

Table 2-1. Dimensions

DIMENSIONS	IN.	MM
Wheel base	52.0	1320.8
Seat height (XB9R/XB12R)	31.9	810.3
Ground clearance	4.35	110.0
Trail	3.3	83.8
Rake	21 Degrees	

Table 2-2. Weight Specifications (XB12R)

WEIGHT-U.S. MODELS	LBS.	KG
Wet weight	460	204
GVWR	850	386
GAWR - front	325	147
GAWR - rear	525	238
Load capacity	400	181

Table 2-3. Weight Specifications (XB9R)

WEIGHT-U.S. MODELS	LBS.	KG
Wet weight	450	204
GVWR	850	386
GAWR - front	325	147
GAWR - rear	525	238
Load capacity	400	181

**NOTE**

Gross Vehicle Weight Rating (GVWR) (maximum allowable loaded vehicle weight) and corresponding Gross Axle Weight Ratings (GAWR) are given on an information decal located on the steering head.

Table 2-4. Capacities

CAPACITIES	U.S.	LITERS
Fuel tank (inc. reserve)	3.7 gallons	14.0
Reserve/Low fuel light at	0.7 gallons	2.6
Oil tank (wet - for normal oil change)	2.5 quarts	2.4
Fork oil	14 ounces	0.41
Transmission	1.0 quart	0.95

Table 2-5. Tire and Positions

TIRE AND POSITION	SOLO RIDING	GVWR
<b>Front</b> Dunlop Sportmax Radial II 120/70 ZR 17 D207FY	36 PSI (248 kPa)	Same as Solo
<b>Rear</b> Dunlop Sportmax Radial II 180/55 ZR 17 D207U	38 PSI (262 kPa)	

Table 2-6. Brake Rotor Runout

RUNOUT	IN.	MM
Front radial	0.0177	0.45
Front lateral	0.0248	0.63
Rear radial	0.0177	0.45
Rear lateral	0.0154	0.39

**⚠ WARNING**

Do not inflate any tire beyond its maximum inflation pressure as specified on tire sidewall. Overinflation may cause tire to suddenly deflate which could result in death or serious injury.

# TORQUE VALUES

ITEM	TORQUE		NOTES
Airbox cover fasteners	12-36 <b>in-lbs</b>	1-4 Nm	page 2-81
Airhorn fastener	72-96 <b>in-lbs</b>	8-10 Nm	page 2-68
Axle pinch fastener, rear	40-45 ft-lbs	54-61 Nm	page 2-17
Axle pinch fasteners, front	20-22 ft-lbs	27-30 Nm	page 2-15
Axle, front	39-41 ft-lbs	53-56 Nm	ANTI-SEIZE, Left handed thread, page 2-8
Axle, rear	48-52 ft-lbs	65.1-70.5 Nm	ANTI-SEIZE, Follow special instructions, page 2-17
Bank angle sensor	12-36 <b>in-lbs</b>	1-4 Nm	page 2-66
Brake hand lever housing fasteners	80-90 <b>in-lbs</b>	9-10 Nm	page 2-28
Brake lamp switch fastener, front	7-10 <b>in-lbs</b>	0.8-1.0 Nm	page 2-28
Brake line p-clamp fastener, front	36-60 <b>in-lbs</b>	4-7 Nm	page 2-30
Brake line p-clamp fastener, rear	36-60 <b>in-lbs</b>	4-7 Nm	page 2-39
Brake pedal fastener	22-24 ft-lbs	30-33 Nm	LOCTITE 272, page 2-24
Brake pin hanger set, front	11-14 ft-lbs	15-19 Nm	page 2-32
Brake pin hanger set, rear	11-14 ft-lbs	15-20 Nm	page 2-41
Brake pin plug, rear	22-26 <b>in-lbs</b>	2-3 Nm	page 2-41
Brake reservoir fastener, rear	96-120 <b>in-lbs</b>	11-14 Nm	page 2-85
Caliper banjo bolt, front	16-20 ft-lbs	22-27 Nm	metric, page 2-30
Caliper banjo bolt, rear	16-20 ft-lbs	22-27 Nm	page 2-39
Caliper bleeder valves	36-60 <b>in-lbs</b>	4-7 Nm	metric, page 2-25
Caliper carrier, rear	24-26 ft-lbs	32-35 Nm	page 2-17
Caliper fasteners, front	15-19 ft-lbs	20-26 Nm	page 2-32
Caliper mounting fasteners, front	35-37 ft-lbs	47-50 Nm	page 2-32
Caliper mounting large fastener, rear	18-21 ft-lbs	24-28 Nm	page 2-42
Caliper mounting small fastener, rear	14-18 ft-lbs	19-24 Nm	page 2-42
Chin fairing fasteners	36-48 <b>in-lbs</b>	4-5 Nm	page 2-80
Clutch cable p-clamp	12-36 <b>in-lbs</b>	1-4 Nm	page 2-59
Clutch lever clamp pinch fastener	36-60 <b>in-lbs</b>	4-7 Nm	page 2-64
Clutch lever pivot fastener	39-48 <b>in-lbs</b>	4-5 Nm	page 2-64
Electronic control module fasteners	72-96 <b>in-lbs</b>	8-11 Nm	page 2-67
Engine shroud air scoop	12-36 <b>in-lbs</b>	1-4 Nm	page 2-82
Exhaust header mounting nut	72-96 <b>in-lbs</b>	8-11 Nm	page 2-73
Fairing support bracket fastener	16-18 ft-lbs	22-26 Nm	page 2-68
Flasher fastener	30-40 <b>in-lbs</b>	3-5 Nm	page 2-66
Footpeg mount fasteners, rider	108-132 <b>in-lbs</b>	12-15 Nm	page 2-74
Footpeg mount, passenger	25-28 ft-lbs	34-38 Nm	LOCTITE 272 (red), page 2-75
Fork cap	22-30 ft-lbs	30-40 Nm	page 2-49
Fork center bolt	22-30 ft-lbs	30-40 Nm	page 2-48
Fork clamp, lower	13-15 ft-lbs	18-20 Nm	LOCTITE 272 (red), page 2-50
Fork clamp, upper	17-19 ft-lbs	23-26 Nm	LOCTITE 272 (red), page 2-52
Fork damper locknut	22-30 ft-lbs	30-40 Nm	page 2-48
Front fender fasteners	12-36 <b>in-lbs</b>	1-4 Nm	page 2-77
Front isolator bolt	49-51 ft-lbs	66-69 Nm	page 2-59

ITEM	TORQUE		NOTES
Front isolator bracket mounting fastener	49-51 ft-lbs	66-69 Nm	page 2-59
Front isolator snubber, upper	12-36 <b>in-lbs</b>	1-4 Nm	page 2-59
Front isolator threaded frame insert	49-51 ft-lbs	66.4-69.1 Nm	LOCTITE 222 (purple), page 2-59
Fuse block and relay fasteners	72-96 <b>in-lbs</b>	8-11 Nm	page 2-68
Hand lever pivot fastener	60-120 <b>in-lbs</b>	9-14 Nm	page 2-27
Handlebar clipon fastener, left	24-26 ft-lbs	33-35 Nm	LOCTITE 272 (red), page 2-70
Handlebar clipon fastener, right	24-26 ft-lbs	33-35 Nm	LOCTITE 272 (red), page 2-70
Headlight fasteners	20-25 <b>in-lbs</b>	2.3-2.8 Nm	page 2-66
Headlight support bracket pivot fasteners	72-96 <b>in-lbs</b>	8-11 Nm	page 2-67
Heel guard fasteners, passenger	48-72 <b>in-lbs</b>	5-8 Nm	page 2-75
Heel guard fasteners, rider	72-96 <b>in-lbs</b>	8-11 Nm	page 2-74
License plate fasteners	36-48 <b>in-lbs</b>	4-5 Nm	page 2-86
Main battery ground fastener	72-96 <b>in-lbs</b>	8-11 Nm	page 2-85
Master cylinder banjo bolt, front	16-20 ft-lbs	22-27 Nm	page 2-30
Master cylinder banjo bolt, rear	16-20 ft-lbs	22-27 Nm	page 2-39
Master cylinder cover fasteners, front	9-13 <b>in-lbs</b>	1.0-1.5 Nm	page 2-28
Master cylinder mounting fasteners, rear	72-96 <b>in-lbs</b>	8-11 Nm	page 2-37
Mirror fasteners	72-96 <b>in-lbs</b>	(8-11 Nm)	page 2-87
Muffler mounting block fastener, front	16-18 ft-lbs	21.7-24.4 Nm	page 2-73
Muffler mounting block fastener, rear	32-36 ft-lbs	43-49 Nm	page 2-73
Muffler strap fastener, front	108-120 <b>in-lbs</b>	12-14 Nm	page 2-73
Muffler strap fastener, rear	48-60 <b>in-lbs</b>	5-7 Nm	page 2-73
Oil cooler air scoop	120-144 <b>in-lbs</b>	14-16 Nm	page 2-82
Oil drain plug	29-31 ft-lbs	39-42 Nm	page 2-57
Oil line fittings	29-31 ft-lbs	39-42 Nm	page 2-57
Passenger seat latch	60-96 <b>in-lbs</b>	7-11 Nm	page 2-86
Pivot shaft pinch bolt	17-19 ft-lbs	23-26 Nm	page 2-58
Ram air scoop	12-36 <b>in-lbs</b>	1-4 Nm	page 2-82
Rear fender fastener	12-36 ft-lbs	1-4 Nm	page 2-77
Rear remote master cylinder reservoir fastener	48-72 <b>in-lbs</b>	11-14 Nm	page 2-37
Rotor mounting fasteners, front	25-27 ft-lbs	34-37 Nm	metric, Replace with new, page 2-14
Rotor mounting fasteners, rear	25-27 ft-lbs	34-37 Nm	metric, Replace with new, page 2-17
Safety interlock fastener	7-10 <b>in-lbs</b>	0.8-1.1 Nm	page 2-64
Seat fasteners	12-36 <b>in-lbs</b>	1-4 Nm	page 2-88
Shock mounting fastener, lower	15-17 ft-lbs	20.3-23 Nm	page 2-62
Shock mounting fastener, upper	49-51 ft-lbs	66-69 Nm	page 2-62
Shock reservoir clamp, rear	120-144 <b>in-lbs</b>	14-16 Nm	page 2-85
Sidestand bracket fasteners	25-27 ft-lbs	34-37 Nm	page 2-91
Sidestand pivot bolt	18-20 ft-lbs	24-27 Nm	page 2-91
Sidestand switch fastener	36-60 <b>in-lbs</b>	4-7 Nm	page 2-91
Sprocket cover fastener	12-36 <b>in-lbs</b>	1-4 Nm	page 2-76
Sprocket fasteners	35-37 ft-lbs	48-50 Nm	Replace with new, page 2-17

ITEM	TORQUE		NOTES
Steering stem cap	38-42 ft-lbs	52-57 Nm	page 2-52
Steering stem pinch fastener	17-19 ft-lbs	23-26 Nm	LOCTITE 272 (red), page 2-52
Swingarm brace mounting fasteners	25-27 ft-lbs	34-37 Nm	page 2-58
Swingarm pivot shaft	24-26 ft-lbs	32-35 Nm	page 2-58
Switch housing fasteners, right	25-33 <b>in-lbs</b>	3-4 Nm	page 2-63
Tail body work, lower	36-48 <b>in-lbs</b>	4-5 Nm	page 2-86
Tail body work, upper	12-36 <b>in-lbs</b>	1-4 Nm	page 2-86
Tail frame to frame	21-23 ft-lbs	28-31 Nm	LOCTITE 272 (red), page 2-85
Torca clamp	40-45 ft-lbs	54-61 Nm	page 2-73
Valve stem nut	40-44 <b>in-lbs</b>	4-5 Nm	page 2-21
Wear Peg, rider	36-48 <b>in-lbs</b>	4.1-5.4 m	page 2-74

## GENERAL

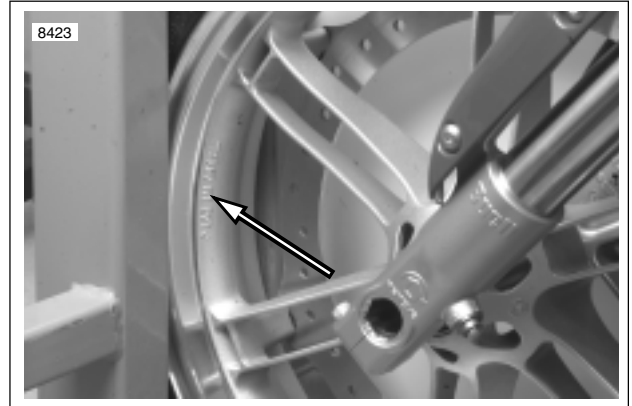
**⚠ WARNING**

Tires must be correctly matched to wheel rims. Only the tires listed in the fitment tables below can be used for replacement. Mismatching tires and rims can cause damage to the tire bead during mounting. Using tires other than those specified can adversely affect motorcycle handling and could result in death or serious injury.

See [Figure 2-1](#). Tire sizes are molded on the sidewall. Rim size and contour are marked on the rim's exterior surface.

Example: **MT 3.5 x 17.0 DOT**

- **MT** designates the rim contour.
- **3.5** is the width of the bead seat measured in inches.
- **17.0** is the normal diameter of the rim in inches, measured at the bead seat diameter.
- **DOT** means that the rim meets Department of Transportation Federal Motor Vehicle Safety Standards. See [Table 2-7](#).



**Figure 2-1. Rim Markings**

**Table 2-7. Tire Fitment-Tubeless Cast Wheels**

WHEEL SIZE & POSITION	CONTOUR & RIM SIZE	RIM VALVE HOLE DIAMETER	DUNLOP SPORTMAX RADIAL II TIRE SIZE
17 in. – Front	MT 3.5 x 17.0 DOT	0.33 in.	120/70 ZR17 D207FY
17 in. – Rear	MT 5.5 x 17.0 DOT	0.33 in.	180/55 ZR17 D207U

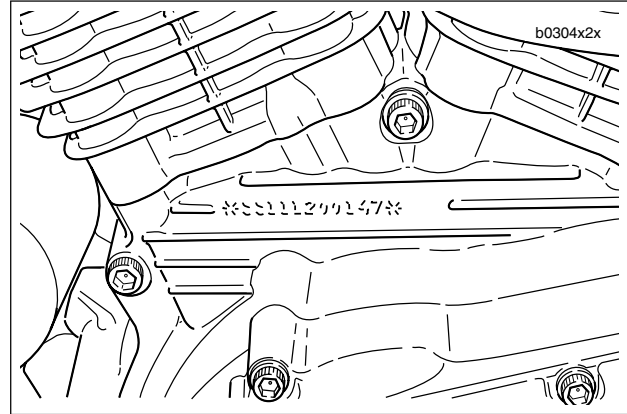
## GENERAL

The full 17 digit serial or Vehicle Identification Number (V.I.N.) is stamped on the steering head and on an information decal at the same location.

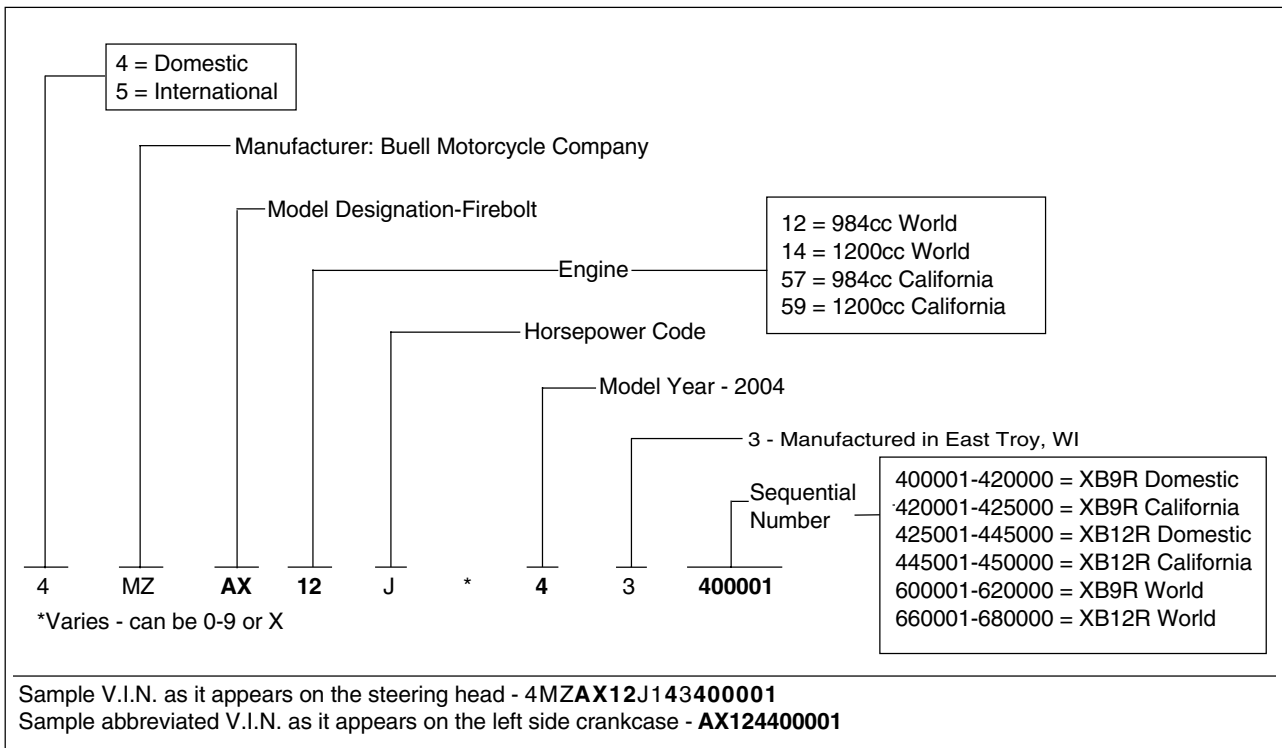
See Figure 2-2. An abbreviated V.I.N. is stamped on the front left side of the crankcase.

**NOTE**

See Figure 2-3. Always give the V.I.N. or abbreviated V.I.N. when ordering parts or making inquiries about your Buell motorcycle.



**Figure 2-2. Abbreviated V.I.N. Location**



**Figure 2-3. Vehicle Identification Number (V.I.N.)**

## GENERAL

Good handling and maximum tire mileage are directly related to the care of wheels and tires. Regularly inspect wheels and tires for damage and wear. If handling problems occur, see [1.22 TROUBLESHOOTING](#) or [Table 2-8](#).

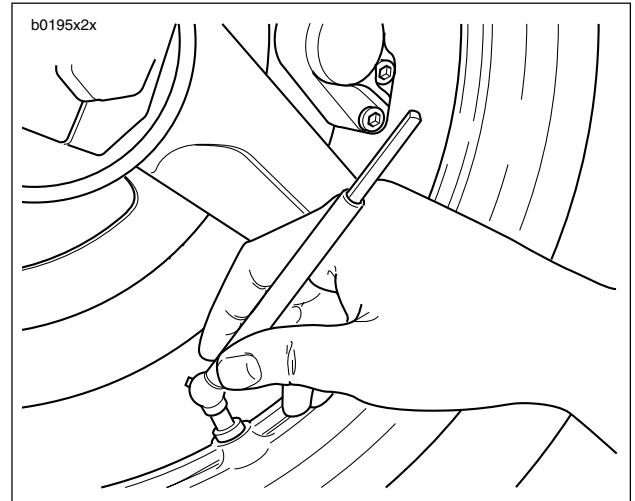
See [1.8 TIRES AND WHEELS](#) for tire pressures. Keep tires inflated to the recommended air pressure. Always balance the wheel after replacing a tire.

### WARNING

**Do not inflate any tire beyond its maximum inflation pressure as specified on tire sidewall. Overinflation may cause tire to suddenly deflate which could result in death or serious injury.**

## TROUBLESHOOTING

See [Figure 2-4](#). Check tire inflation pressure at least once each week. At the same time, inspect tire tread for punctures, cuts, breaks and other damage. Repeat the inspection before long trips.



**Figure 2-4. Checking Tire Inflation Pressure**

**Table 2-8. Wheel Service**

CHECK FOR	REMEDY
Loose axles.	Tighten front axle. See <a href="#">2.5 FRONT WHEEL</a> . Tighten rear axle. See <a href="#">2.6 REAR WHEEL</a> .
Excessive side-play or radial (up-and-down) play in wheel hubs.	Replace wheel bearings.
Rims and tires out-of-true sideways; should not be more than 0.080 in. (2.03 mm).	Replace rims. See <a href="#">2.8 TIRES</a> .
Rims and tires out-of-round or eccentric with hub; should not be more than 0.090 in. (2.29 mm).	Replace rims. See <a href="#">2.8 TIRES</a> .
Irregular or peaked front tire wear.	Replace as described under <a href="#">2.5 FRONT WHEEL</a> , <a href="#">2.6 REAR WHEEL</a> and <a href="#">2.8 TIRES</a> .
Correct tire inflation.	Inflate tires to correct pressure. See <a href="#">1.8 TIRES AND WHEELS</a> .
Correct tire and wheel balance.	Static balance may be satisfactory if dynamic balancing facilities are not available. However, dynamic balancing is strongly recommended.
Steering head bearings.	Check for proper torque and replace worn or damaged bearings. See <a href="#">1.13 STEERING HEAD BEARINGS</a> .
Damper tubes.	Check for leaks. See <a href="#">2.16 FRONT FORK</a> .
Shock absorbers.	Check damping action and mounts. See <a href="#">1.12 SUSPENSION DAMPING ADJUSTMENTS</a> .
Swingarm bearings.	Check for proper torque and replace worn or damaged bearings. See <a href="#">2.19 SWINGARM AND BRACE</a> .

**⚠ WARNING**

To prevent death or serious injury, use the following guidelines when installing a new tire or repairing a flat:

1. Always locate and eliminate the cause of the original tire failure.
2. Do not patch or vulcanize a tire casing. These procedures weaken the casing and increase the risk of a blowout.
3. The use of tires other than those specified can adversely affect handling which could result in death or serious injury.
4. Tires and wheels are critical items. Since the servicing of these components requires special tools and skills, Buell recommends that you see your dealer for these services.

**⚠ WARNING**

Buell recommends replacement of any tire punctured or damaged. In some cases small punctures in the tread area may be repaired from within the demounted tire by your Buell dealer. Speed should not exceed 50 mph (80 km/h) for the first 24 hours after repair and the repaired tire should NEVER be used over 80 mph (129 km/h). In emergency situations, if a temporary repair is made, ride slowly with as light of a load as possible until the tire is permanently repaired or replaced. Failure to follow this warning could result in death or serious injury.

**⚠ WARNING**

Replace excessively worn tires. Excessively worn tires adversely affect motorcycle traction, steering and handling and could result in death or serious injury.

At regular intervals of 5000 miles (8000 km) or whenever handling irregularities are noted, perform the recommended service checks. See [Table 2-8](#).

If tires must be replaced, same as original equipment tires must be used. Other tires may not fit correctly and may be hazardous to use.



## REMOVAL

1. Place a scissor jack under jacking point and raise front wheel off ground. For location of jacking point see [Figure 2-104](#).

### NOTE

*Do not operate front brake lever with front wheel removed or caliper pistons may be forced out. Reseating pistons requires caliper disassembly.*

2. Remove the right side fender fasteners. See [2.31 FENDERS](#).
3. See [Figure 2-5](#). Loosen front axle pinch fasteners (2) (metric) on front fork.
4. Remove axle (1).

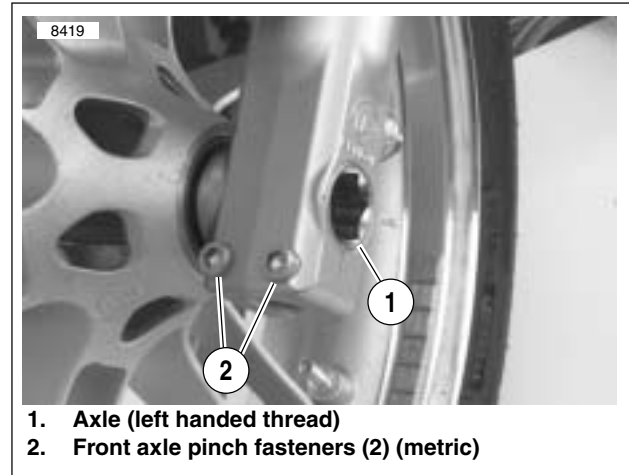
### NOTE

*The front axle is left handed thread.*

### CAUTION

**To prevent cosmetic damage to the wheel, center caliper between spokes before removal.**

5. See [Figure 2-6](#). Raise the wheel up until the rotor clears the caliper and rotate the fork leg counterclockwise allowing wheel clearance for removal.
6. Remove wheel.



1. Axle (left handed thread)
2. Front axle pinch fasteners (2) (metric)

Figure 2-5. Front Wheel Mounting



Figure 2-6. Front Wheel Removal and Installation

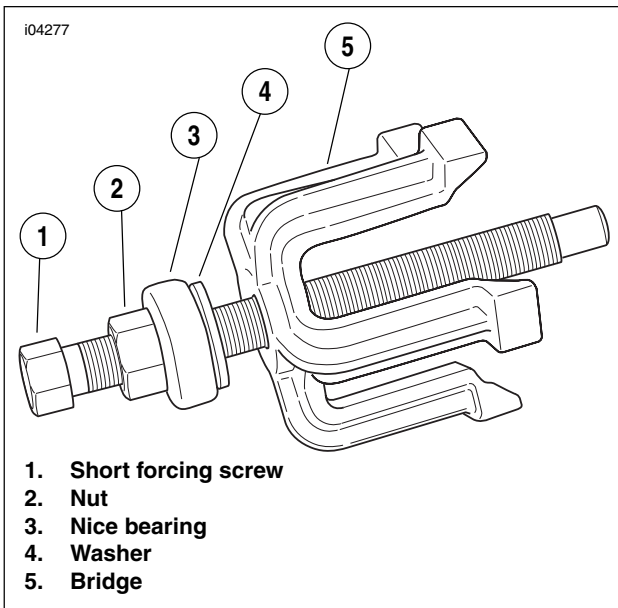
## DISASSEMBLY

### Bearing Removal

#### NOTE

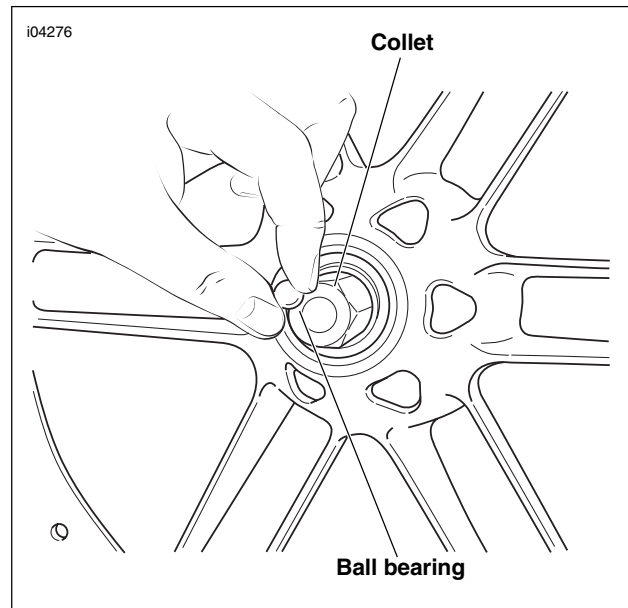
On single disc wheels, always remove the brake disc side first. If the wheel has two brake discs, remove the left bearing first.

1. See [Figure 2-7](#). Remove wheel bearings using BUSHING AND BEARING PULLER (Part No. B43993-7) and WHEEL BEARING REMOVER AND INSTALLER (Part No. HD-44060).
2. Sparingly apply Extreme Pressure Lubricant (J-23444-A) to the threads of the short forcing screw (1) to prolong service life and ensure smooth operation.



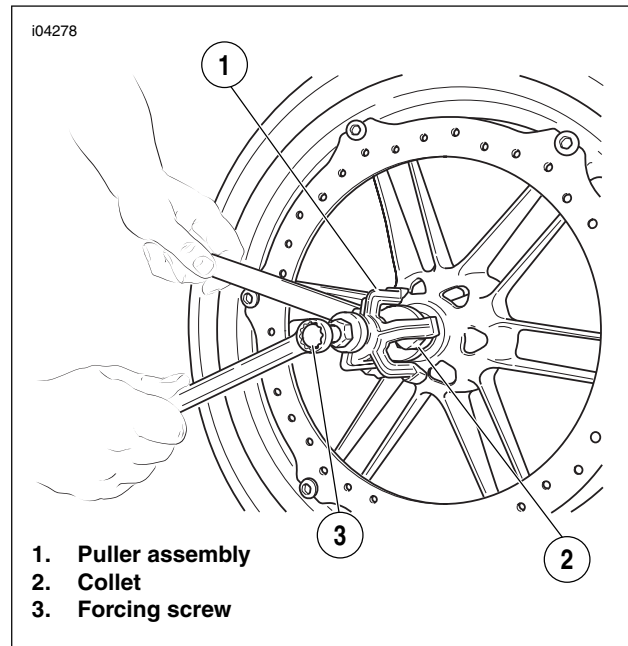
**Figure 2-7. Assemble Puller**

3. Assemble the short forcing screw (1), nut (2), Nice bearing (3), washer (4) and bridge (5) from the WHEEL BEARING INSTALLER/REMOVER (HD-44060).
4. See [Figure 2-8](#). Insert the FRONT WHEEL BEARING REMOVER COLLET (B-43993-7) into the wheel bearing until it fully seats against the bearing.



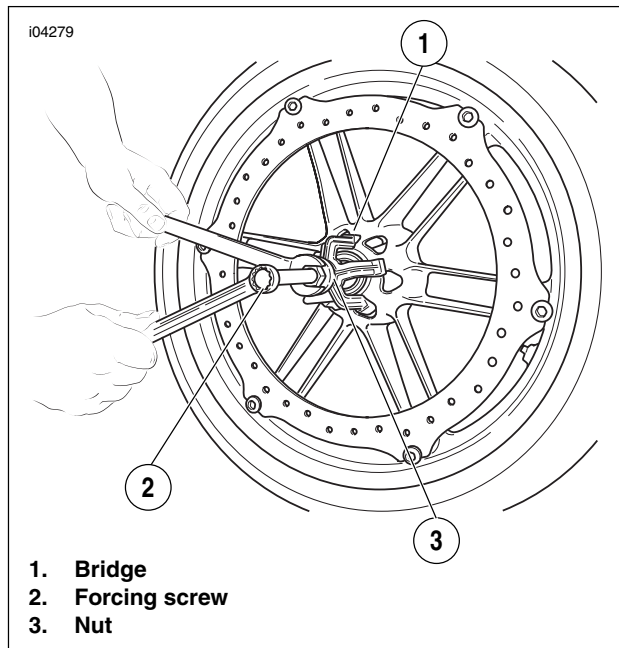
**Figure 2-8. Install Collet and Ball Bearing**

5. Insert the ball bearing into the collet.
6. See [Figure 2-9](#). Thread the puller assembly (1) into the collet (2).
7. Hold the collet (2), and turn the forcing screw (3) to expand the collet.



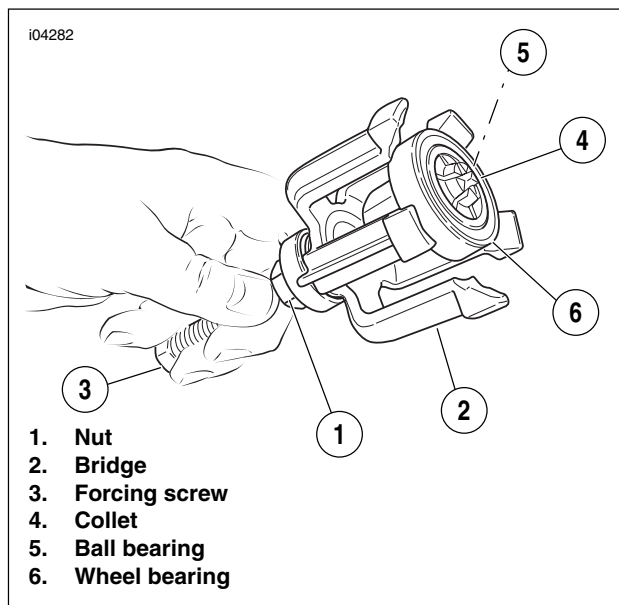
**Figure 2-9. Expand the Collet**

8. See [Figure 2-10](#). Place the bridge (1) against the wheel hub.
9. Hold the forcing screw (2), and turn the nut (3) clockwise until the bearing is free of the hub.



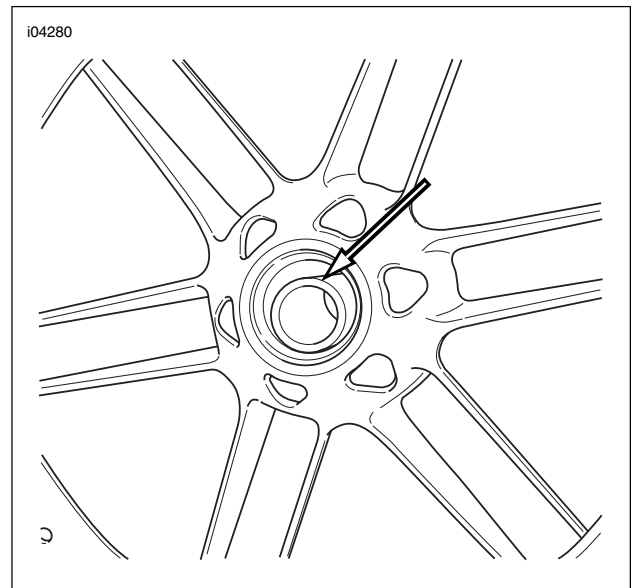
**Figure 2-10. Remove the Bearing**

10. See Figure 2-11. Loosen the nut (1), and back off the bridge (2). Hold the forcing screw (3) while holding the collet (4) to remove the forcing screw from the collet.
11. Remove the ball bearing (5) and wheel bearing (6) from the collet (4).



**Figure 2-11. Removing Bearing from Puller**

12. See Figure 2-12. Remove the spacer.



**Figure 2-12. Remove the Spacer**

13. Repeat Steps 4-12 for the bearing on the other side of the wheel.

## Front Rotor Removal

1. See Figure 2-18. Remove and discard rotor mounting fasteners (7).
2. Remove and inspect brake rotor (6) for wear and warping. See 1.8 TIRES AND WHEELS.
3. Remove drive bushings (8) and discard.
4. Remove washers (9) and discard.
5. Remove rotor spring (4) and discard.

## CLEANING AND INSPECTION

### ⚠ WARNING

Never use compressed air to “spin-dry” bearings. Very high bearing speeds can damage unlubricated bearings. Spinning bearings with compressed air can also cause a bearing to fly apart, which could result in death or serious injury.

1. Inspect all parts for damage or excessive wear.

### NOTE

*XB wheel bearings are designed as sealed bearings which are not intended to be disassembled, serviced or cleaned with solvents.*

### ⚠ WARNING

Always replace brake pads in complete sets for correct brake operation. Never replace just one brake pad. Failure to install brake pads as a set could result in death or serious injury.

2. Inspect brake rotor and pads. See 1.7 BRAKE SYSTEM MAINTENANCE.

## ASSEMBLY

1. See [Figure 2-18](#). Install spacer (5).
2. Install **new** wheel bearings (2) into hub using suitable driver. Press on outer race only.

### NOTE

Press the rotor side bearings in first ensuring it is seated on the shoulder of the wheel. Followed by pressing the alternate side until it contacts the spacer.

### **WARNING**

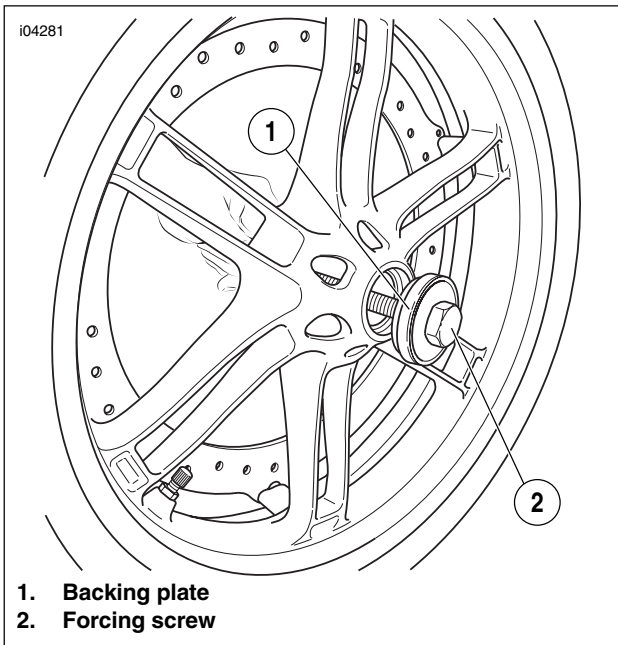
Do not allow brake fluid, bearing grease, lubricants, etc. to contact brake rotor or reduced braking ability will occur, which could result in death or serious injury.

## Bearing Installation

### NOTE

On single disc wheels, always install the brake disc side first. If the wheel has two brake discs, install the left bearing first.

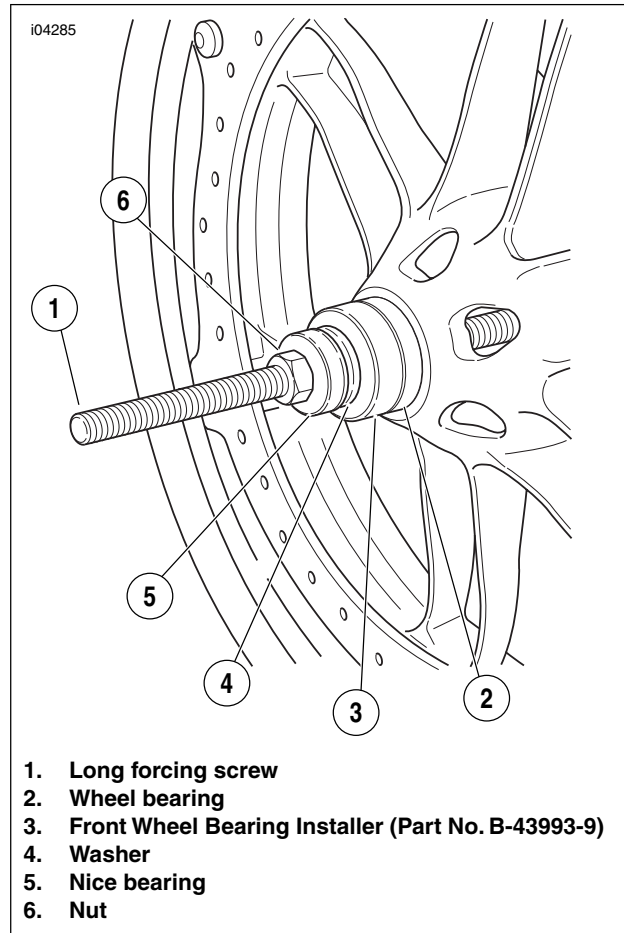
The following procedure describes the bearing installation for the front wheel; the procedure for the rear wheel is the same.



1. Backing plate
2. Forcing screw

**Figure 2-13. Install the Backing Plate (B-43993-11) and Forcing Screw**

1. See [Figure 2-13](#). Install the Backing Plate (Part No. B-43993-11) onto the long forcing screw from the Wheel Bearing Installer/Remover (Part No. HD-44060), with the smaller diameter toward the wheel hub. Insert the forcing screw and backing plate into the wheel hub.



1. Long forcing screw
2. Wheel bearing
3. Front Wheel Bearing Installer (Part No. B-43993-9)
4. Washer
5. Nice bearing
6. Nut

**Figure 2-14. Installing Wheel Bearings**

2. See [Figure 2-14](#). Sparingly apply EXTREME PRESSURE LUBRICANT (Part No. J-23444-A) to the threads of the long forcing screw (1) to prolong service life and ensure smooth operation.
3. Insert a **new** wheel bearing (2) squarely into the hub, with the lettered side pointing out (away from the wheel).
4. Slide the FRONT BEARING INSTALLER (Part No. B-43993-9, from kit Part No. B-43993-50) (3) onto the forcing screw (1), with the smaller diameter toward the bearing bore.
5. Install a washer (4), Nice bearing (5) and nut (6) onto the forcing screw (1).
6. While holding the forcing screw (1), tighten the nut (6) until the bearing is seated firmly against the shoulder inside the bearing bore in the wheel hub.

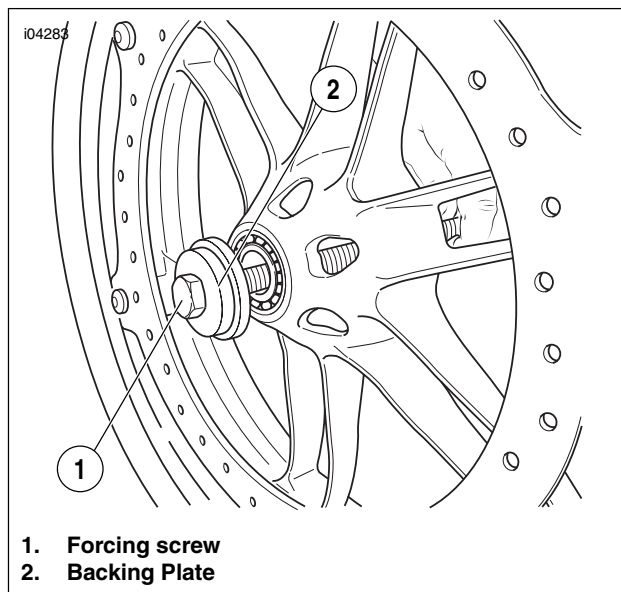
### NOTE

The bearings in both front and rear wheels, will vary in depth from wheel to wheel. Bearing depth is established when the bearing is seated firmly against the shoulder inside the bearing bore inside the wheel hub.

### **WARNING**

**Always install the brake side bearing first with the lettering facing out from the hub.**

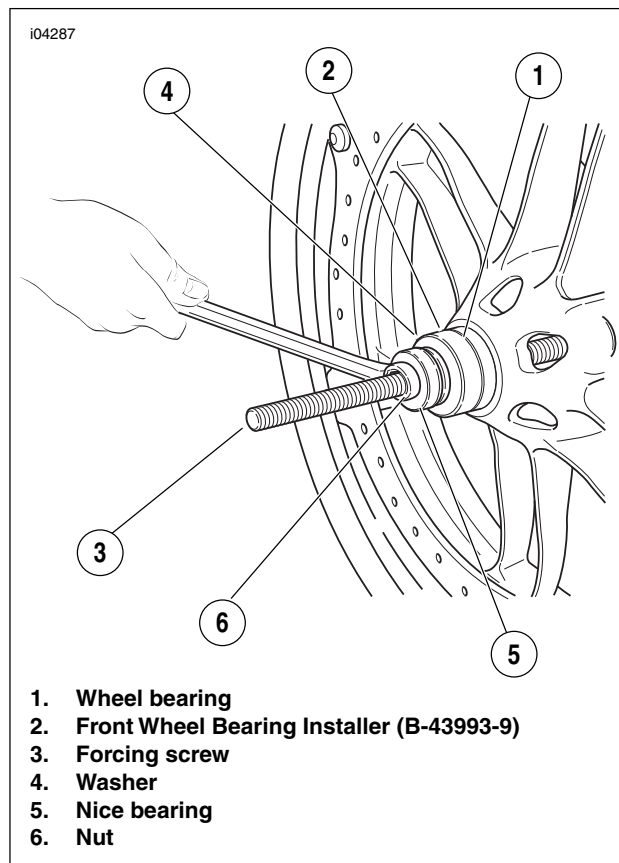
7. Remove the nut, bearing, washer, FRONT BEARING INSTALLER (Part No. B-43993-9) and forcing screw.



1. Forcing screw
2. Backing Plate

**Figure 2-15. Insert Forcing Screw and Backing Plate**

8. See [Figure 2-15](#). Remove the BACKING PLATE (Part No. B-43993-11) from the long forcing screw. Reinstall the Backing Plate onto the forcing screw, with the smaller diameter toward the hex-head.
9. Insert the forcing screw through the wheel hub on the opposite side of the wheel.



1. Wheel bearing
2. Front Wheel Bearing Installer (B-43993-9)
3. Forcing screw
4. Washer
5. Nice bearing
6. Nut

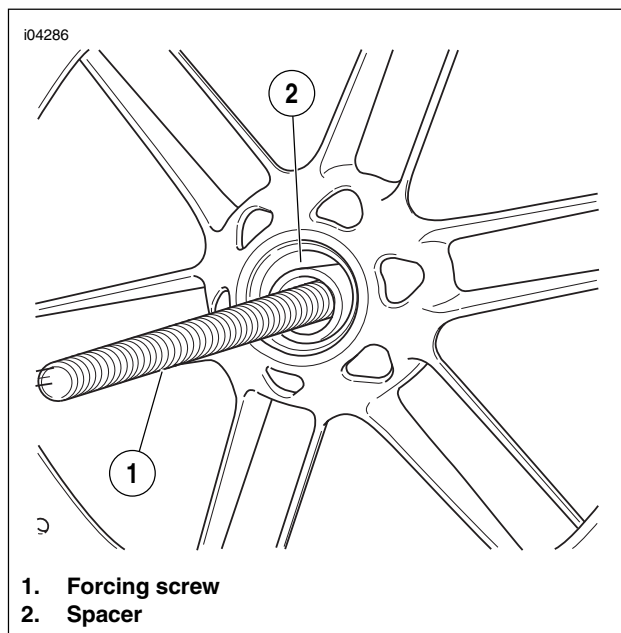
**Figure 2-17. Install the Bearing**

11. See [Figure 2-17](#). Insert a **new** wheel bearing (1) squarely into the hub, with the lettered side pointing out (away from the wheel).
12. Slide the FRONT BEARING INSTALLER (Part No. B-43993-9) (2) onto the forcing screw (3), with the smaller diameter toward the bearing bore.
13. Install a washer (4), Nice bearing (5) and nut (6) onto the forcing screw (3).

**NOTE**

See [Figure 2-16](#). Center the spacer while installing the wheel bearing. Failure to center the spacer could cause the bearing not to pull in straight.

14. While holding the forcing screw (3), tighten the nut (6) until the bearing is seated firmly.
15. Remove the nut, bearing, washer, FRONT BEARING INSTALLER (Part No. B-43993-10) and forcing screw.
16. Install the wheel. See [INSTALLATION](#) under **2.5 FRONT WHEEL**.



1. Forcing screw
2. Spacer

**Figure 2-16. Install the Spacer**

10. See [Figure 2-16](#). Install the spacer.

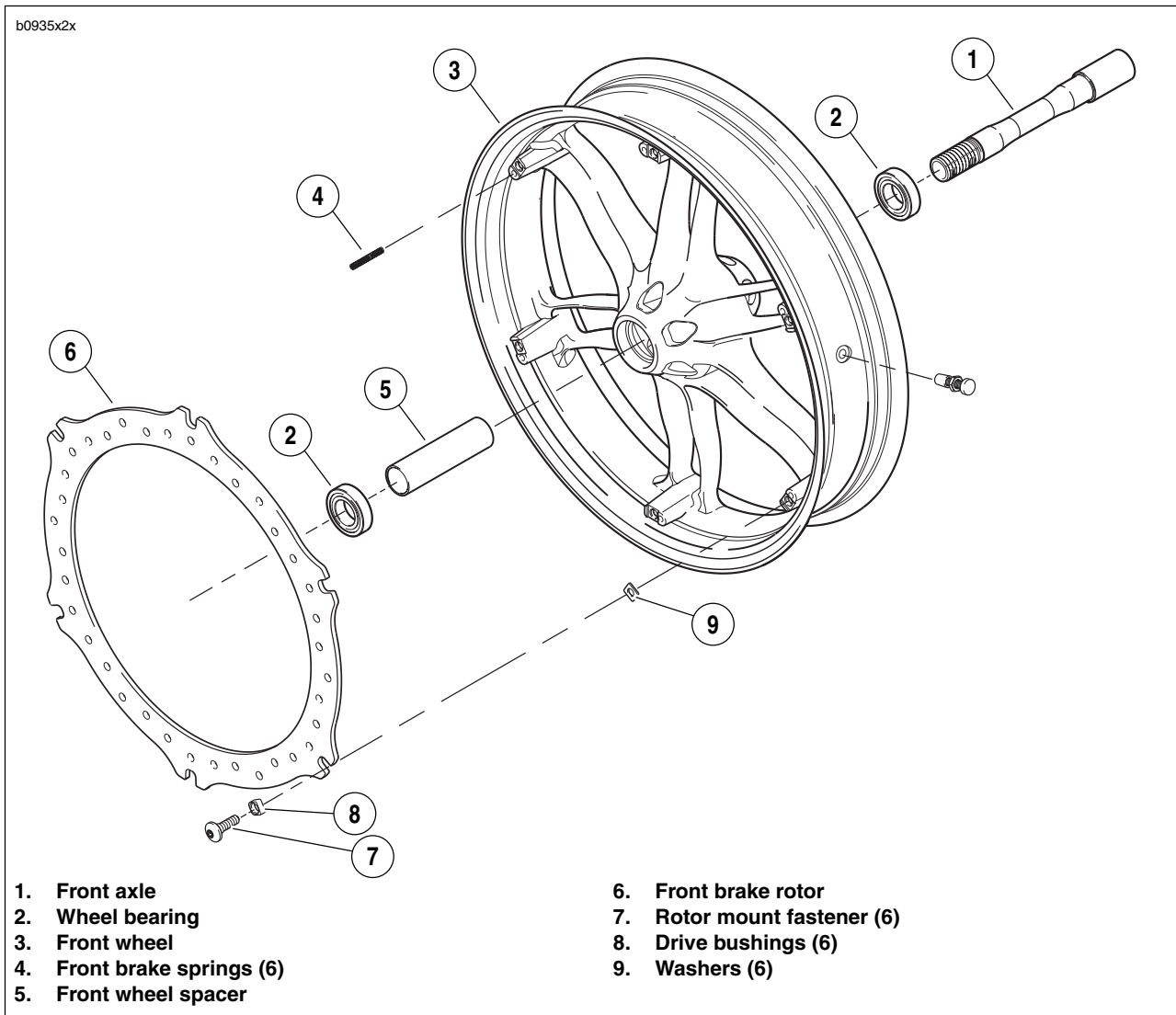


Figure 2-18. Front Wheel Assembly

## Front Rotor Installation

1. See Figure 2-18. Install **new** spring (4).
2. Install **new** washers (9).
3. Install **new** drive bushings (8) into rotor.

### NOTE

Note the identifying mark of rotor is up and radius end of drive bushing (8) toward center of wheel.

4. Align reference dot on front rotor with the valve stem.

5. Install **new** rotor mounting fasteners in a criss-cross pattern around the wheel to insure proper fitting between rotor, fastener and bushing. Tighten to 25-27 ft-lbs (34-37 Nm).

### CAUTION

Rotor mounting fasteners must be seated into drive bushings and drive bushings must be fitted into rotor properly. Failure to comply may affect braking ability and lead to brake failure which could result in death or serious injury.



## INSTALLATION

1. Raise front wheel to allow clearance for the caliper to swing under and inside the front rotor.

### CAUTION

To prevent cosmetic damage to the wheel, center caliper between spokes before removal.

2. See [Figure 2-19](#). Install caliper.
  - a. Align wheel so that rotor mounting fasteners straddle caliper.
  - b. Rotate right front fork counterclockwise to align caliper with rotor.
  - c. Lower front wheel into caliper assembly.
3. Install front axle.
  - a. Apply LOCTITE ANTI-SEIZE LUBRICANT to axle.
  - b. See [Figure 2-20](#). With pinch fasteners (metric) loose, insert threaded end of axle (1) through left side fork, wheel hub and thread into right fork.
  - c. Compress the front suspension to make sure it is free and not binding.
  - d. Tighten axle (1) (metric) to 39-41 ft-lbs (53-56 Nm).

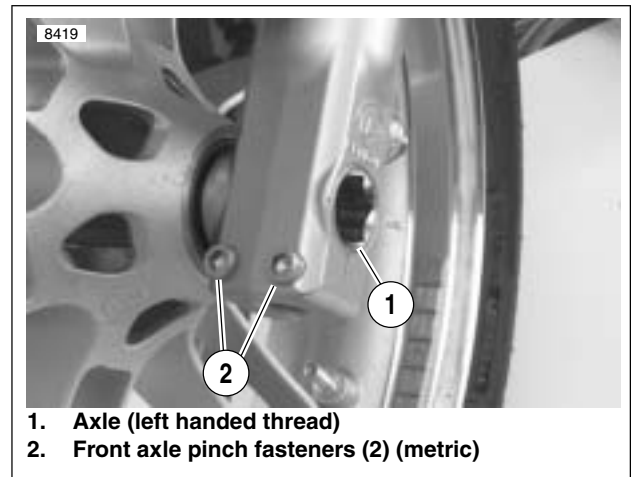
### NOTE

The front axle is left handed thread.

4. See [Figure 2-20](#). Tighten the front axle pinch fasteners (2) to 20-22 ft-lbs (27-30 Nm).
5. Install right side fender fasteners. See [2.31 FENDERS](#).



Figure 2-19. Front Wheel Installation



1. Axle (left handed thread)
2. Front axle pinch fasteners (2) (metric)

Figure 2-20. Front Wheel Mounting

## REMOVAL

1. Place a scissor jack under jacking point and raise rear wheel off ground. For location of jacking point see [2.28 EXHAUST SYSTEM](#).

### NOTE

Do not operate rear brake pedal with rear wheel removed or caliper piston may be forced out. Reseating piston requires caliper disassembly.

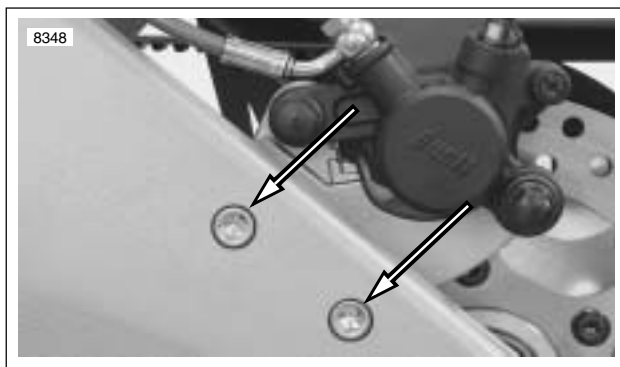
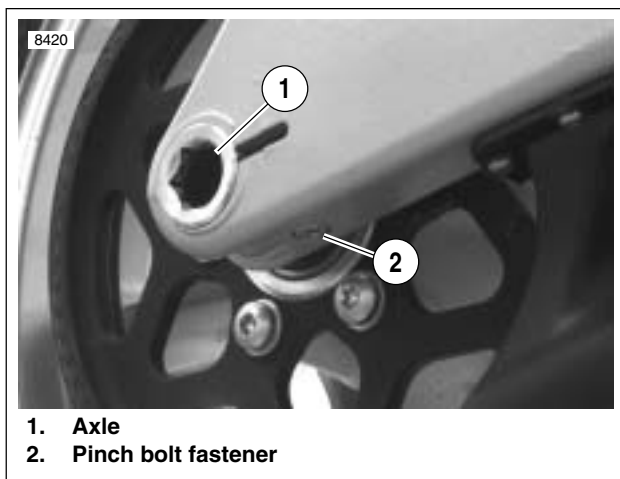


Figure 2-21. Rear Brake Caliper Carrier Fasteners

2. See [Figure 2-21](#). Remove caliper carrier from swingarm by removing caliper carrier fasteners. See [2.15 REAR BRAKE CALIPER](#).



1. Axle
2. Pinch bolt fastener

Figure 2-22. Rear Wheel Mounting, Right Side

3. See [Figure 2-22](#). Loosen rear axle pinch fastener (2).
4. Loosen rear axle (1) approximately 15 rotations to allow partial tension to be removed from rear drive system.
5. Remove idler pulley assembly by removing nuts and washers. See [IDLER PULLEY REMOVAL](#) in [6.6 DRIVE BELT SYSTEM](#).
6. Remove rear axle.
7. Slide drive belt out of the way and remove rear wheel.

## CLEANING AND INSPECTION

### WARNING

Never use compressed air to “spin-dry” bearings. Very high bearing speeds can damage unlubricated bearings. Spinning bearings with compressed air can also cause a bearing to fly apart, which could result in death or serious injury.

1. Inspect all parts for damage or excessive wear.
2. Inspect brake rotor. See [1.7 BRAKE SYSTEM MAINTENANCE](#).

## DISASSEMBLY

1. Remove sprocket.
  - a. Remove sprocket fasteners and washers. Discard fasteners.
  - b. Remove sprocket from wheel.
2. Remove rear rotor.
  - a. See [Figure 2-23](#). Remove and discard rotor mounting fasteners (1).
  - b. Remove and inspect brake rotor for wear and warping. See [BRAKE ROTOR THICKNESS](#) in [1.7 BRAKE SYSTEM MAINTENANCE](#).
3. Remove rear wheel bearings using [BUSHING AND BEARING PULLER](#) (Part No. B43993-8) and [WHEEL BEARING REMOVER AND INSTALLER](#) (Part No. HD-44060).

### NOTE

The procedure for the rear wheel bearing removal is the same as front wheel bearing removal. See [Bearing Removal](#) in [2.5 FRONT WHEEL](#).

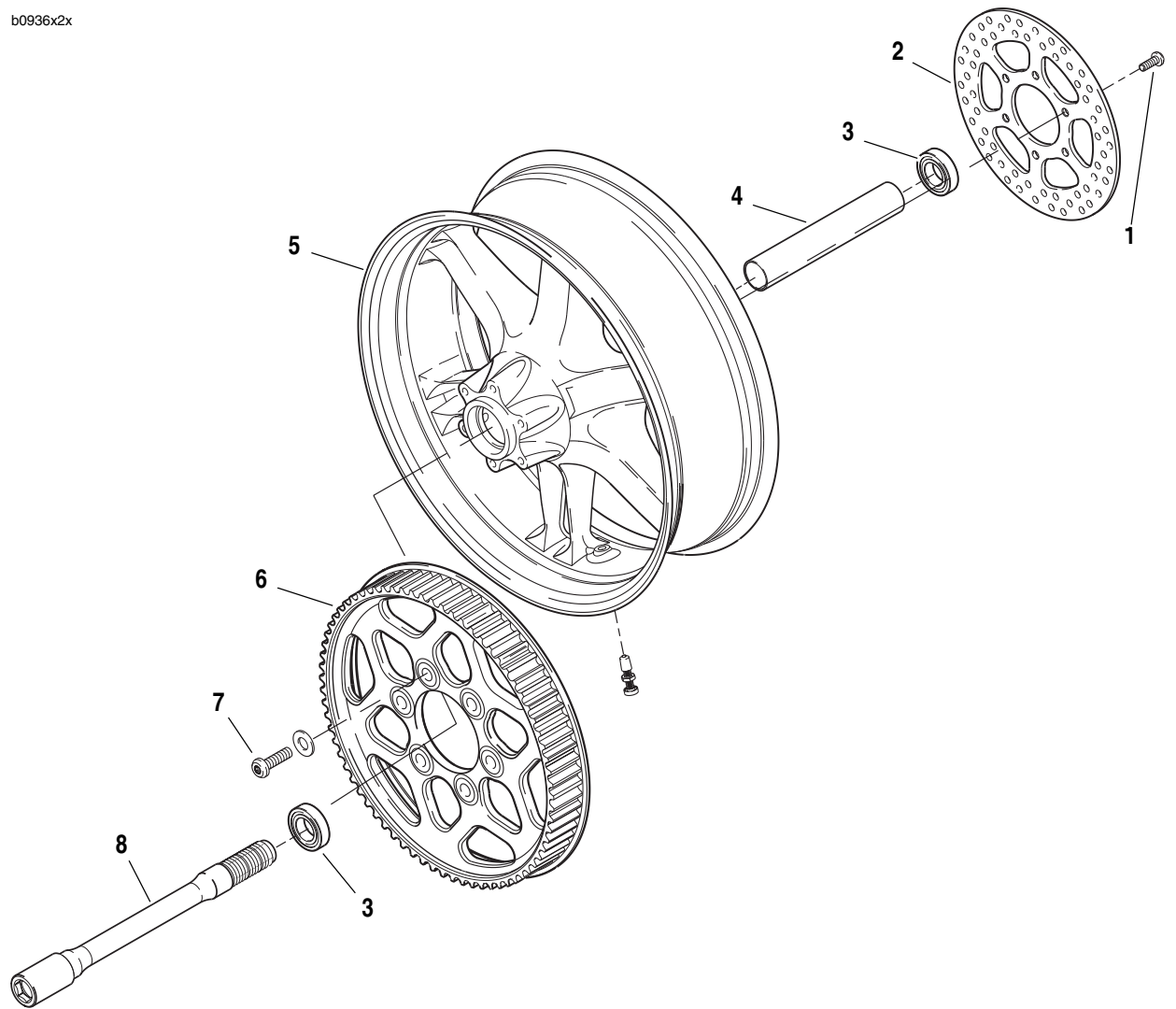
4. Remove rear wheel spacer (4).

### NOTE

For wheel bearing removal follow identical procedure as used for front wheel.



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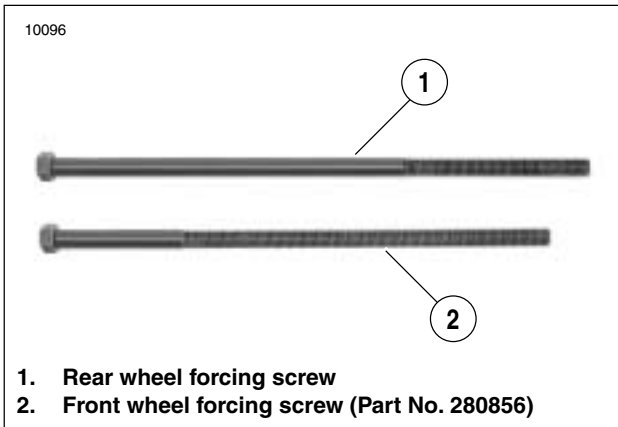
1. Rotor mounting fastener (6)
2. Brake rotor
3. Wheel bearing
4. Wheel spacer
5. Wheel
6. Sprocket
7. Sprocket fastener
8. Axle

Figure 2-23. Rear Wheel Assembly

## ASSEMBLY

### WARNING

Do not allow brake fluid, bearing grease, lubricants, etc. to contact brake rotor or reduced braking ability will occur, which could result in death or serious injury.



1. Rear wheel forcing screw
2. Front wheel forcing screw (Part No. 280856)

Figure 2-24. Forcing Screws Used for Front and Rear Wheel Bearing Installation

### NOTES

- See [Figure 2-24](#). When installing rear wheel bearings it is necessary to use the FORCING SCREW (1) from the STEERING HEAD BEARING RACE INSTALLER (Part No. HD-39302).
  - The procedure for the rear wheel bearing installation is the same as front wheel bearing installation. See [Bearing Installation in 2.5 FRONT WHEEL](#).
  - Install rear wheel bearings using REAR BEARING INSTALLER (Part No. B-43993-10) and WHEEL BEARING REMOVER AND INSTALLER (Part No. HD-44060) and FORCING SCREW (Part No. HD-39302-2).
1. Install wheel bearing (3) on rotor side of motorcycle.
  2. Install rear wheel spacer (4).
  3. Install wheel bearing (3) on sprocket side of motorcycle.
  4. Install sprocket.
    - a. Position sprocket (6) on wheel (5) keeping lip of sprocket facing the inside.
    - b. Install **new** sprocket fasteners (7) and washers tightening to 35-37 ft-lbs (48-50 Nm).
  5. Install rear rotor (2).
    - a. Position rear brake rotor (2) on wheel (5).
    - b. Install brake rotor (2) with **new** rotor mounting fasteners (1) and tighten to 25-27 ft-lbs (34-37 Nm).

## INSTALLATION

1. Center rear wheel in the swingarm at the same time sliding the drive belt onto the rear sprocket.
2. With wheel centered in swingarm, lower bike to align swingarm and wheel hub.

3. Apply ANTI-SEIZE LUBRICANT to hole in right side of swingarm where rear axle slides through.

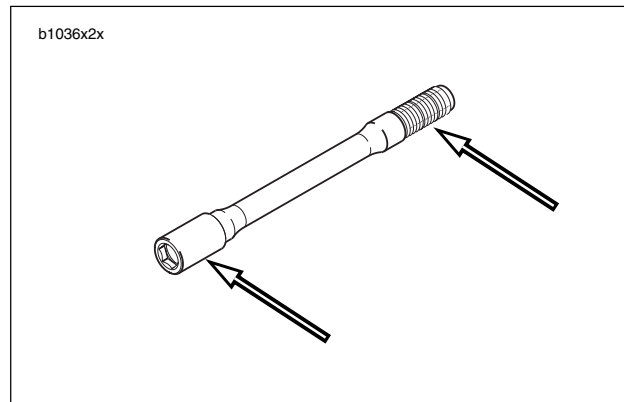
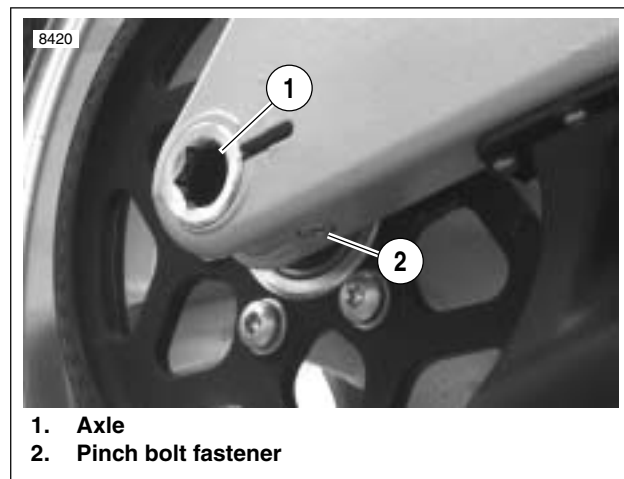


Figure 2-25. Anti-Seize Lubricant Location

4. See [Figure 2-25](#). Coat the axle with ANTI-SEIZE LUBRICANT.
5. Slide axle through right side of swing arm and wheel hub and thread partially into swingarm on left side.
6. Install idler pulley. See [IDLER PULLEY INSTALLATION](#) under [6.6 DRIVE BELT SYSTEM](#).

### CAUTION

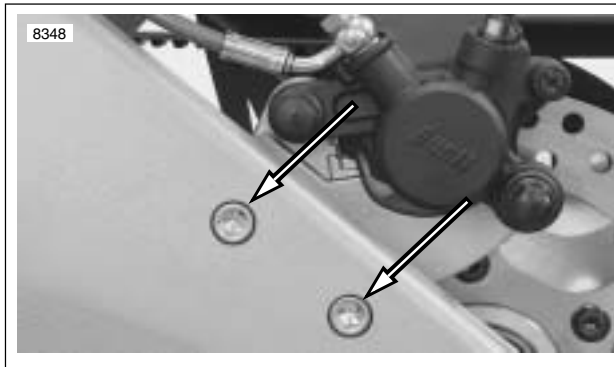
Never tighten rear axle with swingarm brace removed.



1. Axle
2. Pinch bolt fastener

Figure 2-26. Rear Wheel Mounting, Right Side

7. See [Figure 2-26](#). Tighten rear axle (1) to 23-27 ft-lbs (31.2-36.6 Nm), back off two full turns and then retighten to 48-52 ft-lbs (65.1-70.5 Nm).
8. Tighten pinch fastener (2) on right side of swingarm to 40-45 ft-lbs (54-61 Nm).



**Figure 2-27. Rear Brake Caliper Carrier Fasteners**

9. See [Figure 2-27](#). Install caliper carrier and tighten fastener to 24-26 ft-lbs (32-35 Nm). See [2.15 REAR BRAKE CALIPER](#).

**NOTE**

*The brake pads may become cocked and will not allow the rotor to slide into the caliper. Press on the brake pad from the outside of the caliper to straighten out the pad.*

**⚠ WARNING**

**Always test motorcycle brakes at low speed after servicing or bleeding system. To prevent death or serious injury, Buell recommends that all brake repairs be performed by a Buell dealer or other qualified mechanic.**

## GENERAL

Check wheels for lateral and radial runout before installing a new tire.

### Rim Lateral Runout

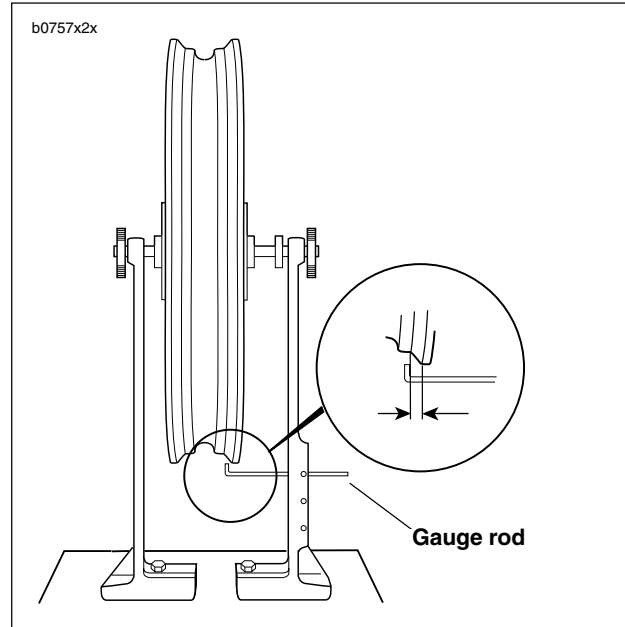
1. See [Figure 2-28](#). Install truing arbor in wheel hub and place wheel in WHEEL TRUING AND BALANCING STAND (Part No. HD-99500-80).
2. Tighten arbor nuts so hub will turn on its bearings.
3. Check rim lateral runout by placing a gauge rod or dial indicator near the rim bead. Replace wheel if lateral runout exceeds specification shown in [Table 2-9](#).

### Rim Radial Runout

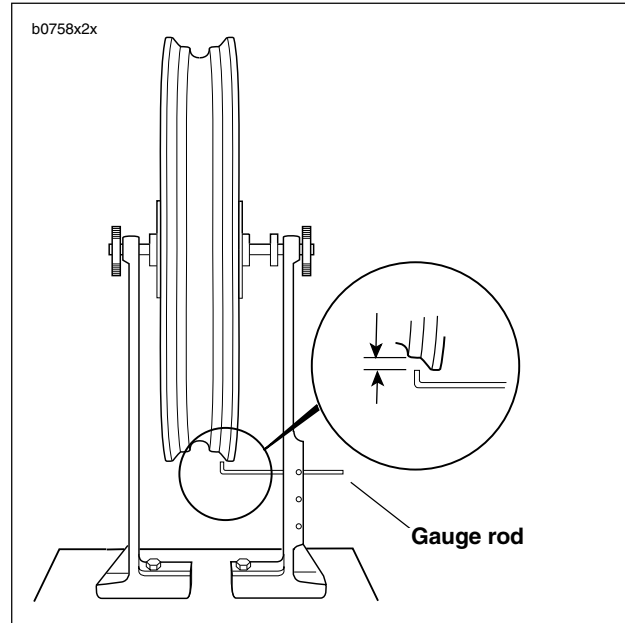
1. See [Figure 2-29](#). Install truing arbor in wheel hub and place wheel in WHEEL TRUING AND BALANCING STAND (Part No. HD-99500-80).
2. Tighten arbor nuts so hub will turn on its bearings.
3. Check radial runout as shown. Replace wheel if runout exceeds specification shown in [Table 2-9](#).

**Table 2-9. Wheel Rim Runout**

RUNOUT	IN	MM
Maximum lateral	0.040	1.02
Maximum radial	0.030	0.76



**Figure 2-28. Checking Cast Rim Lateral Runout Using Wheel Truing and Balancing Stand (HD-99500-80)**



**Figure 2-29. Checking Cast Rim Radial Runout Using Wheel Truing and Balancing Stand (HD-99500-80)**

## GENERAL

Inspect tires for punctures, cuts, breaks and wear at least weekly.

### ⚠ WARNING

- Always check both tire sidewalls for arrows indicating forward rotation. Some tires require different tire rotation depending on whether tire is used on front or rear wheel. Installing a tire with the wrong rotation could result in death or serious injury.
- Dunlop front and rear tires for Buell motorcycles are not the same. They are not interchangeable. Use front tire **ONLY** for a front tire. **DO NOT** put a rear tire on the front of a vehicle. Failure to follow this warning could result in death or serious injury.

### ⚠ CAUTION

Some tires have arrows molded into the tire sidewall. These tires should be mounted on the rim with the arrow pointing in the direction of forward rotation. The yellow circle on the sidewall is a balance mark and should be aligned 180 degrees from the balance mark (blue dot) on inside of rim.

## REMOVAL

1. Remove wheel from motorcycle. See [2.5 FRONT WHEEL](#) or [2.6 REAR WHEEL](#).
2. Deflate tire.
3. See [Figure 2-30](#). Loosen both tire beads from rim flange.

### ⚠ WARNING

**Do not use excessive force when starting bead over rim. Excessive force may damage tire or rim and adversely affect handling which could result in death or serious injury.**

4. If a bead breaker machine is not available, attach RIM PROTECTORS (Part No. HD-01289) to the rim. Using tire tools (not sharp instruments), start upper bead over edge of rim at valve. Repeat all around rim until first bead is over rim.
5. See [Figure 2-31](#). Push lower bead into rim well on one side and insert tire tool underneath bead from opposite side. Pry bead over rim edge. Remove tire from rim.
6. Remove valve stem if it is damaged or leaks.
7. Mount tire on TIRE SPREADER (Part No. HD-21000) for inspection and repair procedures.

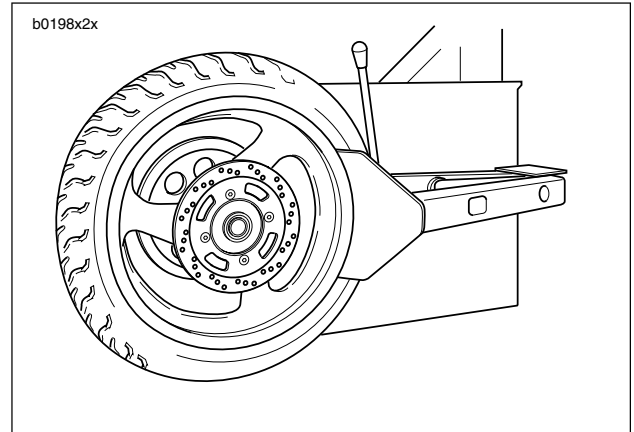


Figure 2-30. Loosening Beads from Rim Flange

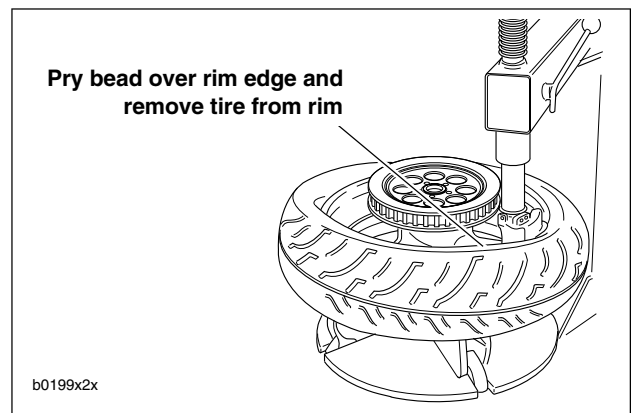


Figure 2-31. Starting Tire Off Rim

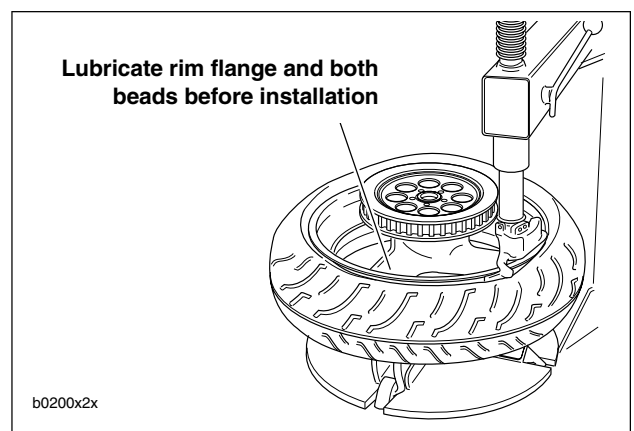


Figure 2-32. Starting Bead on Rim

## CLEANING AND INSPECTION

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1. Clean inside of tire with dry rag.
2. If rim is dirty or corroded, clean with a stiff wire brush.
3. Inspect tire for wear and damage. Replace worn or damaged tires. See [1.8 TIRES AND WHEELS](#).

## INSTALLATION

---

### WARNING

Only install original equipment (stock) tire valves and valve caps. A valve or valve and cap combination that is too long may interfere with (strike) adjacent components, damage the valve and cause rapid tire deflation. Rapid tire deflation could cause loss of control. These events could result in death or serious injury.

### WARNING

Aftermarket valve caps that are heavier than the stock cap may have clearance at slow speeds; but, at high speed the valve/cap will be moved outward by centrifugal force. This outward movement could cause the valve/cap to strike the adjacent components, damage the valve and cause rapid tire deflation. Rapid tire deflation could cause loss of control. These events could result in death or serious injury.

1. Damaged or leaking valve stems must be replaced.
2. Install and tighten fastener to 40-44 **in-lbs** (4-5 Nm).
3. Thoroughly lubricate rim flanges and both beads of tire with tire lubricant.

### WARNING

The yellow circle on the sidewall is a balance mark and should be aligned 180 degrees from the balance mark (blue dot) on inside of rim.

4. See [Figure 2-32](#). Starting at the valve stem, start first bead into the rim well using a bead breaker machine. If no machine is available, work bead on as far as possible by hand. Use a tire tool to pry the remaining bead over rim flange.
5. Start 180° from valve stem hole and place second bead on rim. Work bead onto rim with tire tools, working toward valve in both directions.

### WARNING

Do not inflate over 40 psi (275 kPa) to seat the beads. Inflating the tire beyond 40 psi (275 kPa) to seat the beads can cause the tire rim assembly to burst with force sufficient to cause death or serious injury. If the beads fail to seat to 40 psi (275 kPa), deflate and relubricate the bead and rim and reinflate to seat the beads, but do not exceed 40 psi (275 kPa).

6. Apply air to stem to seat beads on rim. It may be necessary to use a TIRE BEAD EXPANDER (Part No. HD-28700) on the tire until beads seal on rim.

### Checking Tire Lateral Runout

1. See [Figure 2-33](#). Turn wheel on axle and measure amount of displacement from a fixed point to tire sidewall.
2. Check tire tread for appropriate runout specification. See [Table 2-10](#). If runout is more than specification, remove tire from rim.
3. Check rim bead side runout. See [2.7 CHECKING CAST RIM RUNOUT](#). Replace rims not meeting specifications.
4. Install tire and check again for tire tread lateral runout.

### Checking Tire Radial Runout

1. See [Figure 2-34](#). Turn wheel on axle and measure tread radial runout.
2. Check tire tread for appropriate runout specification. See [Table 2-10](#). If runout is more than specification, remove tire from rim.
3. Check rim bead runout. See [2.7 CHECKING CAST RIM RUNOUT](#). Replace rims not meeting specifications.
4. Install tire and check tire tread radial runout again.

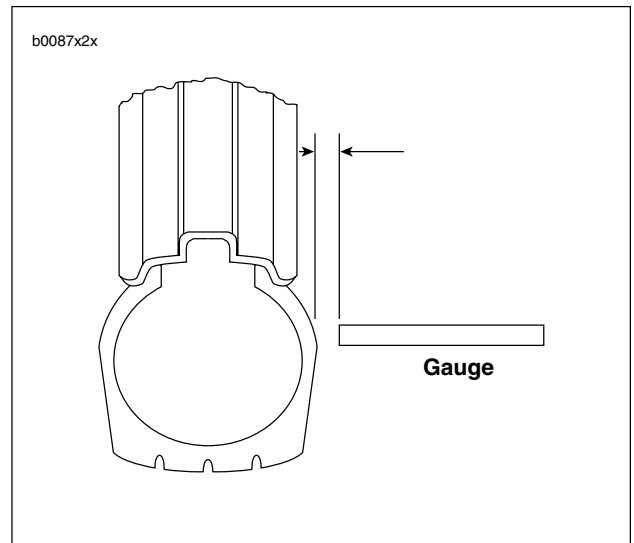


Figure 2-33. Checking Tire Lateral Runout

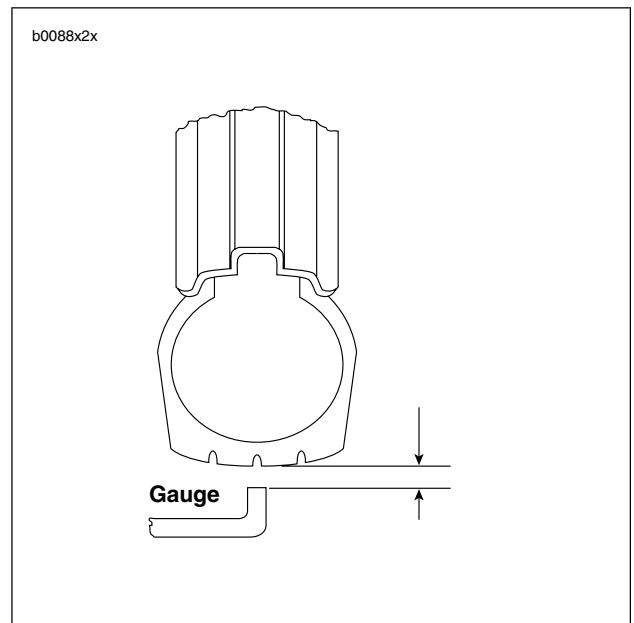


Figure 2-34. Checking Tire Radial Runout

Table 2-10. Tire Runout

RUNOUT	IN.	MM
Radial	0.060	1.52
Lateral	0.080	2.03

## ADJUSTMENT

### Wheel Balancing

Wheel balancing is recommended to improve handling and reduce vibration, especially at high road speeds.

In most cases, static balancing using WHEEL TRUING AND BALANCING STAND (Part No. HD-99500-80) will produce satisfactory results. However, dynamic balancing, utilizing a wheel spinner, can be used to produce finer tolerances for better high-speed handling characteristics. Follow the instructions supplied with the balance machine you are using.

#### NOTE

*If the rear wheel on the XB Firebolt will not fit on a stock dynamic spin balance shaft, use the Carlson wheel balance shaft (Part No. AF15).*

### WEIGHTS FOR CAST WHEELS

The maximum weight permissible to accomplish balance is:

- 1.0 oz. (28 g) total weight applied to the front wheel.
- 2.0 oz. (56 g) total weight applied to the rear wheel.

Wheels should be balanced to within 1/4 oz. (7 g) at 60 MPH (97 KM/H).

See [Figure 2-35](#). Use only WHEEL WEIGHTS (Part No. 43692-94Y) which have special self-adhesive backings. Apply WHEEL WEIGHTS to the flat surface of the wheel rim.

1. Make sure that area of application is completely clean, dry and free of oil and grease.
2. Remove paper backing from weight. For additional adhesive strength, apply three drops of LOCTITE SUPER-BONDER 420 to adhesive side of weight.

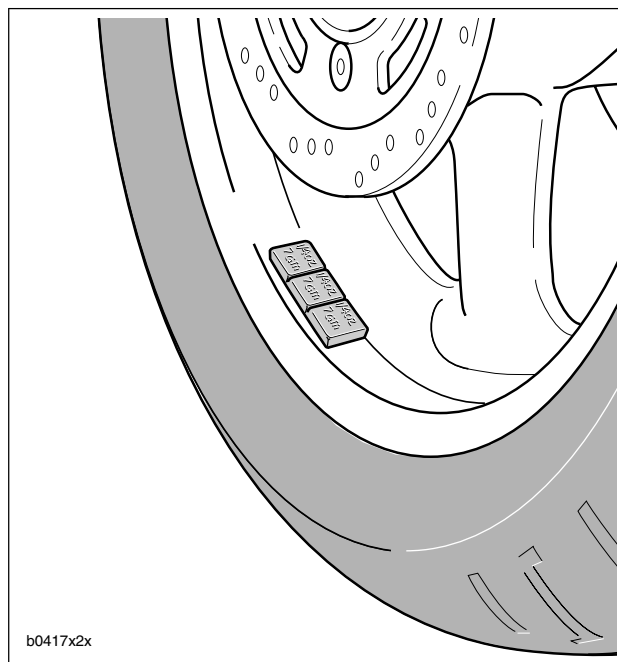
#### WARNING

**Do not install balancing weights under the stand offs for the front brake rotor. Contact could push rotor out of round. Braking could result in brake failure resulting in death or serious injury.**

3. On the front wheel, locate a flat surface on the **right side** of the wheel rim. On the rear wheel locate a flat surface. Press weight firmly in place, holding for ten seconds.
4. Allow eight hours for adhesive to cure completely before using wheel.

#### NOTE

*If wheel assembly is out of specification (1 oz. front, 2 oz. rear) rotate tire on rim and rebalance until wheel is within specification.*



**Figure 2-35. Wheel Weights**

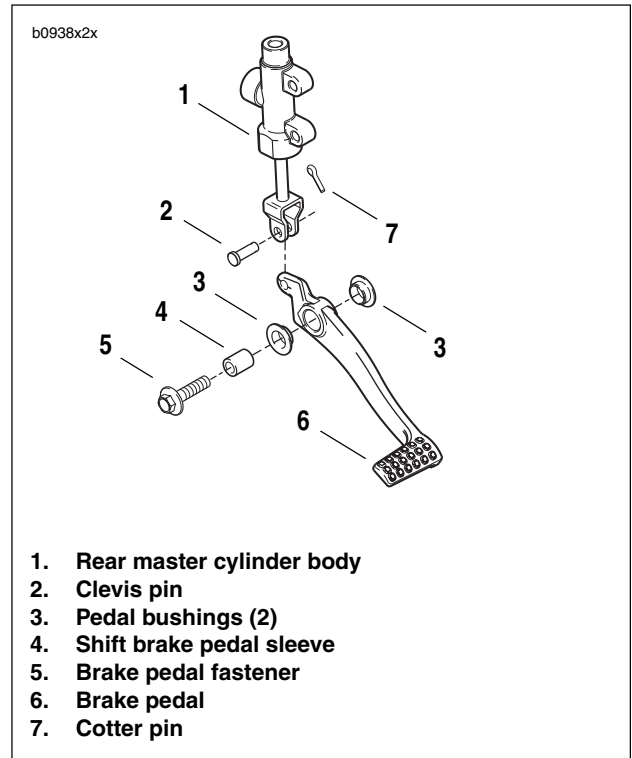


**REMOVAL**

1. See [Figure 2-36](#). Remove cotter pin (7) and discard.
2. Remove clevis pin (2).
3. Remove pedal fastener (5).
4. Remove shift brake pedal sleeve (4).
5. Remove pedal bushings (3).
6. Remove brake pedal (6).

**INSTALLATION**

1. See [Figure 2-36](#). Install pedal bushings (3).
2. Install shift brake pedal sleeve (4).
3. Install brake pedal (6) using LOCTITE 272 (Red) and tighten fastener (5) to 22-24 ft-lbs (30-33 Nm).
4. Install clevis pin (2).
5. Install **new** cotter pin (7).



**Figure 2-36. Brake Pedal Assembly**

# FRONT BRAKE MASTER CYLINDER AND HAND LEVER 2.10

## REMOVAL

### NOTE

Steps 1 is not required for removing the master cylinder assembly from the handlebars. Do not disassemble master cylinder unless problems are experienced.

1. Drain brake fluid into a suitable container. Discard used fluid according to local laws.
  - a. Install a length of plastic tubing over caliper bleeder valve. Place free end in a suitable container.
  - b. Open bleeder valve (metric) about 1/2-turn.
  - c. Pump brake hand lever to drain brake fluid.
  - d. Tighten bleeder valve to 36-60 **in-lbs** (4-7 Nm).

### CAUTION

Damaged banjo bolt seating surfaces will leak when reassembled. Prevent damage to seating surfaces by carefully removing brake line components.

2. See Figure 2-37. Remove the banjo bolt (13) (metric) and two copper washers (15) to disconnect brake line (14) from master cylinder (4). Discard copper washers.
3. Unplug terminal (12) to detach brake lamp switch (11).

### NOTE

The individual parts of the brake lamp switch are not serviceable. Replace switch upon failure.

4. Remove mounting clamp fasteners (5) (metric) to detach master cylinder reservoir (4) from handlebar.

b0979x2x

1. Reservoir cover fasteners
2. Reservoir cover
3. Reservoir cover gasket
4. Master cylinder reservoir
5. Master cylinder housing fasteners (metric)
6. Piston assembly
7. Rubber boot
8. Brake hand lever
9. Pivot bolt nut (metric)
10. Brake switch fastener
11. Brake switch
12. Brake switch terminal
13. Banjo bolt (metric)
14. Brake line
15. Copper washers
16. Pivot bolt

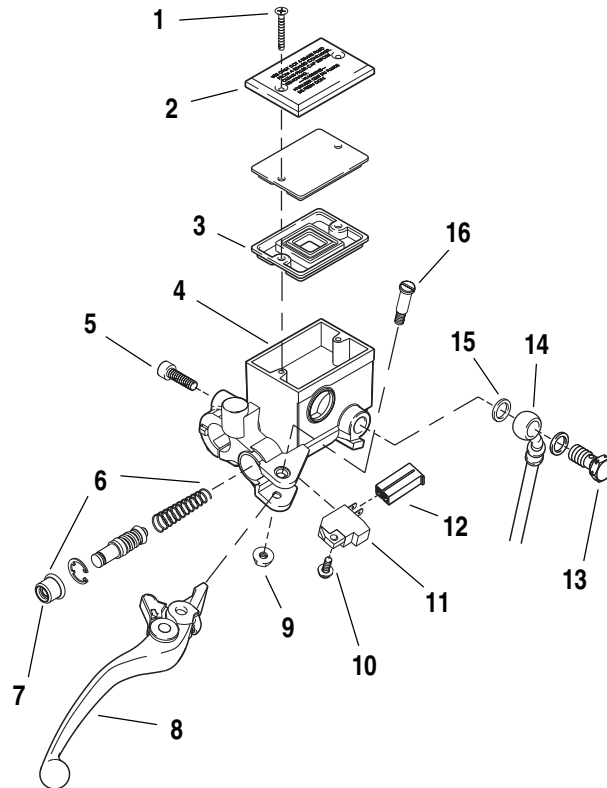


Figure 2-37. Front Brake Hand Lever Assembly

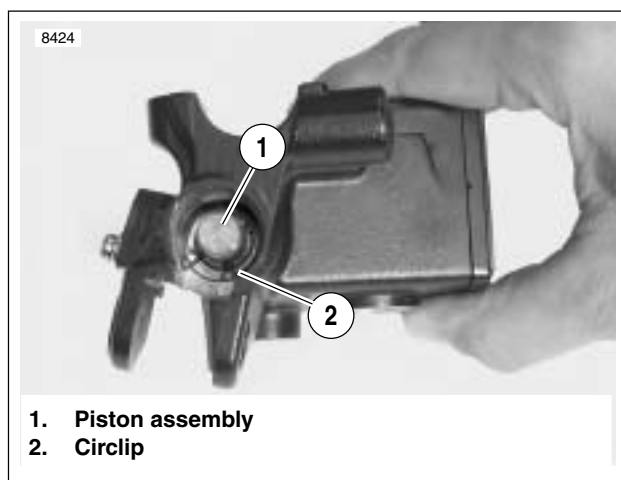
## DISASSEMBLY

### Brake Hand Lever

1. See [Figure 2-37](#). Remove pivot bolt nut (9) (metric) and pivot bolt (16) from hand lever pivot.
2. Detach front brake hand lever assembly (8) from hand lever pivot.
3. Detach front brake lamp switch (11) by removing the switch fastener (10).

### Front Master Cylinder

1. See [Figure 2-37](#). Remove master cylinder cover (2) by removing cylinder cover fasteners (1).
2. Discard excess brake fluid.
3. Remove rubber boot (7) and discard.



**Figure 2-38. Piston Assembly in Master Cylinder**

4. See [Figure 2-38](#). Depress piston assembly (1) and remove internal circlip (2) and discard.
5. See [Figure 2-37](#). Remove piston assembly (6) from front master cylinder reservoir (4) and discard.

## CLEANING AND INSPECTION

### **⚠ WARNING**

**Clean brake system components using denatured alcohol. Do not use mineral-base cleaning solvents, such as gasoline or paint thinner. Use of mineral-base solvents causes deterioration of rubber parts that continues after assembly. This may result in improper brake operation which could result in death or serious injury.**

1. Clean all parts with denatured alcohol or **D.O.T. 4 BRAKE FLUID**. Do not contaminate with mineral oil or other solvents. Wipe dry with a clean, lint free cloth. Blow out drilled passages and bore with a clean air supply. Do not use a wire or similar instrument to clean drilled passages in bottom of reservoir.
2. Inspect piston bore in master cylinder housing for scoring, pitting or corrosion. Replace housing if any of these conditions are found.
3. Inspect outlet port that mates with brake line fitting. As a critical sealing surface, replace housing if any scratches, dents or other damage is noted.

## ASSEMBLY

### Front Master Cylinder

1. Obtain PISTON ASSEMBLY KIT.

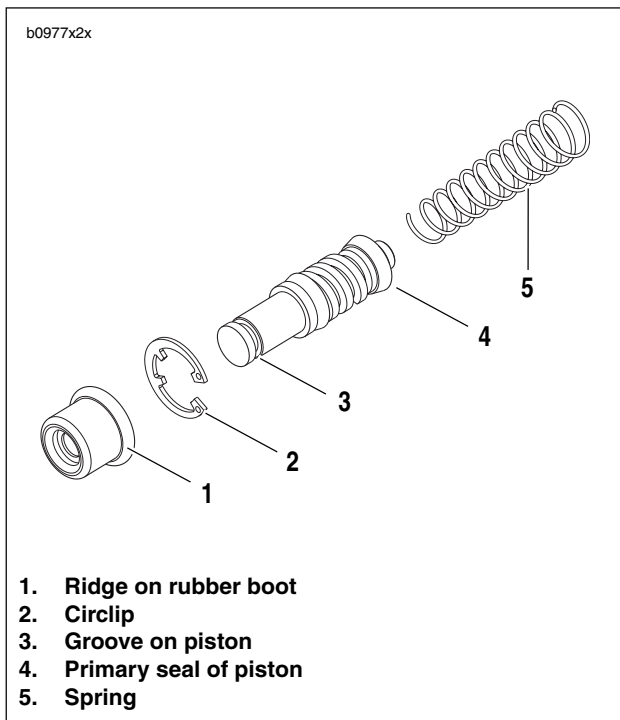


Figure 2-39. Front Master Cylinder Piston Assembly

2. See Figure 2-39. Assemble **new** piston components placing small end of spring (5) behind primary seal of piston (4).
3. Lubricate master cylinder body and piston seals with special lubricant found in the service parts kit.

### ⚠ WARNING

When installing circlip to secure master cylinder, be sure the circlip snaps into place. Failure to do so can result in improper brake operation which could result in death or serious injury.

4. See Figure 2-37. Insert piston assembly (6), spring first, into master cylinder reservoir (4).
5. See Figure 2-38. Secure piston assembly (1) with a **new** circlip (2).
6. See Figure 2-39. Install ridge on boot (1) into groove on piston (3).

### Brake Hand Lever

1. See Figure 2-37. Lubricate pivot bolt (16) with LOCTITE ANTI-SEIZE.
2. Align hole in hand lever (8) with hole in hand lever pivot and install pivot bolt (16) through top of hand lever pivot and tighten nut to 80-120 **in-lbs** (9-14 Nm).

## INSTALLATION

1. See [Figure 2-37](#). Install front brake lamp switch (11).
  - a. Install brake lamp switch (11) with switch fastener (10) and tighten to 7-10 **in-lbs** (0.8-1.0 Nm).
  - b. Connect brake switch terminal (12) to brake lamp switch (11).
  - c. Test switch action. Tang on switch must release when hand lever is moved.
2. Install master cylinder to handlebar by fastening clamp with fasteners. Position for rider posture and tighten to 80-90 **in-lbs** (9-10 Nm).

### ⚠ WARNING

Use only copper crush banjo washers (See Parts Catalog for Part No.) with D.O.T. 4 brake fluid. Earlier silver banjo washers are not compatible with D.O.T. 4 fluid and will not seal properly over time. Failure to comply may adversely affect braking ability and lead to brake failure which could result in death or serious injury.

### ⚠ WARNING

To avoid leakage, verify that banjo washers, banjo bolt, hydraulic brake line and master cylinder bore are completely clean.

3. See [Figure 2-37](#). Connect brake line to master cylinder using two **new** copper washers (15) and banjo bolt (13) (metric) and tighten to 16-20 **ft-lbs** (22-27 Nm).
4. See [Figure 2-40](#). Verify brake lamp switch wires are tight.
5. See [Figure 2-37](#). Remove two master cylinder cover screws (1), cover (2) and cover gasket (3).
6. Protect body work from brake fluid.
7. See [Figure 2-41](#). With the master cylinder in a level position, add **D.O.T. 4 BRAKE FLUID**. Bring fluid level to within 1/8 in. (3.2 mm) of molded boss inside front master cylinder reservoir.

### ⚠ WARNING

Verify proper operation of the master cylinder relief port. A plugged or covered relief port can cause brake drag or lockup, which could result in loss of vehicle control which could result in death or serious injury.

8. Verify proper operation of the master cylinder relief port. Actuate the brake lever with the reservoir cover removed. A slight spurt of fluid will break the surface if all internal components are working properly.
9. Bleed brake system. See [1.7 BRAKE SYSTEM MAINTENANCE](#).
10. See [Figure 2-37](#). Attach master cylinder cover (2) and cover gasket (3). Tighten two cover fasteners (1) to 9-13 **in-lbs** (1.0-1.5 Nm).
11. Pump lever to raise pressure to operating level.

### ⚠ WARNING

Always test motorcycle brakes at low speed after servicing or bleeding system. To prevent death or serious injury, Buell recommends that all brake repairs be performed by a Buell dealer or other qualified technician.

### ⚠ WARNING

Check for proper brake lamp operation before riding motorcycle. Visibility is a major concern for motorcyclists. Failure to have proper brake lamp operation could result in death or serious injury.

12. Turn ignition key switch to ON. Apply brake hand lever to test brake lamp operation. Turn ignition key switch to OFF.

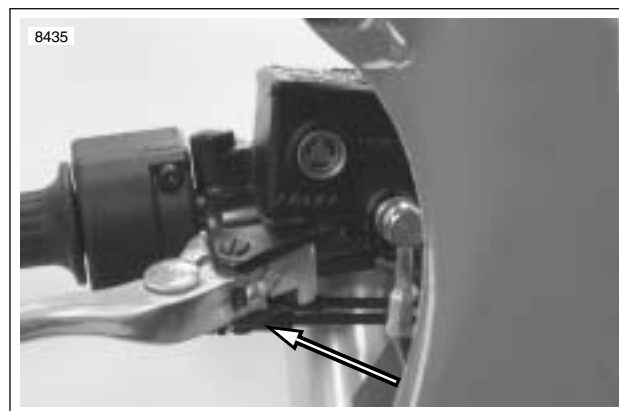


Figure 2-40. Front Brake Light Switch Connector

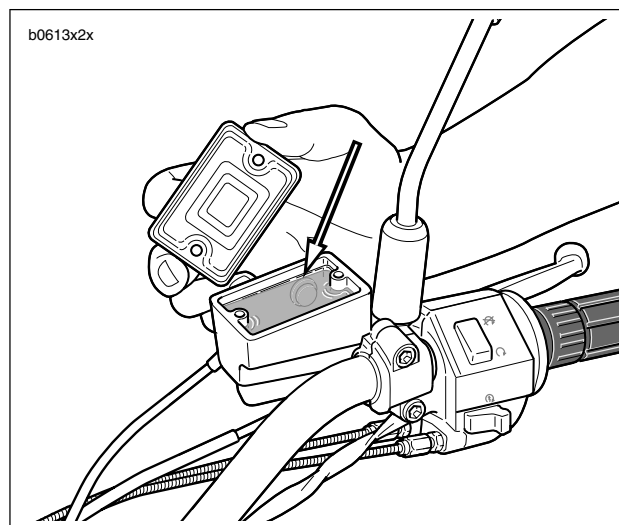


Figure 2-41. Brake Fluid Level  
(Standard Brake Reservoir Shown)

## REMOVAL

1. Drain brake fluid into a suitable container. Discard of used fluid according to local laws.
  - a. Install a length of plastic tubing over caliper bleeder valve. Place free end in a suitable container.
  - b. Open bleeder valve (metric) about 1/2-turn.
  - c. Pump brake hand lever to drain brake fluid.
  - d. Tighten bleeder valve to 36-60 **in-lbs** (4-7 Nm).
2. See [Figure 2-42](#). Remove p-clamp (1) detaching brake line from right side of lower fork clamp.

**CAUTION**

**Damaged banjo bolt seating surfaces will leak when reassembled. Prevent damage to seating surfaces by carefully removing brake line components.**

3. See [Figure 2-37](#). Remove master cylinder banjo bolt (12) (metric) and two copper washers (14) to disconnect brake line from master cylinder (4). Discard copper washers.
4. See [Figure 2-42](#). Remove caliper banjo bolt (5) (metric), two copper washers and wire form (3) to disconnect brake line (2) from caliper. Discard copper washers.
5. Carefully inspect the brake line for dents, cuts, chaffing or other defects. Replace the brake line if any damage is noted.

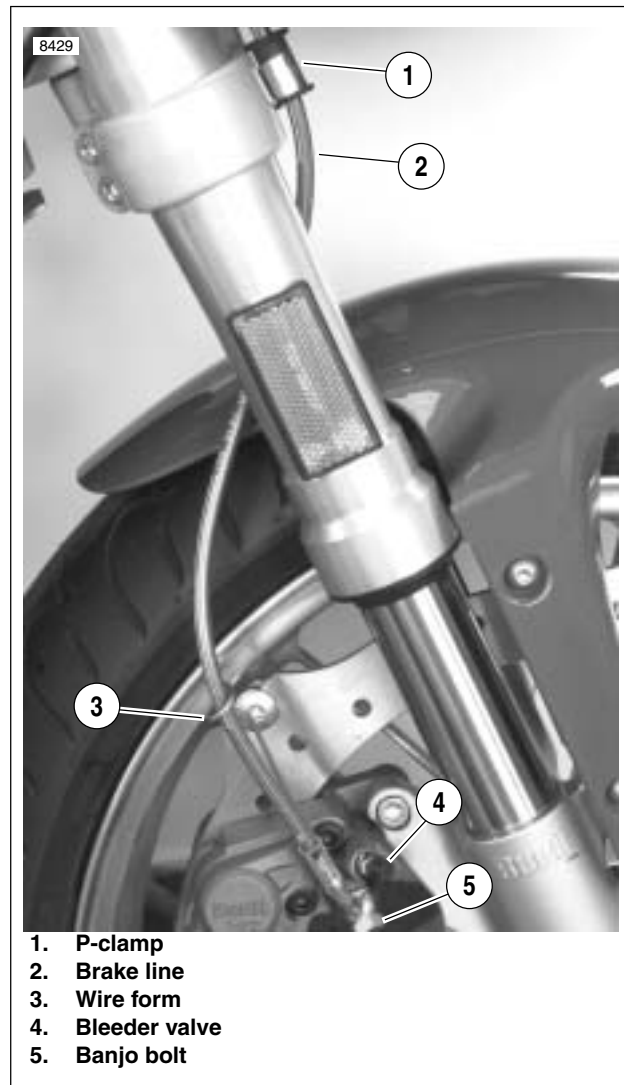


Figure 2-42. Front Brake Line

## INSTALLATION

### CAUTION

To avoid leakage, verify that gaskets, banjo bolt, hydraulic brake line and master cylinder bore are completely clean.

1. See [Figure 2-37](#). Connect brake line (13) to master cylinder (4) using two **new** copper washers (14) and a banjo bolt (12) (metric). Loosely install bolt into master cylinder.
2. Route the brake line from the master cylinder to the caliper. See [D.1 HOSE AND WIRE ROUTING](#) for front brake line routing.

### WARNING

Use only copper crush banjo washers (See Parts Catalog for Part No.) with D.O.T. 4 brake fluid. Earlier silver banjo washers are not compatible with D.O.T. 4 fluid and will not seal properly over time. Failure to comply may adversely affect braking ability and lead to brake failure which could result in death or serious injury.

### CAUTION

To avoid leakage, verify that gaskets, banjo bolt, hydraulic brake line and caliper bore are completely clean.

3. Install brake line to caliper.
  - a. See [Figure 2-42](#). Install **new** copper washer, brake line (2), **new** copper washer and wire form (3) onto banjo bolt (5).
  - b. Finger tighten banjo bolt (5) onto front caliper being careful not to pinch wire form (3) while tightening, wire form should rotate around banjo bolt freely.
  - c. Twist brake line (2) into wire form (3) spiral and clock wire form against bleeder valve (4).
4. Tighten p-clamp with fastener (1) on lower triple clamp to 36-60 **in-lbs** (4-7 Nm).
5. See [Figure 2-37](#). Tighten master cylinder banjo bolt (12) (metric) to 16-20 ft-lbs (22-27 Nm).
6. See [Figure 2-42](#). Tighten brake caliper banjo bolt (5) (metric) to 16-20 ft-lbs (22-27 Nm).

### WARNING

Always test motorcycle brakes at low speed after servicing or bleeding system. To prevent death or serious injury, Buell recommends that all brake repairs be performed by a Buell dealer or other qualified mechanic.

7. Install bleeder valve if removed. Refill master cylinder and bleed brakes. See [1.7 BRAKE SYSTEM MAINTENANCE](#).

### WARNING

Check for proper brake lamp operation before riding motorcycle. Visibility is a major concern for motorcyclists. Failure to have proper brake lamp operation could result in death or serious injury.

8. Turn ignition key switch to ON. Apply brake hand lever to test brake lamp operation. Turn ignition key switch to LOCK.

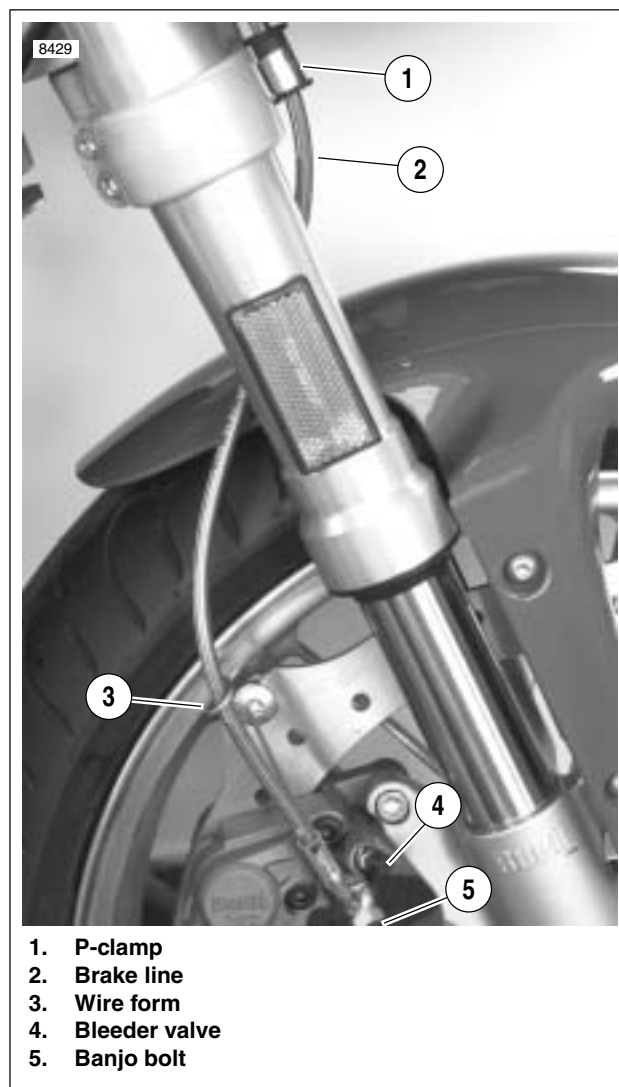


Figure 2-43. Front Brake Line



## REMOVAL

1. Drain brake fluid into a suitable container. Discard used fluid according to local laws.
  - a. Install a length of plastic tubing over caliper bleeder valve. Place free end in a suitable container.
  - b. Open bleeder valve (metric) about 1/2-turn.
  - c. Pump brake hand lever to drain brake fluid.
  - d. Tighten bleeder valve to 36-60 in-lbs (4-7 Nm).

**CAUTION**

Damaged banjo bolt seating surfaces will leak when reassembled. Prevent damage to seating surfaces by carefully removing brake line components.

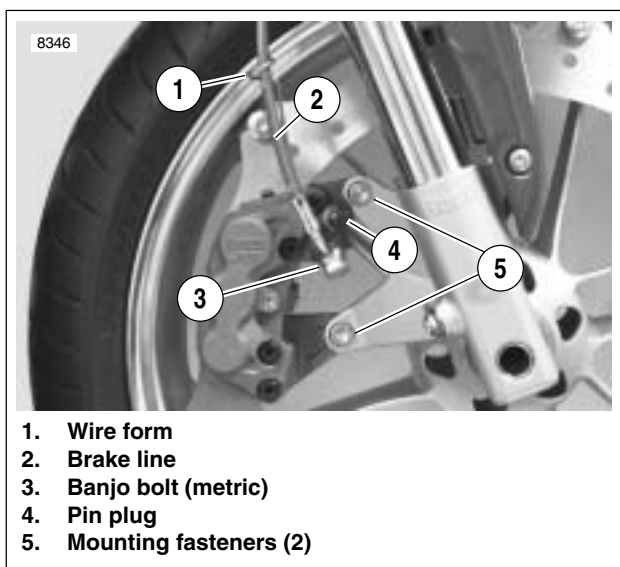


Figure 2-44. Front Brake Caliper Mounts

2. See Figure 2-44. Disconnect brake line at caliper. See 2.11 FRONT BRAKE LINE.
3. Remove caliper mounting fasteners (5).
4. Slide caliper down the rotor to clear fork lower and then remove off rotor.

## DISASSEMBLY

1. See Figure 2-45. Remove pin hanger set (1), caliper pad spring (2) and brake pads.

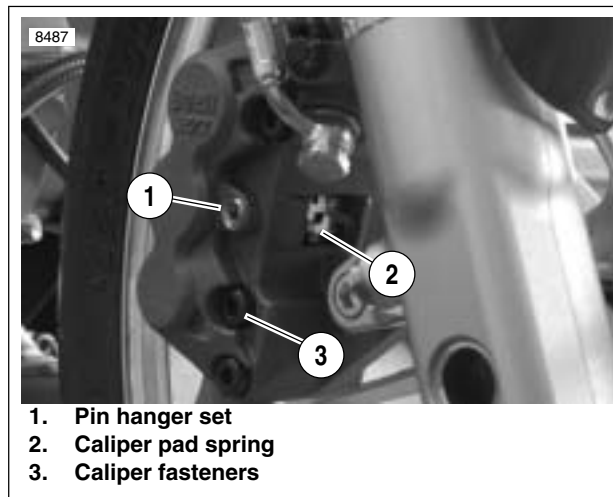


Figure 2-45. Pad Spring (Typical)

2. Split caliper by removing caliper fasteners (3).
3. See Figure 2-47. Remove and discard o-rings (6).
4. See Figure 2-46. Remove pistons using a BRAKE PISTON REMOVER (Part No. B-42887).
5. Remove and discard top and bottom seal.

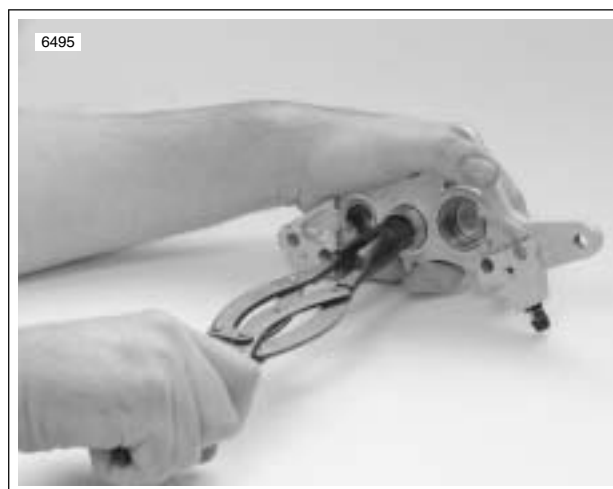


Figure 2-46. Removing Pistons (B-42887)



## CLEANING AND INSPECTION

### WARNING

Clean brake system components using denatured alcohol. Do not use mineral-base cleaning solvents, such as gasoline or paint thinner. Use of mineral-base solvents causes deterioration of rubber parts that continues after assembly. This may result in improper brake operation which could result in death or serious injury.

1. Clean all parts with denatured alcohol or **D.O.T. 4 BRAKE FLUID**. Do not contaminate with mineral oil or other solvents. Wipe dry with a clean, lint free cloth. Blow out drilled passages and bore with a clean air supply. Do not use a wire or similar instrument to clean drilled passages.
2. Carefully inspect all components. Replace any parts that appear damaged or worn. Do not hone caliper piston bore.

### WARNING

Always replace brake pads in complete sets for correct brake operation. Never replace just one brake pad. Failure to install brake pads as a set could result in death or serious injury.

3. Inspect brake rotor and pads. See [1.7 BRAKE SYSTEM MAINTENANCE](#).
4. Check rotor surface. Replace if warped or badly scored. See [Table 2-11](#).

**Table 2-11. Front Rotor Runout**

RUNOUT	IN.	MM
Radial	0.0177	0.45
Lateral	0.0248	0.63

## ASSEMBLY

1. See [Figure 2-47](#). Install pistons and o-rings.
  - a. Lubricate **new** o-rings (6), pistons (5), and caliper piston bores with **D.O.T. 4 BRAKE FLUID**.
  - b. Install two **new** o-rings (6) in grooves of each piston bore.
  - c. Install pistons (5) in each piston bore.
2. Install **new** o-rings (8) between caliper halves.
3. Clamp caliper together with caliper fasteners (11) and tighten to 15-19 ft-lbs (20-26 Nm).

## INSTALLATION

1. See [Figure 2-47](#). Install brake pads (10).
2. Install pin hanger set (1) and tighten to 11-14 ft-lbs (15-19 Nm).
3. Rotate front fork counterclockwise and install caliper on caliper mount. Using LOCTITE 272 (red), tighten fasteners (9) to 35-37 ft-lbs (47-50 Nm).
4. Rotate front fork/caliper clockwise and slide caliper onto rotor.

### WARNING

Use only copper crush banjo washers (See [Parts Catalog for Part No.](#)) with **D.O.T. 4 brake fluid**. Earlier silver banjo washers are not compatible with **D.O.T. 4 fluid** and will not seal properly over time. Failure to comply may adversely affect braking ability and lead to brake failure which could result in death or serious injury.

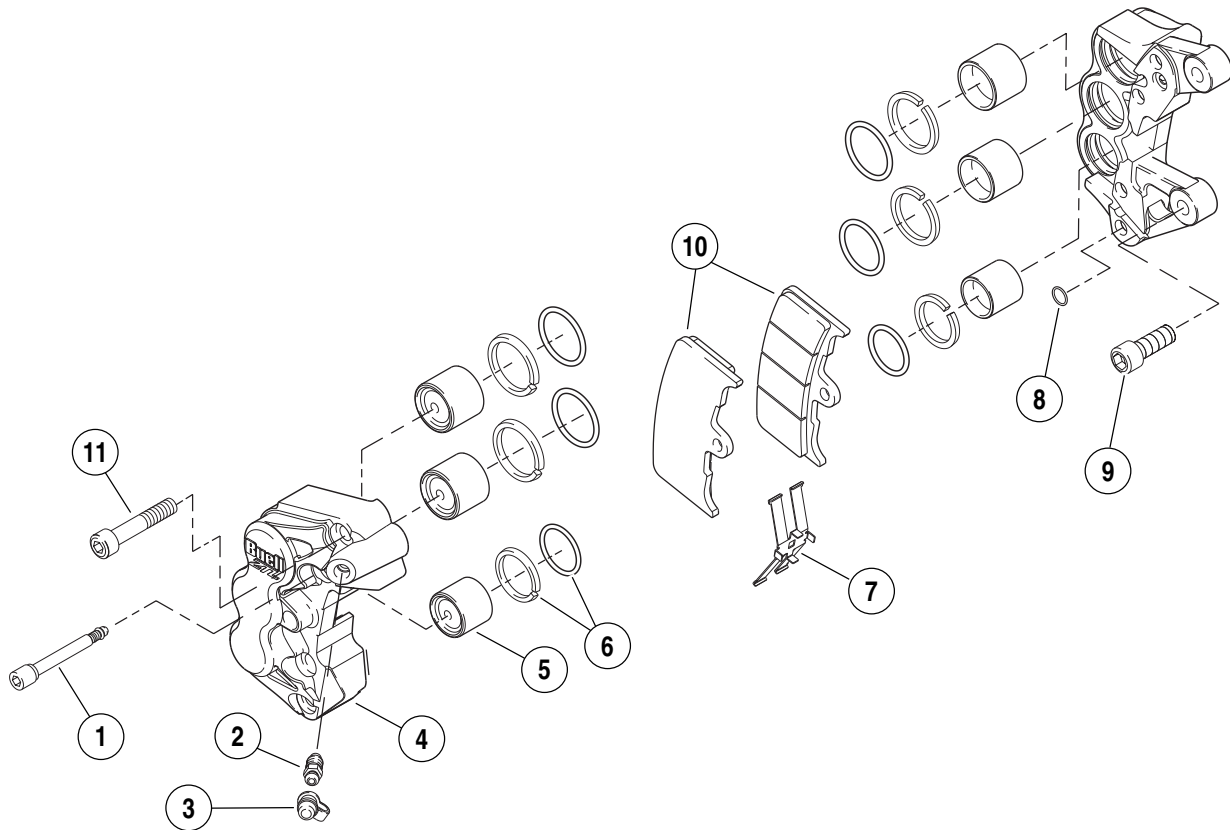
5. Install brake line to caliper. See [2.11 FRONT BRAKE LINE](#).
6. Bleed front brakes. See [BLEEDING BRAKES](#) in [1.7 BRAKE SYSTEM MAINTENANCE](#).

### WARNING

Check for proper brake lamp operation before riding motorcycle. Visibility is a major concern for motorcyclists. Failure to have proper brake lamp operation could result in death or serious injury.

7. Turn ignition key switch to ON. Apply brake hand lever to test brake lamp operation.

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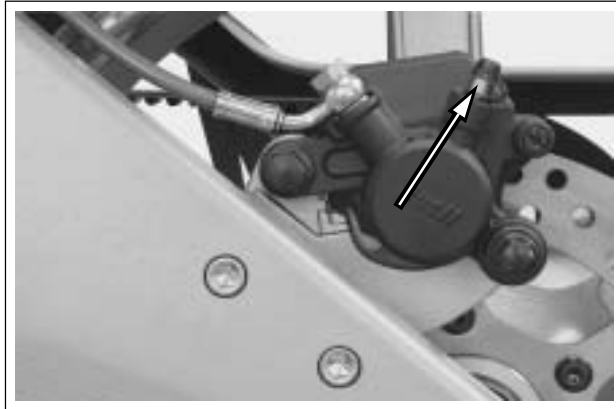


1. Pin hanger set
2. Brake bleeder
3. Bleeder cap
4. Caliper
5. Piston
6. Piston o-rings
7. Pad spring
8. Small o-ring
9. Caliper mounting fasteners
10. Brake pads
11. Caliper fasteners

Figure 2-47. Front Caliper Assembly

## REMOVAL

1. See [Figure 2-48](#). Drain brake fluid into a suitable container. Discard used fluid according to local laws.
  - a. Install a length of plastic tubing over caliper bleeder valve. Place free end in a suitable container.
  - b. Open bleeder valve (metric) about 1/2-turn.
  - c. Pump brake foot pedal to drain brake fluid.
  - d. Tighten bleeder valve to 36-60 **in-lbs** (4-7 Nm).

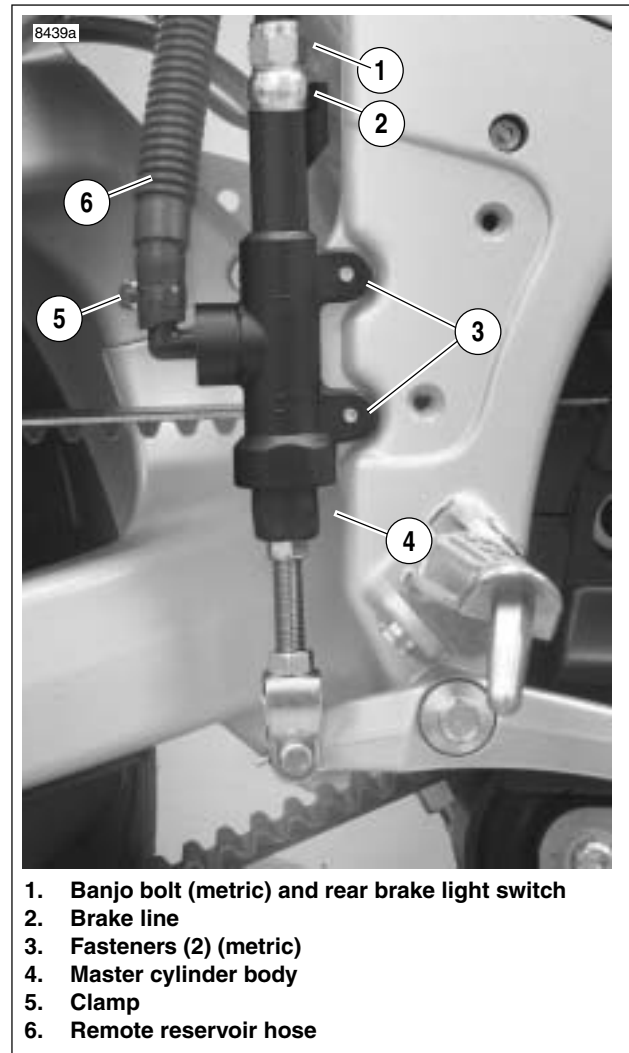


**Figure 2-48. Brake Bleeder Valve, Rear Caliper**

2. Remove brake pedal. See [2.9 BRAKE PEDAL](#).
3. Remove heel guard. See [2.29 FOOTPEG, HEEL GUARD AND MOUNT](#).

**CAUTION**

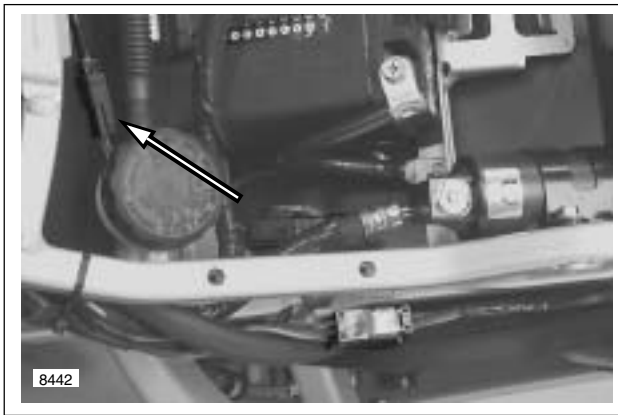
Damaged banjo bolt surfaces will leak when reassembled. Prevent damage to seating surfaces by carefully removing brake line components.



1. Banjo bolt (metric) and rear brake light switch
2. Brake line
3. Fasteners (2) (metric)
4. Master cylinder body
5. Clamp
6. Remote reservoir hose

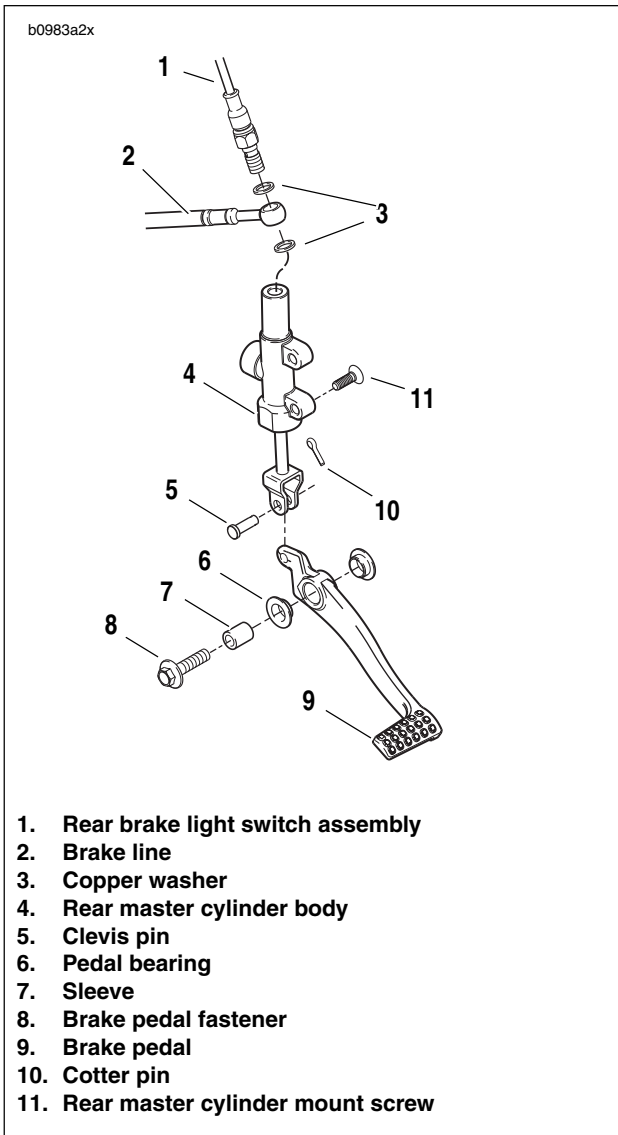
**Figure 2-49. Rear Master Cylinder On Vehicle**

4. See [Figure 2-49](#). Remove brake reservoir hose at master cylinder.
5. Remove seat. See [2.38 SEAT](#).



**Figure 2-50. Brake Line Switch Connector**

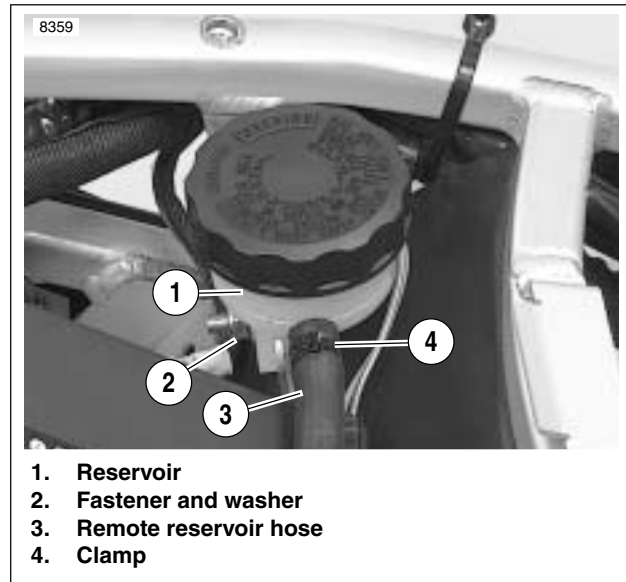
6. See [Figure 2-50](#). Disconnect brake light connector located under the seat.



1. Rear brake light switch assembly
2. Brake line
3. Copper washer
4. Rear master cylinder body
5. Clevis pin
6. Pedal bearing
7. Sleeve
8. Brake pedal fastener
9. Brake pedal
10. Cotter pin
11. Rear master cylinder mount screw

**Figure 2-51. Rear Master Cylinder Assembly**

7. See [Figure 2-51](#). Remove rear brake light switch (1) (metric) and two copper crush washers (3) to detach brake line (2) from master cylinder (4). Discard copper crush washers.
8. Remove right side rider footpeg mount. See [2.29 FOOT-PEG, HEEL GUARD AND MOUNT](#).
9. See [Figure 2-51](#). Remove fasteners (11) (metric) to detach master cylinder (4) from rider footpeg mount.



1. Reservoir
2. Fastener and washer
3. Remote reservoir hose
4. Clamp

**Figure 2-52. Remote Reservoir**

10. See [Figure 2-52](#). Detach remote reservoir.
  - a. Remove top clamp (4) on hose connected to master cylinder.
  - b. Remove fastener (2) to detach reservoir (1) from frame if necessary.

## DISASSEMBLY

1. See [Figure 2-53](#). Slide rubber boot on rod assembly (3) away from master cylinder body (1).
2. Depress rod assembly (3) and remove internal snap ring (2). Discard snap ring.
3. Remove piston assembly (4) from master cylinder body (1).
4. Loosen adjuster locknut on the rod assembly (3).
5. Remove the clevis from the rod assembly (3).

### NOTE

Do not disassemble master cylinder unless problems are experienced. Discard all seals during the disassembly procedure. Install a complete rebuild kit upon assembly.

## CLEANING AND INSPECTION

### ⚠ WARNING

Clean brake system components using denatured alcohol. Do not use mineral-base cleaning solvents, such as gasoline or paint thinner. Use of mineral-base solvents causes deterioration of rubber parts that continues after assembly. This may result in improper brake operation which could result in death or serious injury.

1. Thoroughly clean master cylinder and all brake system components. Stand master cylinder on wooden block or towel to protect seating surfaces.
  - a. Examine walls of master cylinder reservoir for scratches and grooves. Replace if damaged.
  - b. Verify that vent holes on master cylinder are completely open and free of dirt or debris.
2. Inspect boot on front of master cylinder for cuts, tears or general deterioration. Replace if necessary.

## ASSEMBLY

1. Obtain PISTON ASSEMBLY KIT.

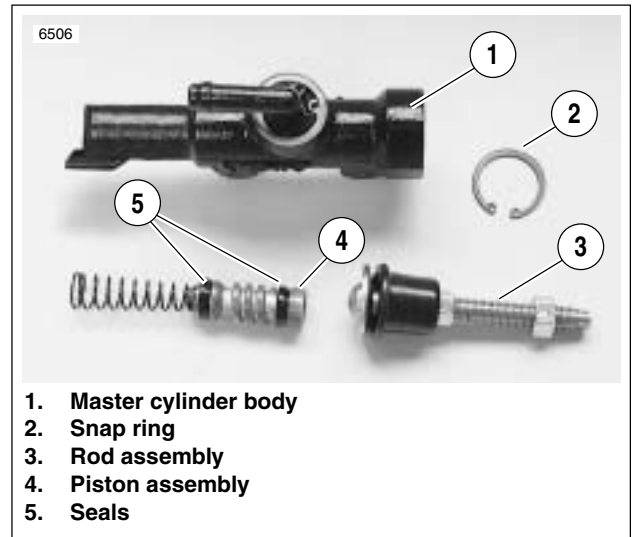


Figure 2-53. Master Cylinder Internal

2. See [Figure 2-53](#). Assemble **new** piston components placing small end of spring behind primary seal of piston (4).
3. Lubricate master cylinder body (1) and piston seals (5) with **D.O.T. 4 BRAKE FLUID**.
4. Place round side of rod assembly (3) over piston. Depress piston (4) into master cylinder body (1) and secure with a **new** snap ring (2).

### ⚠ WARNING

**Circlip must be snapped into the groove of the master cylinder body. If the circlip is not properly installed, improper brake operation could result in death or serious injury.**

5. Tuck rubber boot on rod assembly (3) into master cylinder body (1).

## INSTALLATION

1. See [Figure 2-51](#). Install master cylinder (4) onto footpeg mount with fasteners (11). Tighten to 72-96 **in-lbs** (8-11 Nm).
2. Install rear brake switch (1) and banjo bolt (2) and **new** copper crush washers (3). Tighten to 16-20 ft-lbs (22-27 Nm).
3. Install footpeg mount to frame. See [2.29 FOOTPEG, HEEL GUARD AND MOUNT](#).

### WARNING

Use only copper crush banjo washers (See [Parts Catalog for Part No.](#)) with D.O.T. 4 brake fluid. Earlier silver banjo washers are not compatible with D.O.T. 4 fluid and will not seal properly over time. Failure to comply may adversely affect braking ability and lead to brake failure which could result in death or serious injury.

### CAUTION

To avoid leakage after assembly, verify that banjo washers, banjo bolt, hydraulic brake line and bore of master cylinder are completely clean.

4. See [Figure 2-52](#). Connect remote reservoir.
  - a. If removed, attach remote reservoir (1) to frame using clamp fastener (2). Tighten to 48-72 **in-lbs** (5.4-8.1 Nm).
  - b. Attach hose (3) to rear brake reservoir using clamp.
5. See [Figure 2-50](#). Connect brake line switch connector under seat.
6. Install heel guard. See [2.29 FOOTPEG, HEEL GUARD AND MOUNT](#).

7. Install rear brake pedal. See [2.9 BRAKE PEDAL](#).
8. Adjust rear brake pedal. See [BRAKE PEDAL ADJUSTMENT](#) in [1.7 BRAKE SYSTEM MAINTENANCE](#).
9. Install master cylinder to brake pedal. See [2.9 BRAKE PEDAL](#).

### WARNING

Always test motorcycle brakes at low speed after servicing or bleeding system. To prevent death or serious injury, Buell recommends that all brake repairs be performed by a Buell dealer or other qualified mechanic.

10. Add brake fluid and bleed brake system. See [1.7 BRAKE SYSTEM MAINTENANCE](#).

### WARNING

Check for proper brake lamp operation before riding motorcycle. Visibility is a major concern for motorcyclists. Failure to have proper brake lamp operation could result in death or serious injury.

### WARNING

After installing seat, pull upward on front of seat to be sure it is locked in position. If seat is loose, it could shift during vehicle operation and startle the rider, causing loss of control which could result in death or serious injury.

11. Install seat. See [2.38 SEAT](#).

## REMOVAL

1. Remove seat. See 2.38 SEAT.

**WARNING**

To protect against accidental start-up of vehicle and possible personal injury, disconnect the negative battery cable before proceeding. Inadequate safety precautions could cause a battery explosion, which could result in death or serious injury.

2. Disconnect battery by unthreading fastener removing negative cable (black) from battery first. See 1.5 BATTERY MAINTENANCE.

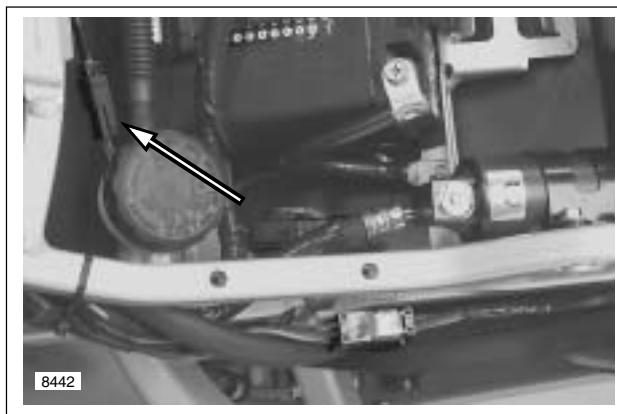


Figure 2-54. Brake Line Switch Connector

3. See Figure 2-54. Disconnect brake line connector from under seat in the front of the battery.
4. Remove right side heel guard. See 2.29 FOOTPEG, HEEL GUARD AND MOUNT.
5. Drain brake fluid into a suitable container. Discard used fluid according to local laws.
  - a. Install a length of plastic tubing over caliper bleeder valve. Place free end in a suitable container.
  - b. Open bleeder valve (metric) about 1/2-turn.
  - c. Pump brake foot pedal to drain brake fluid.
  - d. Tighten bleeder valve to 36-60 in-lbs (4-7 Nm).

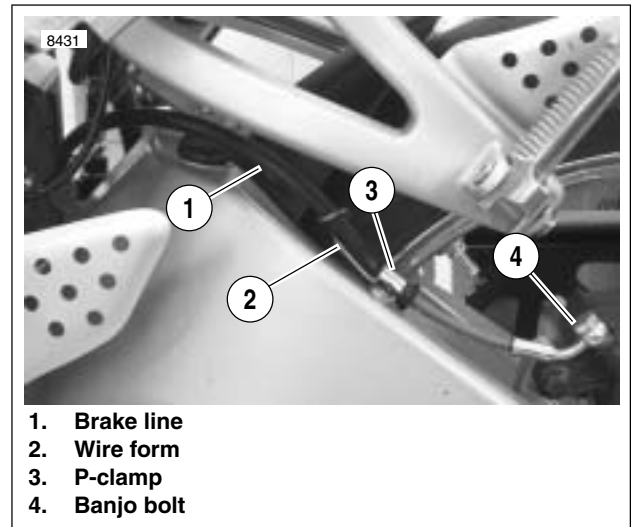


Figure 2-55. Rear Brake Line

6. See Figure 2-55. Remove p-clamp (3) and wire form (2) securing brake line (1) to the left side of swingarm.

**CAUTION**

Damaged banjo bolt seating surfaces will leak when reassembled. Prevent damage to seating surfaces by carefully removing brake line components.

7. Remove banjo bolt (4) from rear caliper. Discard copper washers.

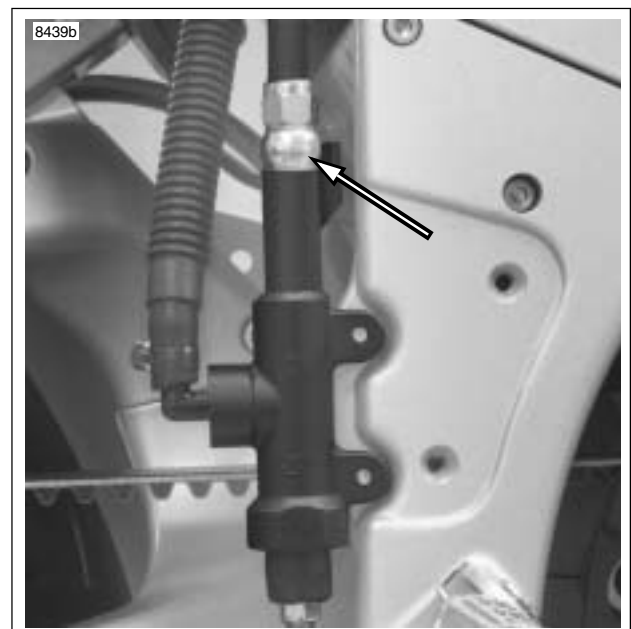


Figure 2-56. Rear Brake Line Switch/Banjo Bolt

8. See Figure 2-56. Remove brake line switch/banjo bolt from rear master cylinder. Discard copper washer.
9. Remove brake line from motorcycle.



## INSTALLATION

1. See [Figure 2-56](#). Install brake line switch/banjo bolt with **new** copper washers to the master cylinder. Tighten to 16-20 ft-lbs (22-27 Nm).

### NOTE

Tighten the right side banjo bolt with **FLARE NUT SOCKET** tool (**SNAP-ON** Part No. **FRXM14**) or a **crowsfoot**.

### WARNING

**Use only copper crush banjo washers (See Parts Catalog for Part No.) with D.O.T. 4 brake fluid. Earlier silver banjo washers are not compatible with D.O.T. 4 fluid and will not seal properly over time. Failure to comply may adversely affect braking ability and lead to brake failure which could result in death or serious injury.**

2. Install brake line switch/banjo bolt and **new** copper washers to rear caliper. Tighten to 16-20 ft-lbs (22-27 Nm).
3. See [Figure 2-55](#). Secure brake line (1) to left side of swingarm with p-clamp (3), wire form (2), and tighten to 36-60 **in-lbs** (4-7 Nm). See [D.1 HOSE AND WIRE ROUTING](#) for brake line routing.
4. See [Figure 2-57](#). Connect brake line switch connector underneath seat. See [D.1 HOSE AND WIRE ROUTING](#) for brake line routing.
5. Install right heel guard. See [2.29 FOOTPEG, HEEL GUARD AND MOUNT](#).
6. Bleed brakes. See [BLEEDING BRAKES](#) in [1.7 BRAKE SYSTEM MAINTENANCE](#).

### WARNING

**Always connect the positive battery cable first. If the positive cable should contact ground with the negative cable installed, the resulting sparks may cause a battery explosion which could result in death or serious injury.**

7. Install negative battery cable and tighten to 72-96 **in-lbs** (8-11 Nm). See [1.5 BATTERY MAINTENANCE](#).

### WARNING

**After installing seat, pull upward on front of seat to be sure it is locked in position. If seat is loose, it could shift during vehicle operation and startle the rider, causing loss of control which could result in death or serious injury.**

8. Install seat. See [2.38 SEAT](#).

### WARNING

**Check for proper brake lamp operation before riding motorcycle. Visibility is a major concern for motorcyclists. Failure to have proper brake lamp operation could result in death or serious injury.**

9. Turn ignition key ON, depress rear brake pedal and check for proper brake light operation.

### WARNING

**After completing repairs or bleeding the system, always test motorcycle brakes at low speed. If brakes are not operating properly or braking efficiency is poor, testing at high speeds could result in death or serious injury.**

10. Test ride motorcycle and check for proper brake operation.



## REMOVAL

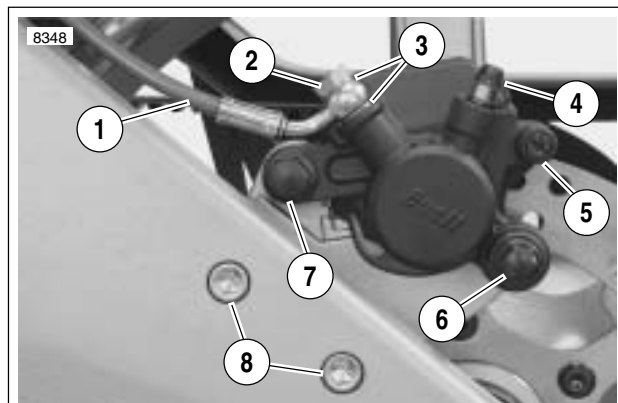
## NOTE

Steps 1 and 2 are not required for detaching caliper from rotor. Drain fluid only when disassembling caliper.

## CAUTION

Damaged banjo bolt seating surfaces will leak when reassembled. Prevent damage to seating surfaces by carefully removing brake line components.

1. Drain brake fluid into a suitable container. Discard used fluid according to local laws.
  - a. Install a length of plastic tubing over caliper bleeder valve. Place free end in a suitable container.
  - b. Open bleeder valve (metric) about 1/2-turn.
  - c. Pump brake foot pedal to drain brake fluid.
  - d. Tighten bleeder valve to 36-60 **in-lbs** (4-7 Nm).
2. Remove banjo bolt connecting brake line to rear caliper. See 2.14 REAR BRAKE LINE.



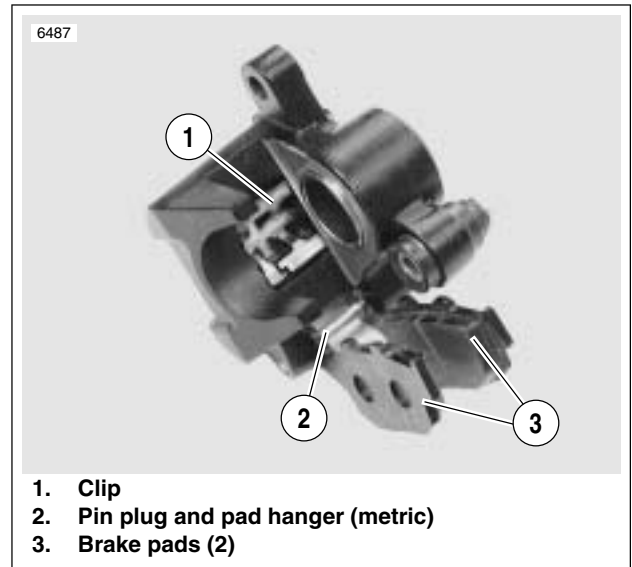
1. Brake line
2. Banjo bolt (metric)
3. Copper washers (2)
4. Bleeder valve (metric)
5. Pin plug
6. Small caliper fastener
7. Larger caliper fastener
8. Caliper mounting fasteners

Figure 2-57. Rear Brake Caliper

3. See Figure 2-57. Remove caliper mounting fasteners (6 and 7).

## DISASSEMBLY

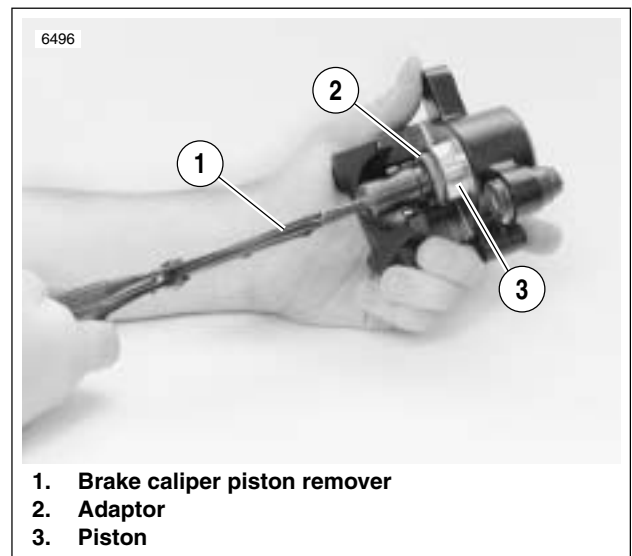
1. See Figure 2-57. Remove pin plug (5) and pad hanger (metric) to free brake pads.



1. Clip
2. Pin plug and pad hanger (metric)
3. Brake pads (2)

Figure 2-58. Brake Pads

2. See Figure 2-58. Remove spring clip (1).



1. Brake caliper piston remover
2. Adaptor
3. Piston

Figure 2-59. Removing Rear Brake Caliper Piston

3. See Figure 2-59. Remove piston (3) using BRAKE CALIPER PISTON REMOVER (1) (Part No. B-42887) with adaptor (2).
4. Remove two o-rings from groove in caliper bore and discard.

## CLEANING AND INSPECTION

### WARNING

Clean brake system components using denatured alcohol. Do not use mineral-base cleaning solvents, such as gasoline or paint thinner. Use of mineral-base solvents causes deterioration of rubber parts that continues after assembly. This may result in improper brake operation which could result in death or serious injury.

- Clean all parts with denatured alcohol or **D.O.T. 4 BRAKE FLUID**. Do not contaminate with mineral oil or other solvents. Wipe dry with a clean, lint free cloth. Blow out drilled passages and bore with a clean air supply. Do not use a wire or similar instrument to clean drilled passages.
- Carefully inspect all components. Replace any parts that appear damaged or worn. Do not hone caliper piston bore.
- Inspect brake rotor.
  - Measure rotor thickness. Replace if minimum thickness is less than 0.18 in. (4.5 mm).
  - Check rotor surface. Replace if warped or badly scored. See [Table 2-12](#).

**Table 2-12. Rear Rotor Runout**

RUNOUT	IN.	MM
Radial	0.0177	0.45
Lateral	0.0154	0.39

### WARNING

Always replace brake pads in complete sets for correct brake operation. Never replace just one brake pad. Failure to install brake pads as a set could result in death or serious injury.

- Inspect brake pads for damage or excessive wear. Replace both pads as a set if the friction material of either pad is worn to 0.04 in. (1.0 mm) or less.

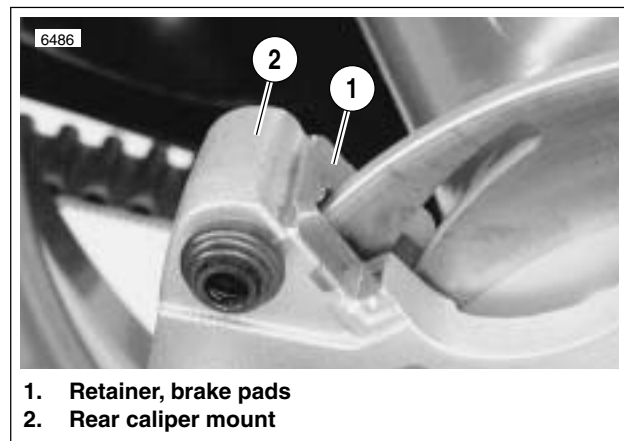
## ASSEMBLY

- See [Figure 2-58](#). Place clip (1) inside caliper body as shown.

### NOTE

To ensure proper brake pad-to-brake rotor clearance when the caliper is installed, piston must be pressed all the way into the bore whenever **new** brake pads are used.

- Install pistons and o-rings.
  - Apply a light coat of **D.O.T. 4 BRAKE FLUID** to o-rings, piston and caliper piston bore.
  - Place two **new** o-rings inside grooves of piston bore.
  - Install piston inside caliper body.



- Retainer, brake pads
- Rear caliper mount

**Figure 2-60. Retainer, Brake Pads**

### NOTE

See [Figure 2-60](#). Always make sure brake pad retainer is in place on caliper mount before installing pads and caliper.

- See [Figure 2-58](#). Install brake pads (3) using pad hanger and pin plug (2).
  - Install pad hanger pin (metric). Tighten to 11-14 ft-lbs (15-19 Nm).
  - Install pin plug. Tighten to 22-26 **in-lbs** (2-3 Nm).
- Install a **new** bleeder valve (metric) if necessary and tighten to 36-60 **in-lbs** (4-7 Nm).

## INSTALLATION

1. See [Figure 2-60](#). Install brake pad retainer (1) if removed.
2. See [Figure 2-57](#). Install caliper assembly on caliper mount. Brake pad surfaces must face rear brake rotor.
  - a. Install large caliper screw (7) (metric) tightening to 18-21 ft-lbs (24-28 Nm).
  - b. Install small caliper screw (6) (metric) tightening to 14-18 ft-lbs (19-24 Nm).
  - c. Install caliper carrier onto swingarm tightening caliper carrier fasteners (8) to 24-26 ft-lbs (33-35 Nm).

### **⚠ WARNING**

Use only copper crush banjo washers (See Parts Catalog for Part No.) with D.O.T. 4 brake fluid. Earlier silver banjo washers are not compatible with D.O.T. 4 fluid and will not seal properly over time. Failure to comply may adversely affect braking ability and lead to brake failure which could result in death or serious injury.

### **CAUTION**

To avoid leakage, verify that gaskets, banjo bolt, hydraulic brake line and caliper bore are completely clean.

3. See [Figure 2-57](#). Connect brake line (1) to caliper using two **new** copper washers (3) and banjo bolt (2) (metric). Tighten to 16-20 ft-lbs (22-27).
4. Depress rear brake pedal several times to set brake pads to proper position within caliper. Bleed brake system.

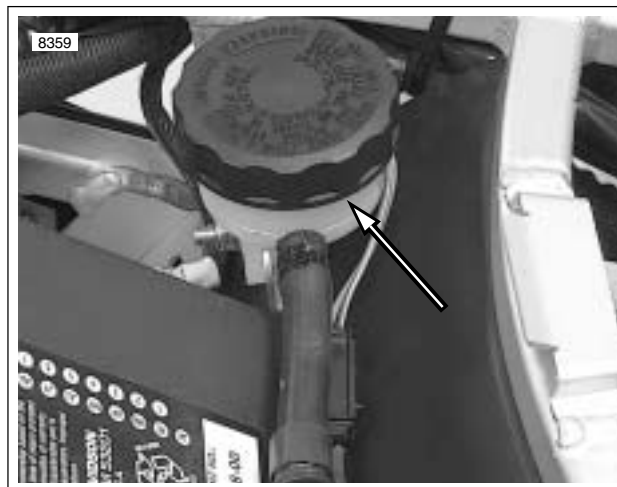


Figure 2-61. Rear Reservoir

5. See [Figure 2-61](#). Verify proper fluid level in reservoir.

### **⚠ WARNING**

Always test motorcycle brakes at low speed after servicing or bleeding system. To prevent death or serious injury, Buell recommends that all brake repairs be performed by a Buell dealer or other qualified mechanic.

6. Turn ignition key switch to ON. Apply brake pedal to test brake lamp operation. Turn ignition key switch to LOCK.

### **⚠ WARNING**

Check for proper brake lamp operation before riding motorcycle. Visibility is a major concern for motorcyclists. Failure to have proper brake lamp operation could result in death or serious injury.

### *NOTE*

Avoid making hard stops for the first 100 miles (160 km) to allow **new** brake pads to “wear in” properly with the brake rotor.

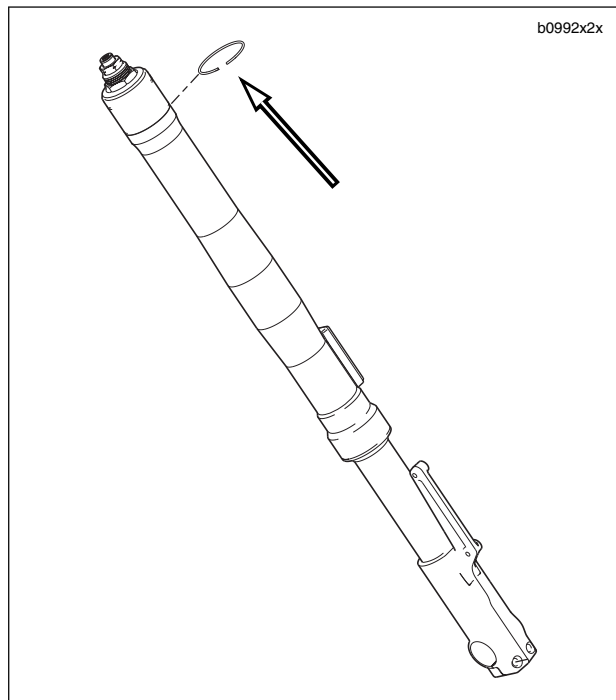
## GENERAL

The front fork consists of two telescoping outer tube/inner slider assemblies. Each assembly has an internal compression spring which supports the forward weight of the vehicle and rider. The compression spring extends and retracts to cushion the ride over rough or irregular road surfaces. An oil filled damping mechanism controls the telescoping action of each tube/slider assembly.

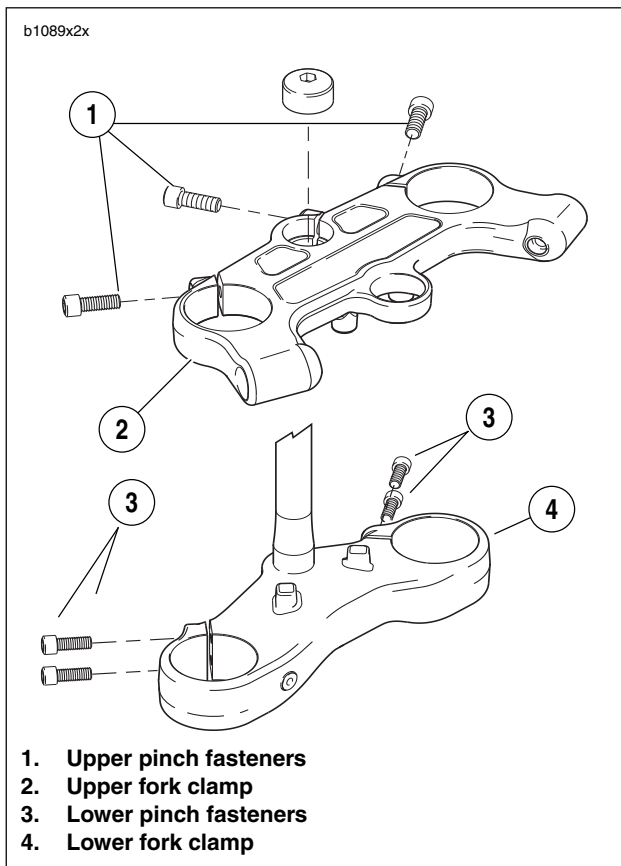
See [1.12 SUSPENSION DAMPING ADJUSTMENTS](#) for more information.

## REMOVAL

1. Remove front fender. See [2.31 FENDERS](#).
2. Remove front wheel. See [2.5 FRONT WHEEL](#).
3. Remove caliper mounting fasteners. See [2.12 FRONT BRAKE CALIPER](#).



**Figure 2-63. Stopper Ring**



1. Upper pinch fasteners
2. Upper fork clamp
3. Lower pinch fasteners
4. Lower fork clamp

**Figure 2-62. Upper and Lower Fork Clamp Pinch Fasteners**

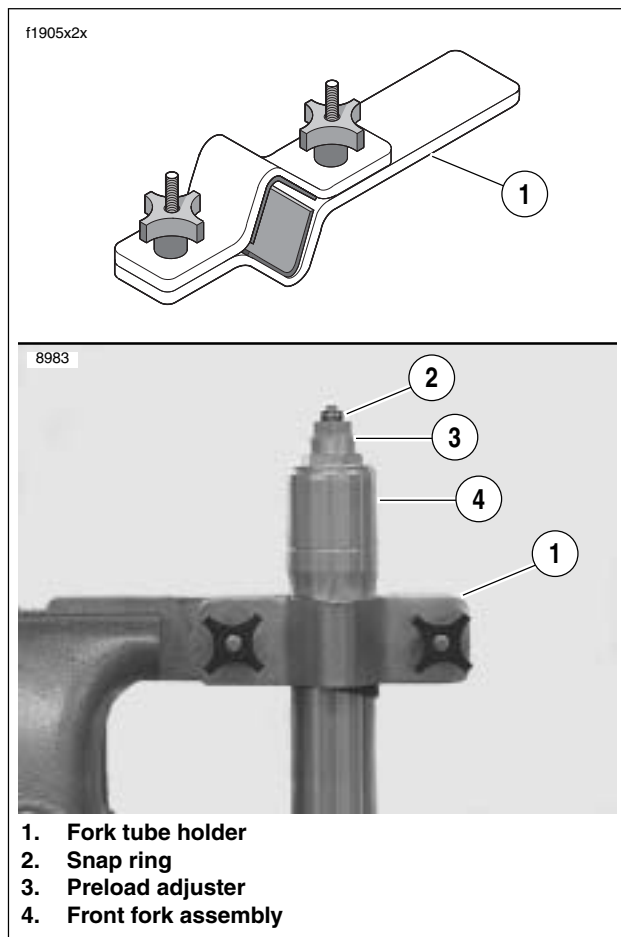
4. Loosen upper (1) and lower (3) fork clamp pinch fasteners.
5. Remove fork from upper fork clamp (2)
6. See [Figure 2-63](#). Slide the stopper ring up and over the top of the fork.
7. See [Figure 2-62](#). Remove fork from lower fork clamp (4).
8. Repeat 4 through 6 on opposite side.

## DISASSEMBLY

### NOTE

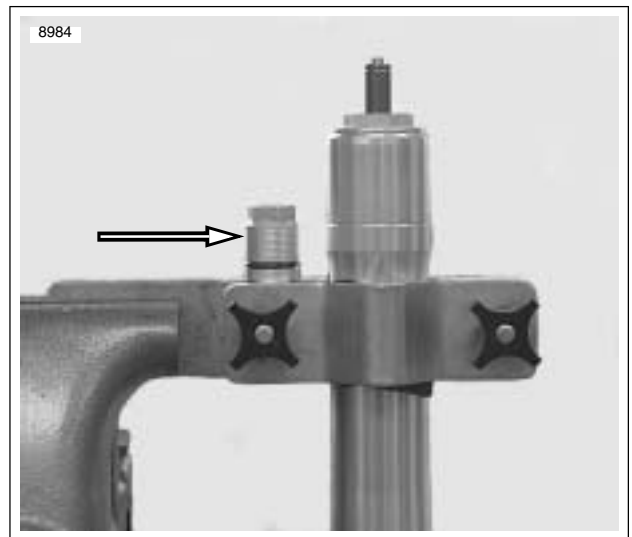
Record rider suspension settings before disassembly.

1. Remove front fork. See [REMOVAL](#) in [2.16 FRONT FORK](#).



**Figure 2-64. Fork Tube Holder (HD-41177)**

2. See [Figure 2-64](#). Clamp the FORK TUBE HOLDER TOOL (1) (Part No. HD-41177) in a vise and install the upper part of the front fork in the holding tool.
3. Remove snap ring (2).

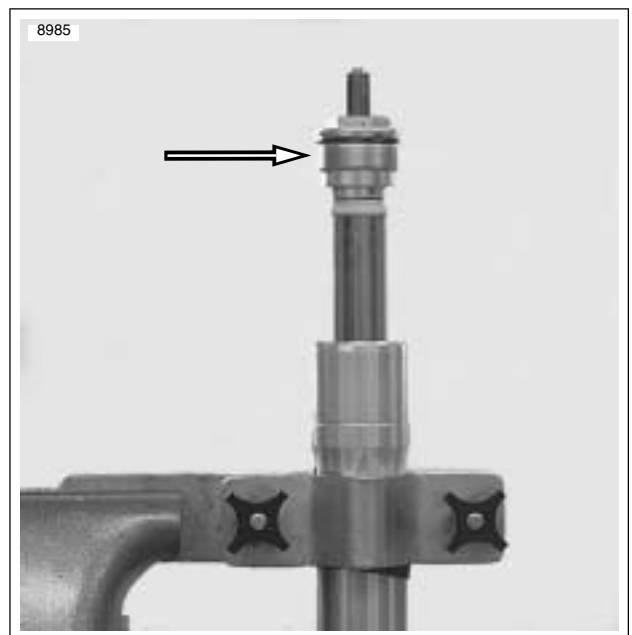


**Figure 2-65. Removing Preload Adjuster**

4. See [Figure 2-65](#). Remove preload adjuster by turning counterclockwise.

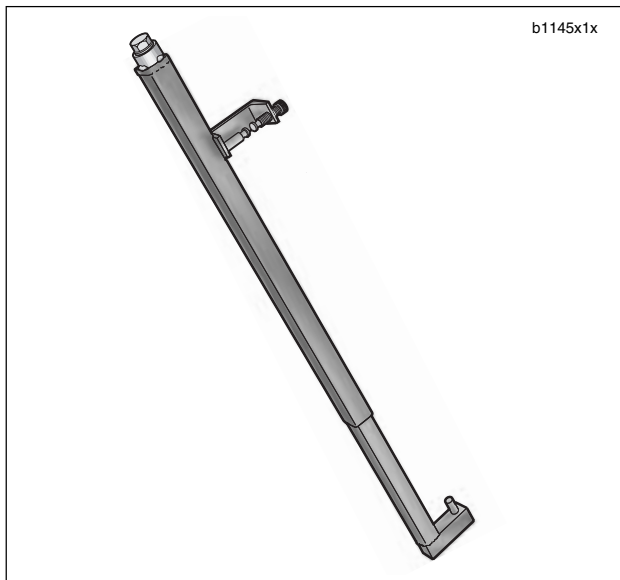
### NOTE

After fully unthreading preload adjuster, gently pull on adjuster.



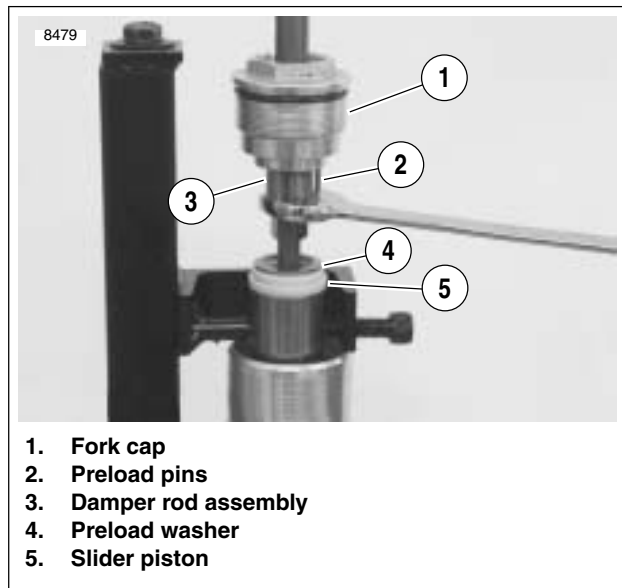
**Figure 2-66. Removing Fork Cap From Outer Tube**

5. See [Figure 2-66](#). Remove fork cap from outer tube.



**Figure 2-67. Fork Spring Compressing Tool (HD-45966)**

6. See [Figure 2-67](#). Move the fork assembly from the holding tool and compress fork in the FORK SPRING COMPRESING TOOL.



**Figure 2-68. Holding Damper Rod Assembly**

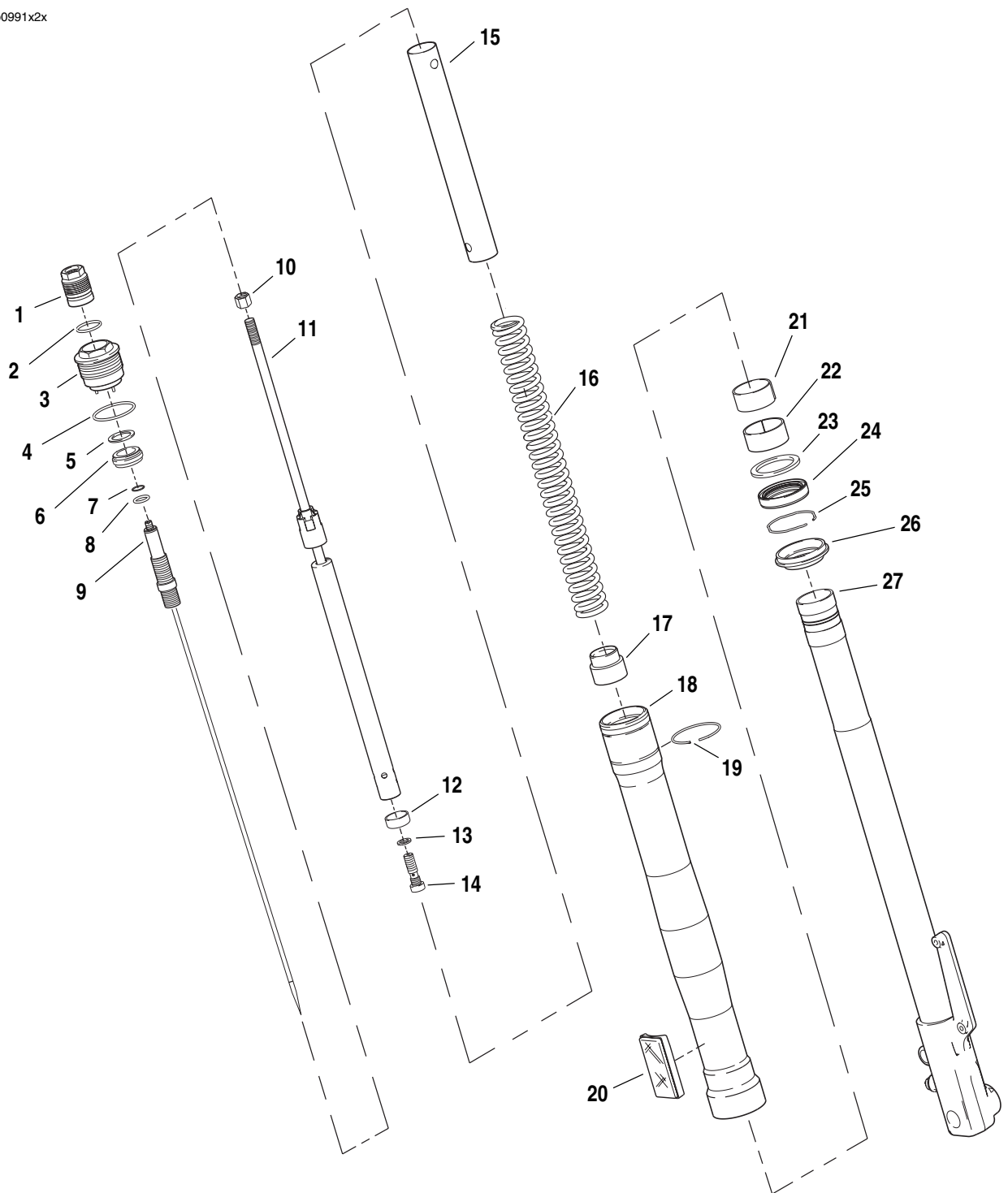
7. See [Figure 2-68](#). Hold damper rod assembly (3) and remove fork cap (1).

#### CAUTION

**Careful not to damage preload pins while holding damper rod assembly.**

8. Remove preload washer (4) and slider piston (5).  
 9. See [Figure 2-67](#). Uncompress fork and remove from FORK SPRING COMPRESING TOOL.

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1. Preload adjuster
2. Preload adjuster o-rings
3. Fork cap
4. Fork cap o-ring
5. Preload washer
6. Slider piston
7. Inner slider piston o-ring
8. Snap ring
9. Rebound adjuster assembly

10. Damper locknut
11. Damper rod assembly
12. Centering plate
13. Ceiling washer
14. Center bolt
15. Collar
16. Spring
17. Spring joint
18. Outer tube

19. Stopper ring
20. Reflector assembly
21. Slide bushing
22. Guide bushing
23. Seal spacer
24. Oil seal
25. Oil seal stopper ring
26. Dust seal
27. Slider fork

Figure 2-69. Front Fork Assembly

10. See [Figure 2-69](#). Over drain pan, spring collar (15), remove spring (16) and drain fork oil.
11. Drain remaining fork oil by pumping the damping rod (11) approximately 8 to 10 times or until damping rod moves freely.
12. Clamp fork upside down in the FORK TUBE HOLDER TOOL (Part No. HD-41177) over drain pan allowing fork oil to drain.

**NOTE**

*Be careful not to drop damping rod assembly into oil pan when removing center bolt.*

13. Remove center bolt (14) to release damping rod assembly (11).
14. Remove centering plate (12) from dampening rod (11).

**WARNING**

**Be careful not to scratch the slider fork or the outer tube. Improperly operating forks may lead to a loss of control which could result in death or serious injury.**

15. Remove dust seal (26) to access oil seal stopper ring (25).
16. Release the oil seal stopper ring (25) out from the outer tube with a small pry tool.
17. Using a slide hammer action, remove the slider fork (27) from the outer tube (18).
18. Remove the slide bushing (21) from slider fork by prying the slide bushing at the split.

**NOTE**

*Careful not to over expand slide bushing.*

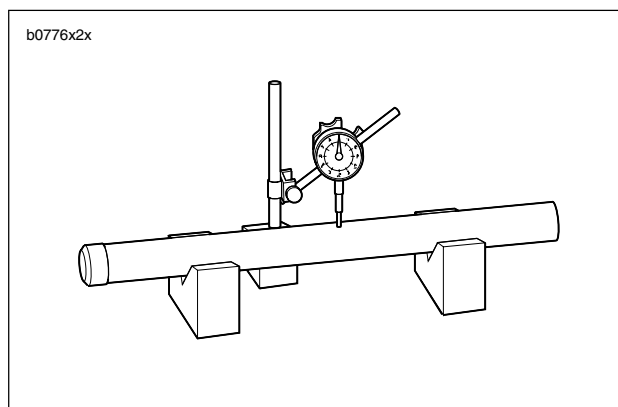
19. Remove guide bushing (22), seal spacer (23), oil seal (24), stopper ring (25) and dust seal (26).

**Damper Rod Disassembly****IMPORTANT NOTES**

- **See [Figure 2-69](#). Disassembly of damper rod is not required unless damper locknut (10) has been moved. If damper rod needs servicing refer to the [Parts Catalog](#) for kit information.**
  - **If damper locknut has been moved, proceed with the following disassembly and assembly procedures for setting the correct range of motion.**
1. See [Figure 2-69](#). Lightly turn the rebound adjuster screw on top of the rebound adjuster assembly (9) counter clockwise till it stops.
  2. Holding the damper locknut (10), unscrew the rebound adjuster assembly (9) and remove from damper rod assembly (11).
  3. Remove damper locknut (10) from damper rod assembly (11).

**CLEANING AND INSPECTION**

1. Thoroughly clean and inspect all parts. Replace any parts that are bent, broken or damaged.
2. See [Figure 2-69](#). Check the slider fork (27) and outer tube (18) for score marks, scratches and excessive or abnormal wear. Replace if worn or damaged.
3. Check the slide bushing (21) and the guide bushing (22) for excessive wear or scratches. Replace if damaged or worn.
4. Replace the stopper ring (19) if distorted.
5. Measure spring (16) free length. Replace springs shorter than service wear limit of 9.13 in. (232 mm).
6. See [Figure 2-70](#). Measure slider fork runout. Replace pipe if runout exceeds the service wear limit of 0.008 in. (0.2 mm).



**Figure 2-70. Slider Fork Runout**



## ASSEMBLY

### Damper Rod Assembly

*Note*

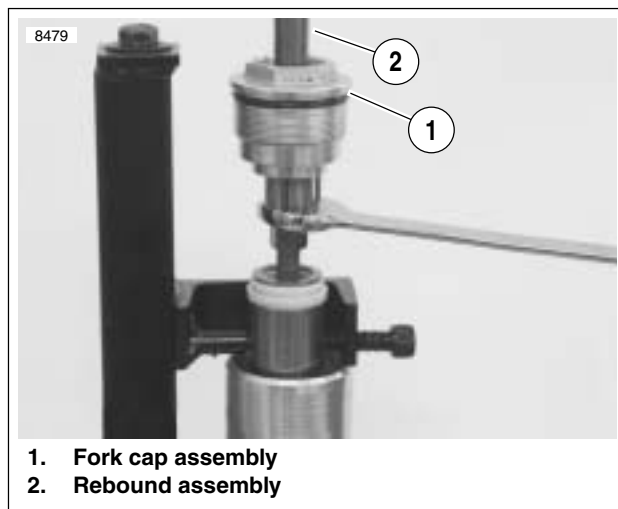
*Skip to fork assembly if damper rod assembly was not disassembled.*

1. See [Figure 2-69](#). Fully thread the damper rod locknut (10) on to damper rod (11) clockwise till it lightly bottoms.

**NOTE**

*Set both forks to the exact same suspension settings.*

2. Adjust rebound assembly for proper range of motion.
  - a. Lightly turn the rebound adjuster screw on top of the rebound adjuster assembly (9) counterclockwise till it stops.
  - b. Turn the rebound adjuster screw three full turns clockwise.
3. Fully thread rebound adjuster assembly (9) onto the damper rod assembly (11) until it lightly bottoms. Do not tighten.
4. Thread the damper locknut (10) until bottoms lightly on the rebound adjuster assembly. Do not tighten
5. Turning the rebound adjuster screw (9) counterclockwise three full turns or until stops.



**Figure 2-71. Rebound Assembly and Fork Cap Assembly**

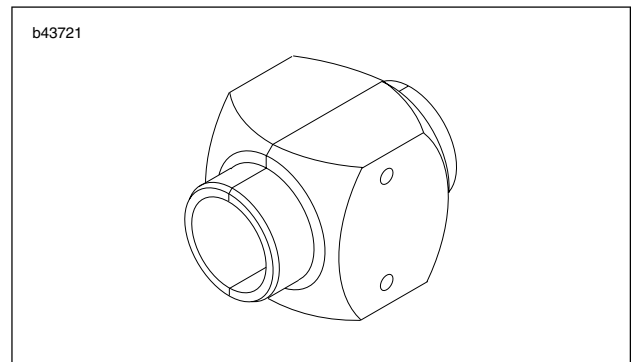
6. See [Figure 2-71](#). Tighten the damper locknut (10) to 22-30 ft-lbs (30-40 Nm).
7. Repeat for other fork assembly.

### Fork Assembly

1. See [Figure 2-69](#). Wrap the end of the slider fork (27) and the slide bushing channel with tape to avoid damaging the oil seal lip when installing.
2. Install a **new** dust seal (26) and stopper ring (25) onto the slider fork (27).
3. Coat the sealing lips of the **new** oil seal (24) with fork oil or sealing grease and install onto the slider fork with its marked side facing the dust seal (26).
4. Remove the tape from the slider fork end.
5. Install the seal spacer (23), the guide bushing (22) and the slide bushing (21) onto the slider fork (27).
6. Coat the slide bushing (21) and the guide bushing (22) with fork oil.

**CAUTION**

**The outer tube can move freely up and down on the slider fork. Always hold both the slider fork and outer tube to prevent damage to bushings and seals.**



**Figure 2-72. Fork Seal Driver (B-43721)**

7. See [Figure 2-69](#). Drive the guide bushing (22) with the seal spacer (23) and oil seal (24) into position in the outer tube using a FORK SEAL DRIVER (Part No. B-43721). See [Figure 2-72](#).
8. Install the oil seal stopper ring (25) and a **new** dust seal (26).
9. Place the fork in the FORK TUBE HOLDER TOOL (Part No. HD-41177) and clamp into vise horizontally.
10. See [Figure 2-69](#). Install the centering plate (12) onto the damper assembly (11) and insert the damper assembly into the slider fork (27).
11. Replace the sealing washer (13) and center bolt (14) (metric). Tighten the center bolt to 22-30 ft-lbs (30-40 Nm).

12. Move the front fork and the FORK TUBE HOLDER TOOL in the vise from the horizontal position to the vertical.

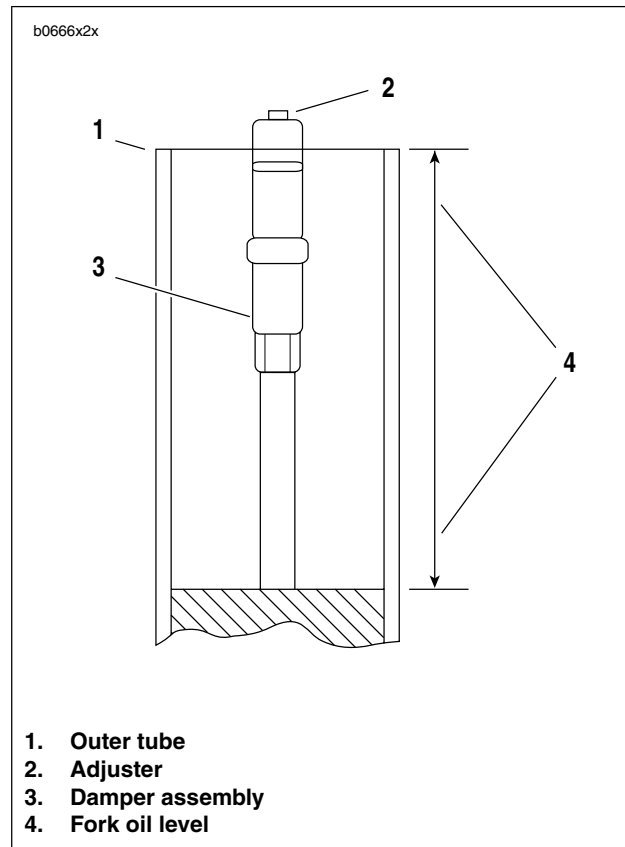
## NOTES

- The recommended fork oil is hydraulic fork oil Type "E".
  - Use only TYPE E FORK OIL (Part No. HD-99884-80).
13. Pour 7 oz. (204 cc) into the fork pipe.
  14. Pump the damper rod approximately 12 to 15 times or until resistance is felt.
  15. Place the damper rod in the fully bottomed position and compress fork completely.
  16. Pour 7 oz. (204 cc) more fork oil into the slider fork.
  17. See [Figure 2-73](#). Adjust fork oil level with FRONT FORK OIL LEVEL GAUGE (Part No. B-59000A) so that it is 4.6 in. (118 mm) from the top of the fork tube.
  18. See [Figure 2-69](#). Install spring (16) and collar (15).
  19. Move fork assembly from holding tool to the FORK SPRING COMPRESSION TOOL.
  20. See [Figure 2-68](#). Install preload washer (4) and slider piston (5).
  21. Hold damper rod assembly (3) and install fork cap (1) from damper rod assembly (3) tightening to 22-30 ft-lbs (30-40 Nm).

## NOTE

See [Figure 2-68](#). Careful not to damage preload pins (2) while holding damper rod assembly (3).

22. Apply fork oil or light grease to o-rings on preload adjuster and install preload adjuster (3).
23. Install snap ring (2).



**Figure 2-73. Measuring Fork Oil Level**

## INSTALLATION

1. See [Figure 2-63](#). Install one front fork assembly into lower fork clamp.
2. Slide the stopper ring over top of fork assembly and into groove.

### **WARNING**

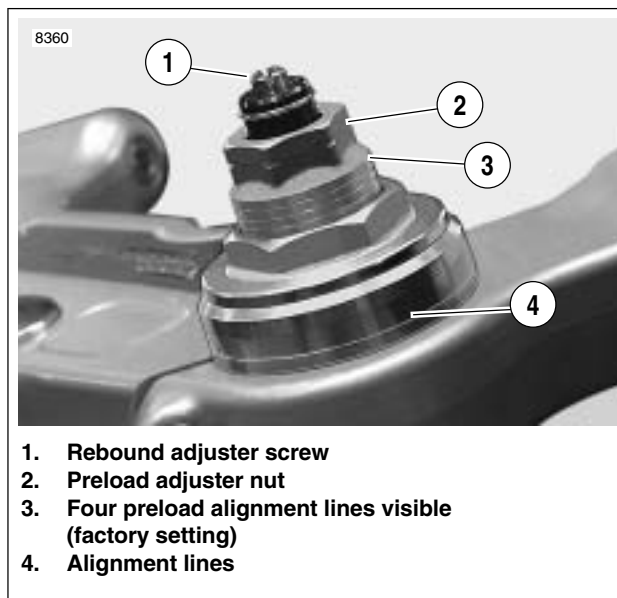
Carefully install the fork into the upper fork clamp. Forcing the fork into the upper fork clamp could move the stopper ring out of the groove which will not allow the correct upper fork clamp load resulting in possible loss of control of the motorcycle and could result in death or serious injury.

3. Install fork assembly into upper fork clamp.

### **WARNING**

Both forks should display the same number of alignment lines. Forks that are not properly aligned may lead to a loss of control which could result in death or serious injury.

4. See [Figure 2-74](#). Position fork with alignment lines (4) visible and reflector facing to the side and tighten the lower fork clamp.
5. Repeat step 1 through 4 on second front fork.
6. Temporarily install front axle to the fork assemblies to verify correct alignment.
7. Use LOCTITE 272 on upper fork clamp fasteners and tighten to 17-19 ft-lbs (23-26 Nm).
8. Use LOCTITE 272 on lower fork clamp fasteners and tighten to 13-15 ft-lbs (18-20 Nm).
9. Repeat torque sequence in steps 7 and 8.
10. Install front brake caliper onto caliper mount. See [2.12 FRONT BRAKE CALIPER](#).
11. Install front wheel. See [2.5 FRONT WHEEL](#).
12. Install front fender. See [2.31 FENDERS](#).
13. Check headlamp alignment. See [1.19 HEADLIGHTS](#).
14. Adjust front forks suspension to rider preferences. See [1.12 SUSPENSION DAMPING ADJUSTMENTS](#).



1. Rebound adjuster screw
2. Preload adjuster nut
3. Four preload alignment lines visible (factory setting)
4. Alignment lines

Figure 2-74. Front Fork Preload And Rebound Adjuster

# NOTES

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