

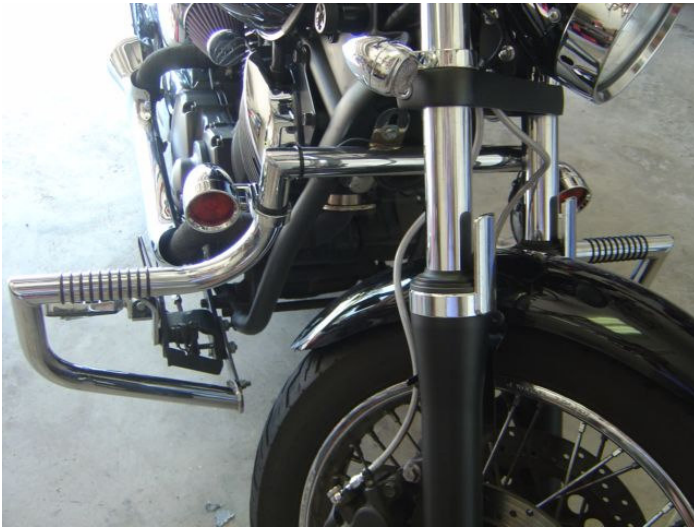
## Rear Brake Reservoir Relocation – V-Star 1100

Project 1: Relocating rear brake reservoir to behind the battery box.

Pretty easy modification. Below are some pics of how I removed the stock reservoir bracket. Most people use a cut off wheel, but I used a Saws-all. This isn't something I want to see around my bike very often. It actually did a very good job cutting off the bracket, using a bimetallic metal cutting blade. Here is the weld that the saw left behind.



Most of my time on this mod was spent grinding this weld down with a sanding disk on my Dremel. A couple coats of universal flat black and you'd never know it was there.



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Here is where the reservoir ended up.



You can see it peeking out beside the rear foot peg. I drilled a hole in the back of the battery box and attached the reservoir with a bolt through the hole. I put a spacer on the bolt between the reservoir and the box so the lid could be removed. I can reach in with my fingers and unscrew the lid.

The reservoir can be filled using a long neck funnel. I used 3 feet of 3/8" fuel line purchased at Advance Auto Parts.

Everyone needs to remember that the midnight customs have flat black frames while the rest are gloss black.

I used a round head bolt. It sinks down into the foam lining of the box, so the battery doesn't touch it.

Did you remove the Yammie brake switch and replace it with the master cylinder switch?

I did that a few weeks ago and really am happy with that project. Just need to grind off all the mountings for the old switch.

Question: How did you route the brake line - fastened to what, avoided, what etc.

I ran the reservoir line right beside the rear brake line. I didn't tie it down at all although it could be zip tied to the brake line. There is just enough room behind the rectifier side cover for it to fit.

## Rear Brake Reservoir Relocation – V-Star 1100

### Alternate Relocation Spot:

Howdy, y'all. Thought I would add a photo of my rear brake reservoir relocation. I moved the fuse box to the right of the toolbox holder and placed the reservoir in its place. I like where it is---out of the way and in a more protected area. Like Jeff, I removed the bracket on the frame tube and dressed up the cut with black glossy Rustoleum. Since my ORK is now removed, and with the reservoir removed, the front end of the bike is much, much cleaner:



I like it clear so that when I remove the cover, I can see at a quick glance the quantity of hydraulics in the reservoir.

When you moved the reservoir, how much longer hose did you have to install to reach the left side of the bike?

I think it was about a three-foot long brake hose from AutoZone I used. Can't even remember the ID size. The left side cover fits perfectly. I just took the reservoir to the store and found a hose that fit. Bought five feet worth. Cut to fit during the install.

Did you use fuel line or some sort of hydraulic hose?

The master cylinder nozzle turns easily toward the back---be gentle. Route the hose and secure it to the frame and cross-member. Use LOTS of common sense here.

Was there a place to mount the reservoir already available or did you have to fabricate a bracket or drill a hole in the bike to attach it to the inside of the cover?

No hacking or cutting during this project.

Were you able to come up from directly under the cover or if not, did you have to notch the cover in order to fit the cover back on the bike?

I mounted the reservoir where the fuse box was. All I did was move the fuse box to the right of the toolbox holder, sort of jammed into place. The fuse box was mounted to a bracket which I removed and saved. There is a lot of slack in the fuse box's wiring. Currently don't see a need to secure it because it isn't going anywhere but a simple mount could be made. There are a couple of slots where the fuse box was. I merely pushed the screw-hole tab for the reservoir into one of the slots and it holds the reservoir in place. Likewise, the reservoir isn't going anywhere when the cover is in place. It isn't going to flop around. A bracket could easily be fashioned, but I don't think you'd see the need for one if you did this. Besides, you'll want to pull the reservoir out during servicing, adding fluid. Little nervous with the reservoir above the chrome stuff with the reservoir top off. Brake fluid isn't kind to paint and chrome.

Were there any problems in bleeding the brakes once you got everything in place?

Bleeding is bleeding. You gotta bleed. But it is so easy, as compared to a car. However, I do have a vacuum one-man bleed pump that I bought from somewhere a while back. That helps a lot.

**Just keep the project simple and don't try to over-think it.**

## **Rear Brake Reservoir Relocation – V-Star 1100**

### **Suggestion re cutting old bracket off the Frame...**

The Right Hand Frame is completely removable from the bike:

1. Undo the floorboards and Brake Cylinder bolts - lower both to ground.
2. Undo lower Engine mounts.
3. Undo upper and rear Frame Bolts.
4. Remove frame piece from bike.

The Engine is still held in place securely by the Front Head Brackets and Rear Frame Brackets so there's no risk of damage unless you try to ride it like this. Once this is removed, CUT or Grind off the now useless bracket and repaint the scar safely away from your precious machine = NO RISK of Damage or Overspray.