

**V-Twin Mfg.**  
**GMA 11.5" Caliper Conversion Kit**  
**Fits 1973-84 BT W/Stainless Steel Rotor**  
**VT No. 22-1067**

**This is a custom application and rider safety depends on proper installation. This product should only be installed by a knowledgeable and trained motorcycle technician. V-Twin Mfg. accepts no responsibility for improper installation.**

**WARNING:** Brake performance is a critical safety item. Brake systems should be installed by a qualified service technician only.

**ATTENTION:** ALL GMA BRAKE KITS ARE DESIGNED AROUND OEM FACTORY MADE IN USA PARTS. IF ANY PART IS CHANGED, I.E. - WHEELS, AXLES, WHEEL SPACERS, SPACERS (OTHER THAN OEM) GMA WILL NOT GUARANTEE SAFETY, FIT, ALIGNMENT OR PERFORMANCE OF THE PART.

Installing the Brake Kit on the motorcycle.

1. When installing the caliper on the rotor check the piston on each side of the rotor. The pistons should protrude out of the bore evenly. 100% accuracy is not necessary as long as the caliper does not rub on the rotor. Do Not use the Rotor to Force the Pistons Apart!
2. All GMA Brake Caliper Kits are designed to use the stock brake line. Correct adapter fillings are included for each kit Master Cylinder and GMA Brake Caliper.
3. The master cylinder needs to be the correct internal size bore diameter for 100% braking efficiency.
4. All GMA single disc applications using a 2 or 4 piston caliper requiring a 5/8" bore master cylinder.
5. All front dual disc applications using a 2 or 4 piston caliper requiring the factory 11/16" bore (1984-up) or the GMA 3/4" handlebar master cylinder.
6. The Old Style Wagner and Kelsey Hayes (die cast Aluminum OEM) on rear application have a 3/4" bore master cylinder and will not work correctly.
7. 1984-up Rear Applications, OEM Master Cylinder is the correct size and will provide 100% compatibility with GMA Caliper.

**Most Problems with Disc Brakes are:**

8. Not all air was bled from the system.
9. Not enough free play in pedal travel, causing brake pads to drag and overheat..
10. Caliper pistons were forced into bore at an angle (see drawing).
11. The master cylinder is not the correct size bore..

**IMPORTANT**

If the caliper will not fit over the rotor do not use the rotor to force the pistons into the piston bore. Open the bleeder & push the pistons in evenly after the system is correctly bled, unbolt the caliper from the mounting bracket & recheck the piston alignment.

