

Stop Therapy

BY MATT KOPEC

Braking, to me, is a matter of reliability and trust. You trust that the brakes will respond and react flawlessly each time you use them, and the brakes rely on you to maintain them and keep them working properly.

This installation keeps that trust going by upgrading stock brake lines with a set of Russell's stainless steel braided hoses and a fresh set of Galfer brake pads. The new braided hoses really cleaned up the front end by eliminating the stock rig; instead of a single line from the master cylinder and T-joint running hoses to the left and right side calipers, this new setup has one dedicated line for each caliper running straight from the master cylinder.

The new pads fit perfectly and grip well after a brief break-in. You can ask around for good methods to break in new brake pads, but I've found it's a fairly varied subject, so I'll keep it short and sweet: get the



1 A fresh set of Galfer pads and stainless steel braided lines from Russell.

bike up to 10 mph, apply gentle brake pressure to slow to 5 mph, repeat this a few times, increase your speed to 20 mph, and repeat again.

Working at my buddy Dirk's shop, I had the lines on my Suzuki SV650 replaced, bled, and the new pads installed in just under three hours. Tools required for this job are those any good weekend wrench will have: a set of Allen keys, a selection of open-end wrenches, and a socket set.



2

Starting with the rear brake, loosen the pad pin (the pin that holds the brake pads in the caliper), then remove the two bolts holding the caliper to the swingarm, before finally removing the pad pin and pads.



4

Compress the caliper piston, install the new pads and pin, and slide the caliper back on the disc.



3

Check the new pads against the old ones, making sure they match up before installing.



5

Tighten the bolts holding the caliper in place, and then tighten the pad pin bolt. I put a little anti-seize on each bolt to prevent corrosion and galling.

To give the new pads a clean surface to grip and prevent squeaks, lightly sand the disc with a fine emery cloth to remove any grooves left from the old pads, and chamfer the leading edge of your new brake pads with a file.



6 After removing the front caliper and old brake pads, compress the caliper piston, and slide in the new pads. Replace the pad pin and reattach the caliper. Again, use a little anti-seize on each bolt.



7 Place a paper towel under each loosened end to soak up any brake fluid, and then remove the stock banjo bolts.



8 Attach the new hose using the stock banjo bolts with new washers (provided with this kit). One washer goes on top between the hose and bolt, one on the bottom between the hose and caliper.



9 Remove the old bleeder valves and replace them with new Speed Bleeder valves.

The Speed Bleeder has a spring-loaded, stainless steel check ball in it that allows one person to do brake bleeding. Open the Speed Bleeder a quarter to a half turn, and continuously pump the brakes. Every time you pump, the check ball is pushed off its seat, allowing the fluid and air out. But between pumps, the spring closes the check ball, preventing any air from getting back into the system. Speed Bleeders make brake bleeding an easy, one-man job.



10 Attach a clear hose to the bleeder for run off, slowly pump the brake until the fluid reservoir is just about empty, add fresh brake fluid as needed, and continue pumping until new fluid flows from the bleeder and no more bubbles appear in the fluid.

hard data
RUSSELL PERFORMANCE
 Two Line Brake Hose Kit
 #R08437, \$70.95; #R08433S, \$27.95
 Speed Bleeder #R40528, \$13.95
 310/781-2222
 www.RussellPerformance.com

GALFER BRAKES
 HH Brake Pads
 \$35.99 per caliper set
 800/685-6633
 www.GalferUSA.com



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