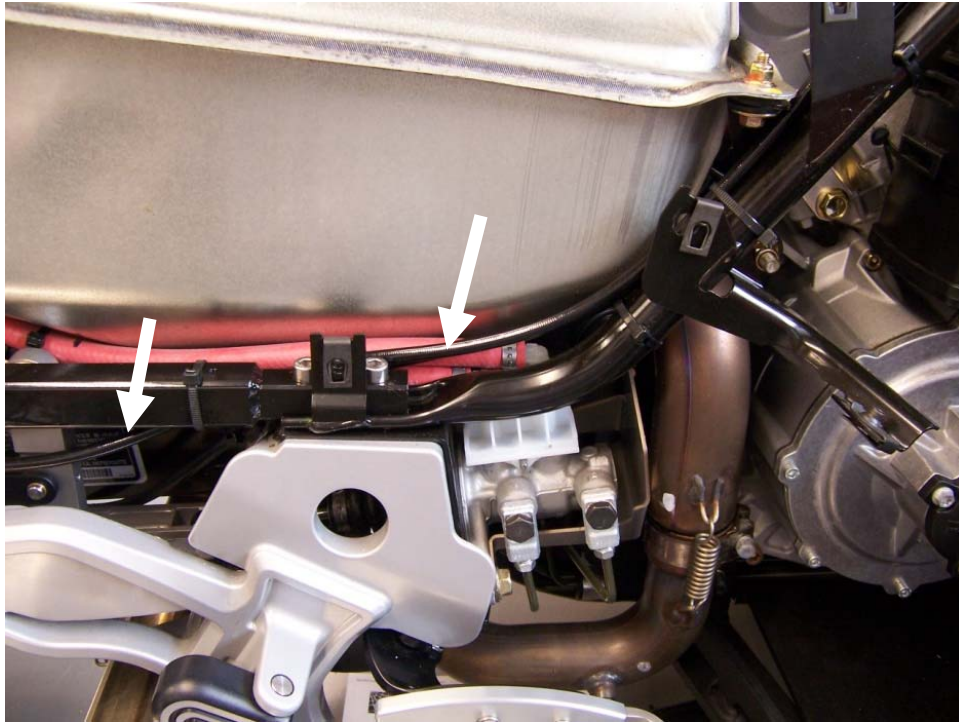
15. Attach Master Cylinder Bracket to the Master Cylinder using 2 ¼"-20 x 5/8" Flathead Screws as shown below with Master Cylinder Filler Block in between.



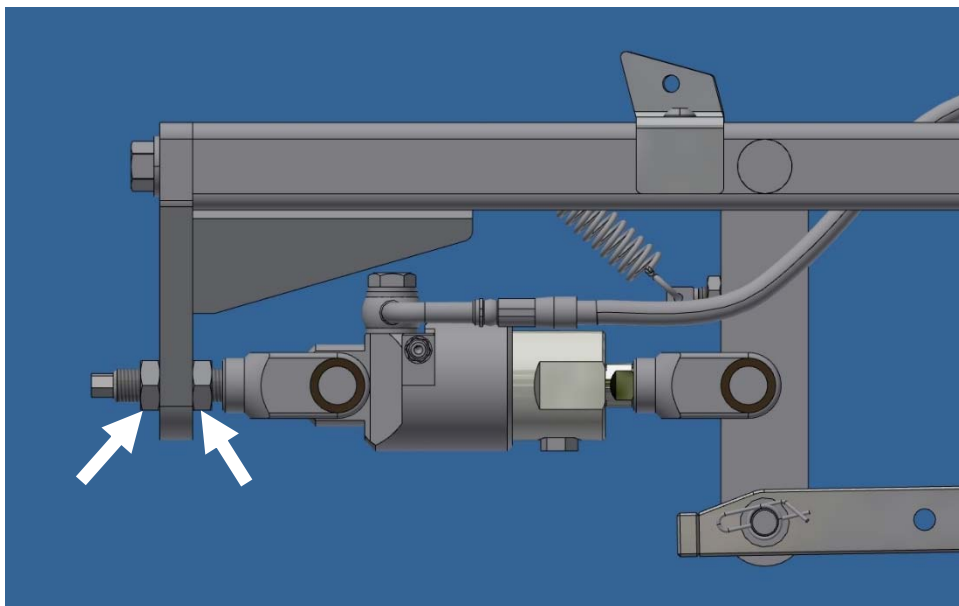
16. Attach Master Cylinder Bracket to Accessory Bracket using 5/16"-18 x ¾" Flathead Screw. Don't forget to put the Master Cylinder Filler Block in place as shown above.

17. Route Braided Brake Line from Master Cylinder to Slave Cylinder as shown in the following pictures.





18. 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.
19. Attach brake line to the slave cylinder using the supplied black banjo bolt 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 10 and 11 of these instructions for more information about the bleeder valve.**
20. Use ty-wraps to secure brake line along the Lateral Support Tube and on the Slave Cylinder Mounting Bracket.
21. 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.



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



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

24. 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.

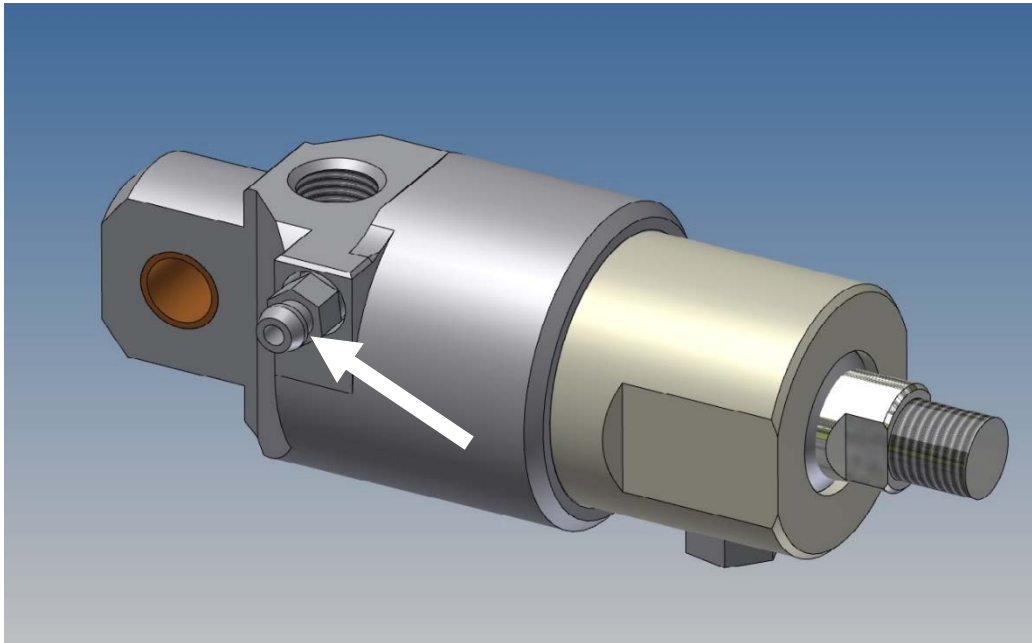
25. It is recommended that the brake system's fluid be changed and the system flushed to remove moisture and contamination build up every year or every 12,000 miles, which ever comes first. Also do this if the Spyder isnt ridden very often.

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.

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