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## REF: Wheels, Brakes & Tires - Sub-12B

# VROD Brembo Caliper Install on 2007 883L

Article by Screw Loose Dan of the XLFORUM <sup>1)</sup>

Pics cropped and/or resized by Hippysmack for formatting.

The actual install was rather easy. The install time took maybe 3.5 hours.

Plan on having plenty of rags on hand and don't let the brake fluid get on anything you care about (like paint).

### Parts:

- VRod Brembo caliper - 44732-06a - \$144 (Zanotti)
- VRod Floating Rotor - 44405-07 - \$134 (Zanotti)
- VRod Caliper Banjo Bolt - 41752-06a - \$14 (Zanotti)
- Lyndall Gold pad 7254 - \$52 (Phat Performance)
- Goodridge Brake Hose Ebony 36" (should have gotten 33") - \$24 (Phat Performance)
- Goodridge Banjo Fitting 10mm 90\* (for the caliper side) - \$11 (Phat Performance)
- Goodridge Banjo Fitting straight 3/8" 10mm (MC side - for stock single caliper MC) - \$9 (Phat Performance)
- Goodridge copper crush washers 10mm - \$4

### Tools:

- 9/16", 3/4", 5/16", 10mm and 12mm sockets
- T40 Torx socket
- 3/16" and 5/16" hex drives (could use allen wrenches)
- Ratchets
- 3/8", 7/16", 1/2" wrenches
- Screwdrivers
- Loctite
- Vacuum pump (to bleed the brakes)

Tools <sup>2)</sup>	Front end lifted <sup>3)</sup>
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Remove the banjo bolt on the caliper <sup>4)</sup>

Remove old caliper, pull axle out while catching the spacers and remove the tire <sup>5)</sup>



Brake line stuffed into an old oil bottle and bungee'd out of the way <sup>6)</sup>

Banjo bolt (12mm hex) removed from the master <sup>7)</sup>



Remove 5 Torx bolts (T40) holding brake rotor on. An impact wrench was used to loosen the bolts. <sup>8)</sup>



Everything pretty much just bolts back together just like stock.

Make sure you use Loctite and torque everything properly by the manual.  
Take care running the new brake cable so it doesn't rub or get caught on the tire.  
The mesh silver panel on the back side of the caliber is really a functional vent.

Here's why you need to replace the rotor.  
Old one on left - new (larger one on right) <sup>9)</sup>

Stock rotor laying on top of the new one.  
Look closely and you can see the difference. <sup>10)</sup>



Stock rotor <sup>11)</sup>

New rotor <sup>12)</sup>

New rotor after pad bedding <sup>13)</sup>



Stock brake cable <sup>14)</sup>

New brake cable <sup>15)</sup>



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<sup>1)</sup> <https://www.xlforum.net/forum/sportster-motorcycle-forum/sportster-motorcycle-drivetrain/sportster-mot>

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photo by Screw Loose Dan of the XLFORUM

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5) 6) 8)

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