



# INSTRUCTIONS

-J00118

REV. 4-1-84

Kit Number 44070-72

## FRONT BRAKE CALIPER ANTI-VIBRATION KIT

This kit is designed for use on all FLH model vehicles late 1973 and later.

QTY.	DESCRIPTION
1	Bushing
1	Bolt, 3/8 x 1-3/4 in.
1	Bushing reducer
1	Bolt, 3/8 x 2 in.
1	Spring
2	Washer
1	Locknut

### Disassembly (Figure 1)

1. Support motorcycle on jiffy stand.
2. See Figure 1. Remove brake hose clamp located on fender. Work all slack in hose toward caliper.
3. Remove four bridge bolts and washers from caliper (15). Grasp inside caliper (14) and separate the caliper halves.

4. See Figure 1. Remove shim (11), brake pads (10) and pad retainer pins (8).

Replace any parts that appear to be worn or damaged.

### Cleaning, Inspection and Repair

1. If brake pads are worn to 1/16 in. of friction material or less, replace them as a set.

#### NOTE

Harley-Davidson recommends that you replace your brake pads when installing this kit.

#### WARNING

Brake pads must be replaced in sets for correct and safe brake operation.

2. See Figure 1. If the brake caliper mounting stud appears to be worn and/or damaged, it must be replaced with CALIPER MOUNTING STUD KIT, Part No. 44331-73.

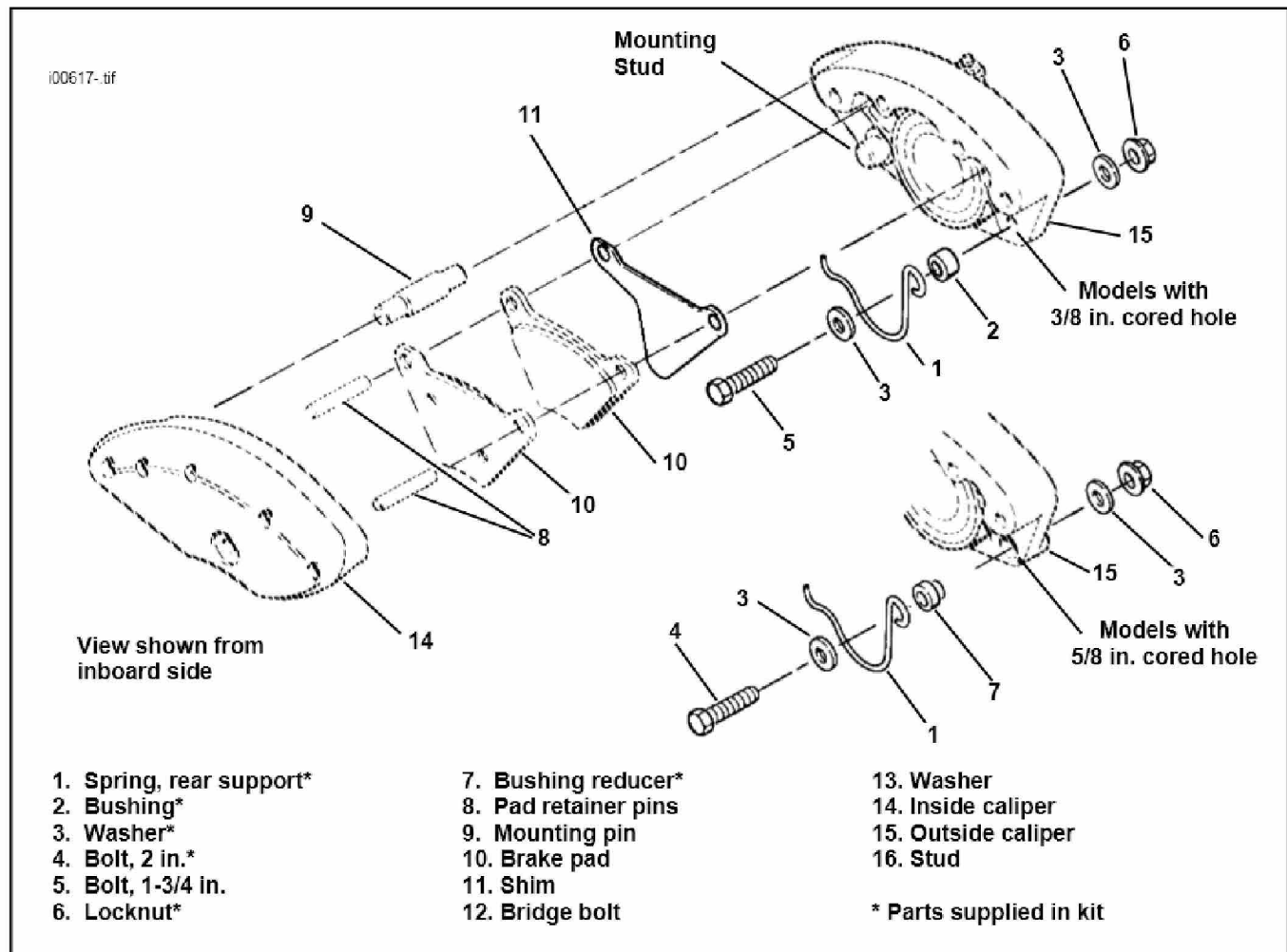


Figure 1. Front Brake Caliper--Exploded View

- Clean all metal parts in a non-flammable cleaning solvent and blow dry with compressed air.

**⚠WARNING**

Always use non-flammable solvent for cleaning metal parts. Do not use gasoline or other flammable substances.

**⚠WARNING**

Always clean brake system rubber parts by washing in denatured alcohol or D.O.T. 5 brake fluid. Do not use mineral base cleaning solvents such as gasoline or paint thinner. Use of mineral base solvent will cause deterioration of parts during and after assembly which could cause component failure.

**NOTE**

Harley-Davidson recommends the use of ANTI-SEIZE, on all nuts, bolts, caliper stud and retainer pins.

### Installation - Support Spring (Figure 1)

Determine the size of the cored hole in the outside caliper.

- For 3/8 in. cored hole:
  - Use cored hole as guide. With a 3/8 in. bit, drill through casting from inside out. There is ample hose length to allow the caliper to be drilled on sturdy blocking or stool without disconnecting hose line.
  - Place washer (3) on 1-3/4 in. bolt (5) and insert through spring (1), bushing (2) and caliper (15). Loosely thread locknut (6) on bolt (5). Place second washer (3) on bolt (5), then loosely thread on nut (6).

**NOTE**

Bolt (4) and bushing (7) are packed in individual sealed bag.

- For 5/8 in. cored hole:
  - Insert bushing (7) in cored hole and use as a guide. With a 3/8 in. drill, drill through casting from inside. There is ample hose length to allow the caliper to be drilled on sturdy blocking or stool without disconnecting hose line.
  - Place washer (3) on 2 in. bolt (4) and insert through spring (1), bushing (7) and caliper (15). Be sure small diameter side of bushing is seated in the caliper cored hole. Place second washer (3) on bolt (4), then loosely thread on nut (6).

### Caliper Installation

**NOTE**

Do not actuate front brake lever while caliper is disassembled. Extending the caliper piston by actuating the brake lever will require that the piston be compressed back into the piston bore prior to assembly. This is not necessary if the front brake control is not actuated.

**NOTE**

Harley-Davidson recommends the use of Anti-Seize on all nuts, bolts, caliper studs and retaining pins.

- See Figure 2. Insert mounting pin (9) through upper mounting hole in fork. Place brake pad (10) in cavity of inside caliper (14). Insert pad retainer pins (8) through holes in pad (10) and into blind holes in caliper (14).
- Place inside caliper, with pad (11) and pins (8), at inboard side of brake disc. Position caliper assembly so

pin (9) is through mounting hole in caliper (14) and pins (8) extend over top of brake disc.

- Place mounting holes in second brake pad (10) over pad retainer pins (8) and position pad against brake disc. Mount shim (11) on pins (8) and move shim against backside of brake pad (10). Be sure the shim is installed as shown in Figure 1.
- Mount outside caliper (15) on pin (9) and work both caliper halves together. Be sure all pins are properly seated and both caliper halves butt together fully. If there is any gap, recheck Steps 1 through 5.

**⚠WARNING**

Do not use bridge bolts to draw calipers together. Caliper halves must be together before tightening bolts to prevent misalignment of caliper halves.

Misalignment of the caliper halves could result in a cracked caliper causing loss of brake.

- Install bridge bolts (13) and washers (14). Tighten bolts to 30-55 ft-lbs.
- Rotate spring (1) upward so detent in spring is over axle as shown in Figure 2.
- Place open end wrench over bolt (4) or (5) and tighten nut (6) to 21-27 ft-lbs.

**⚠CAUTION**

The following must be checked before operation of the motorcycle:

- There must be minimum of one thread protruding beyond the end of the locknut (6).
- There must be clearance between the end of the bolt (4, 5) and the rotor cover.
- There must be slight play along axis of rotor. Check this by shaking caliper left and right.
- Brake pad must not sit tightly on rotor.
- Raise the front wheel off the ground. Rotate wheel. There should not be any brake drag other than slight pad contact.

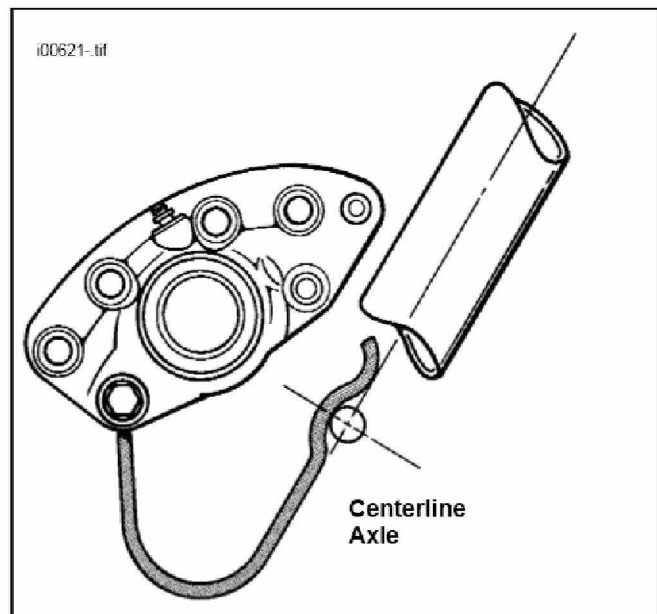


Figure 2. Spring Position