

**Thanks for Ordering  
The Kawasaki Vulcan 1500 Classic/Nomad/Drifter  
Ergonomic Brake Pedal from**



**READ THIS BEFORE UNPACKING YOUR KIT!**

**This instruction booklet contains detailed steps for installing the Scootworks Ergonomic Brake Pedal on Kawasaki Vulcan 1500 Classic, Nomad, and Drifter motorcycles. If you have any questions concerning installation of your new Scootworks accessory, please contact us via e-mail at [support@scootworks.com](mailto:support@scootworks.com). This will ensure you receive the most prompt and accurate reply.**

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# Instructions for Installing the Scootworks Ergonomic Brake Pedal on Vulcan 1500 Classic, Nomad, and Drifter Motorcycles

## **Tools Needed:**

- Needle nose pliers
- 12mm wrench
- Phillips Screwdriver
- Standard/Straight Screwdriver
- Small portion of automotive wheel bearing grease

The installation of the Scootworks Ergonomic Brake Pedal is very straightforward, requiring minimal mechanical skills. However, Scootworks wanted to assist you as much as possible with the installation process, and developed this instruction booklet as a result. If there are any steps you feel need improvement in instructions, please email [support@scootworks.com](mailto:support@scootworks.com) and specify the area you are having trouble with.

## **Unpacking!**

The shipping container and contents must be inspected by the purchaser for damage to goods immediately upon receipt of goods, and a claim must be filed with the carrier if damage is discovered. The purchaser must contact Scootworks within 24 hours from receipt of damaged goods to file a claim, and for further instructions. Your Scootworks Ergonomic Brake Pedal will come packed with these instructions.

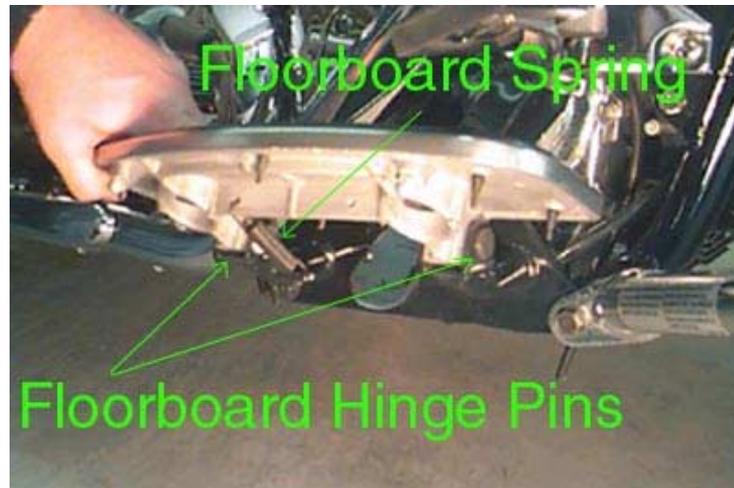
## **BEGIN INSTALLATION**

**1.** We'll begin with an unmodified motorcycle in the example below.



The pedal in the picture above is the original pedal supplied with the Vulcan 1500 Classic, Nomad, and Drifters. Notice the location of the brake pedal's pad, covering a portion of the floorboard. Many riders find that they ride with their foot slipped under the brake pad, requiring that they pull their foot from under the pad before they can press the break. Riders wearing thick boots and/or with larger feet find that this configuration wastes some of their valuable floorboard space. In response to requests from our customers, Scootworks designed an Ergonomic Pedal, moving the pad out towards the forward edge of the floorboard and exposing the entire floorboard for use by the rider. Excited? You should be! Let's get busy and install your new pedal...

2. First, let's remove the floorboard from its mount. In the photo below, you'll notice the two pivot pins and the floorboard spring exposed, when the floorboard is lifted. Using the needle nose pliers, remove the floorboard spring and place aside. Next, use a straight screwdriver, and remove the C-clips, one is located on each floorboard pivot pin. Place these aside for re-installation later. Lift the floorboard from its mount, exposing the OEM pedal for removal.



3. Below you'll see the floorboard mount with the floorboard removed...



4. Located just behind the black mounting plate that supports the brake lever, you'll find a 12mm hex head bolt. This bolt pinches the attaching linkage, securing it to the shaft of the pedal. Loosen and completely remove this bolt. Grasp the OEM brake lever with one hand, and hold the linkage assembly on the back side of the black mounting plate with the other, and slide the brake pedal out of its splined socket within the linkage assembly.

Once removed, clean the shaft's bore within the black mounting plate, and wipe a thin film of automotive wheel bearing grease within. Clean and apply a small amount of grease to the new Scootworks pedal in a similar manner. Fill the grease groove in the shaft of the pedal (small depression in the bearing surface) with wheel bearing grease as well.



**5.** Install your new Scootworks pedal in the same manner. When installing the Scootworks pedal, position it so the portion of the arm that connects to the rubber pad mount is parallel to the ground, and insert it in the linkage. Once firmly seated, reinstall the 12mm bolt and tighten. Temporarily reinstall the floorboard and observe the angle of the pedal...



**6.** The photo above (left) shows the lever installed with the arm parallel to the floor. This is the position preferred by many riders. Shorter riders who want the floorboard space, but need the pad tilted towards the riding position for easier access, may engage the lever's splines at a slightly different location to achieve this. Observe, as in the photo on the right...

**7.** Once you've determine the angle of the board you prefer, insure the 12mm pinch bolt on the linkage is tight.

Inspect the area behind the black mounting plate. There should be two springs on the forward side of the linkage. A small spring connects the linkage to the brake light switch, a large spring connects the linkage to a tab on the frame. The large spring is responsible for holding the lever securely in the "UP" position. The small spring is responsible for actuating the brake light switch. When installing the pedal, it is possible to accidentally disconnect one of both of these springs. Check for proper connection of these springs.

Next, check for proper operation of the rear brake light. Switch the ignition "on", but do not start the engine. Activate the front brake lever, the brake light should be observed in operation. If not, it's likely that the rear

brake switch is activated. If this condition is detected, adjust the rear brake switch by firmly grasping the black rubber boot covering it, and turning it “in” (clockwise, as viewed from above).

If the rear brake switch isn’t “on”, and proper operation is observed with the front brake lever, proceed to test the rear brake switch. Press the brake pedal down, and notice the operation of the rear brake light. If the switch activates too soon (too sensitive), grasp the black rubber boot covering it, and turn it “in” (clockwise, as viewed from above). Repeat the test and adjust as necessary.

If the switch requires a lot of brake pedal force or doesn’t activate at all (not sensitive enough), grasp the black rubber boot covering it, and turn it “out” (counterclockwise, as viewed from above). Repeat the test and adjust as necessary.

Install the mounting pins back through the floorboard pivots and into the floorboards. Re-install the C-rings on the floorboard pivot pins. Re-install the floorboard spring. Reference the photo associated with step #2 above for reinstallation of these items.

**8.** Lastly, loosen and remove the Phillips screw that retains the rubber pad on the OEM pedal, and reinstall the rubber pad and Phillips screw on your new Scootworks pedal.

**9.** Congratulations! You’re now finished with installation. The photo below shows the Scootworks Ergonomic brake pedal installed. Looks great, doesn’t it? Let’s go for a ride!



### **FAQ's for your new Brake Pedal!**

**Question-** Does the Scootworks Brake Pedal for my Vulcan 1500 require any additional materials, fasteners, etc. for installation?

**Answer-** Nope. The Scootworks Brake Pedal comes complete with all parts needed for installation. The Scootworks Brake Pedal is a perfect fit for your originally supplied OEM pedal, requiring nothing special for installation.

**Question-** Will the Scootworks Brake Pedal work on my new Nomad FI? I've heard there are a lot of difference in the way some accessories fit

**Answer-** Yes, this brake pedal was tested on the older 1500 Classics, the new 1500 Classic FI, and all versions of the Nomad and Drifter to date.

**Question-** I have a problem with my riding boot not fitting under the OEM brake pedal. Will the Scootworks Brake Pedal provide enough room for a boot?

**Answer-** Yes, the Scootworks Brake Pedal moves the brake pad out to the leading edge of the floorboard, and the height is adjustable to suit the riders preferences.

**Question-** I'm approximately 5'6" tall. The stock brake pedal work OK for me, but I'd like to be able to move my feet around on the floorboards more on long trips as I become tired of my riding position. I'm afraid I'll have problems reaching the new location of the pad.

**Answer-** The pad height is adjustable during installation, allowing the pad position to be tilted back towards the rider and correct for this problem. .

**Question-** Since the pad is so far forward, will I still be able to depress it far enough for good braking?

**Answer-** Absolutely, as the 1500 Classic, Nomad, and Drifter have hydraulic systems that displace a lot of fluid. Very little pedal movement is required.

**Question-** When I installed the new brake pedal, my pedal seems a little loose. What could this be?

**Answer-** Inspect the area behind the black mounting plate. There should be two springs on the forward side of the linkage. A small spring connects the linkage to the brake light switch, a large spring connects the linkage to a tab on the frame. The large spring is responsible for holding the lever securely in the "UP" position. When installing the pedal, it is possible this spring became dislodged. Check for proper connection of this spring.

**Question-** After I installed the new brake pedal, my brake light doesn't seem to be working.

**Answer-** Inspect the area behind the black mounting plate. There should be two springs on the forward side of the linkage. A small spring connects the linkage to the brake light switch, a large spring connects the linkage to a tab on the frame. The small spring is responsible for activating the brake light switch. When installing the pedal, it is possible this spring became dislodged. Check for proper connection of this spring.

Next, check for proper operation of the rear brake light. Switch the ignition "on", but do not start the engine. Activate the front brake lever, the brake light should be observed in operation. If not, it's likely that the rear brake switch is activated. If this condition is detected, adjust the rear brake switch by firmly grasping the black rubber boot covering it, and turning it "in" (clockwise, as viewed from above).

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