

DISC BRAKES / 1000,1200 AND 1340 CC MODELS

Recently, several changes have been made to the calipers, discs and pads used on the front and rear hydraulic brakes.

Brake Discs and Pads - All Models

The brake disc material has been changed to a harder stainless steel. The brake pad material has also been changed. These changes were made to improve brake pad life

The new brake pads should only be used with the new style discs. Using the new style pads with an old style disc could result in severe disc scoring and high pad wear. The new discs can be identified by the part number stamped near the center of the disc. The table below lists the part numbers of the brake discs and the corresponding brake caliper assemblies and brake pad sets for the various models.

Model	Brake Disc	Caliper Assembly	Pad Set
FLH Front Rear	41813-79 41813-79	44000-78 44001-78	44005-78 44005-78
FX Front Right Left Rear	44137-79 44137-79 44137-79 41813-79	44026-79 44025-79 44025-79 44001-78	44032-79 44032-79 44032-79 44005-78
XL Front Right Left Rear	44137-79 44137-79 44137-79 41791-79	44026-79 44025-79 44025-79 44024-79	44032-79 44032-79 44032-79 44031-79

Brake Calipers - 1200 and 1340cc Models

An insulator (Part No. 44004-78) and a shim (Part No. 44002-78) have been added to the front and rear caliper assemblies. See Figure 1. The insulator fits in a recess in the caliper piston and reduces the amount of heat transferred to the caliper from the brake pads. The insulator can only be used with the new brake caliper piston.

The shim is located between the brake caliper piston and the outer brake pad. Its function is to reduce brake squeal by slightly tilting the pad. The shim may be used with the old style calipers, although it is most effective with the new pads and discs. The shim must be located in the caliper as shown in Figure 1 so that the direction of wheel rotation is into the "notch".

Replacing Brake Pads - All Models

When replacing brake pads in the new style calipers, follow the Service Manual procedure with the following additions: Sand the surface of the pads with 60 or 80 grit emery cloth on a flat surface to break up the surface glaze. Also, use emery cloth to slightly round off the leading edge of the brake pads. Make sure the anti-squeal shim is positioned between the caliper piston and the outer brake pad so that the direction of wheel rotation is into the "notch". After the brake pads are installed, they should be burnished by making several hard stops from approximately 55 mph. After burnishing, bleed the brake systems per Service Manual procedure if they feel spongy.

