

You are purchasing four (4) Speed Bleeders for your 1997 - 2003 Honda Valkyrie.

Two of the bleeders will fit your front brakes, one will fit the rear brake, and one is for the clutch.

The front Speed Bleeders are 8mm by 1.25 or SB8125L

The rear Speed Bleeder is 8mm by 1.25 or SB8125L

The clutch Speed Bleeder is 8mm by 1.25 or SB8125LL

All Speed Bleeders are sold with black dust caps.

The Speed Bleeder is truly a one-person bleeder screw. Once installed, it becomes a permanent part of the brake system. When it is time to bleed your brakes, you loosen the Speed Bleeder  $\frac{1}{4}$  to  $\frac{1}{2}$  turns and pump your brake pedal or brake lever. When the pedal or lever is depressed the pressure generated opens the check valve letting air and brake fluid out of the end of the Speed Bleeder. When you release the pedal or lever and it returns to the up position, the check valve closes and prevents any air from reentering the system through the Speed Bleeder. When bubble free fluid is evident you close the Speed Bleeder. In the closed position it works just like your stock bleeder screw and prevents any brake fluid from leaking out. That is all there is to bleeding your brakes. If at a later date you need to bleed your brakes, the patented thread sealing system makes it easy to open the bleeder screw to perform the bleeding operation. It is made of quality materials:

- Stainless steel spring
- Stainless steel ball
- Brass retainer
- The threads are roll formed. This process results in a stronger and smoother thread than one that is cut.
- The chamber for the ball and spring is precision reamed and the seat for the stainless steel ball is machined to exacting tolerances.
- Zinc chromate plating withstands a 30 hour salt spray.

- Patented thread sealing system seals the threads when the bleeding operation is performed, preventing air from being sucked back into the system.
- The pre-applied thread sealant also displaces air and moisture during thread engagement preventing rust...which usually results in rounded off corners on the hex or busted off bleeder screws making it necessary to replace the caliper or brake cylinder. The application of thread sealant thus makes it easy to loosen or remove the bleeder screw at any time.
- Simple to use.
- Saves time and money.
- Requires only one person to do.
- Perfect for racing where brake fluid is changed frequently.
- A must for the do-it-yourselfer