

# New Pads? BY TRICIA SZULEWSKI No Problem.

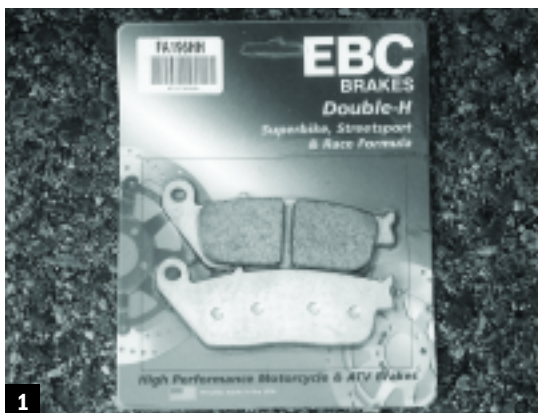
## STOP PUTTING OFF BRAKE MAINTENANCE

I'M ALWAYS LOOKING TO SAVE A COUPLE bucks on motorcycle maintenance. So, when it came time to change the front brake pads on my Honda Shadow ACE 750, I asked fellow *RoadBiker* Steve Lita if it was a job I could do myself. He said it wouldn't be difficult, and even offered to help me do the work over a lunch hour. I decided to give it a shot.

When I asked his advice about which pads to order, Steve recommended EBC. He said money's well spent on better-quality pads because in a hazardous scenario, good brakes are crucial. I had two choices from EBC: either organic (Kevlar) pads, or the more expensive Double H sintered pads. I chose the latter; for a few dollars more, they have a higher friction rating and greater resistance to heat.

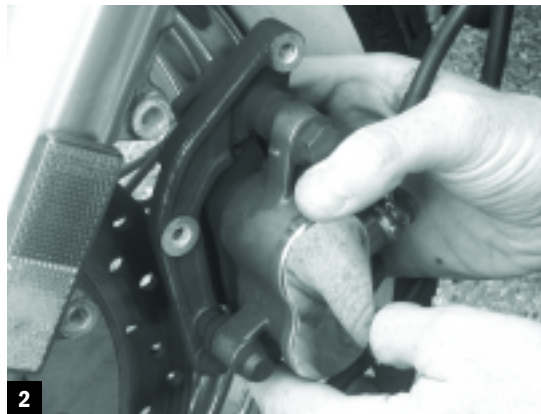
Steve made this installation look easy, and for the most part, it is. But not everyone has the strength to push the caliper pistons apart to slip on the new pads. And had my rotor been new or not quite as worn, it would have been much more difficult to get the new pads on because of the extra thickness of the rotor. Steve also recommended that I lightly sand the rotor with a heavy-grade sandpaper to remove the deeper ridges, so the new pads would make maximum surface contact.

This is a fairly simple installation that most riders can do in their own garages. Here's how we did it, using only half a lunch hour, in our parking lot.



1

**EBC's Double H pads are made from sintered copper alloy for long life and good performance under all riding conditions.**



2

**First, Steve removed the two bolts that hold the caliper housing to the front fork, and then pulled the housing off the rotor.**



3

**The original pads are quite worn, compared with the new EBC pads.**



4

**Using the thickest wrench that would fit, Steve pushed the caliper pistons as far apart as possible, providing enough clearance for the new pads to be slipped on. Meanwhile, I watched the brake fluid rise in the reservoir.**

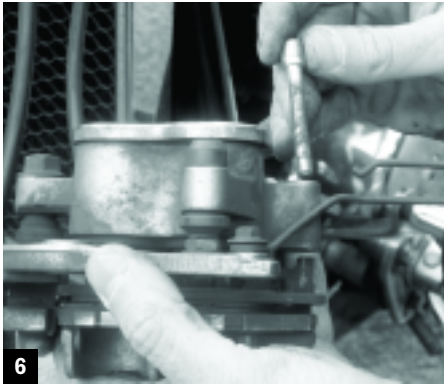


5

**Next, he unscrewed the pin cover...**

### SOURCES

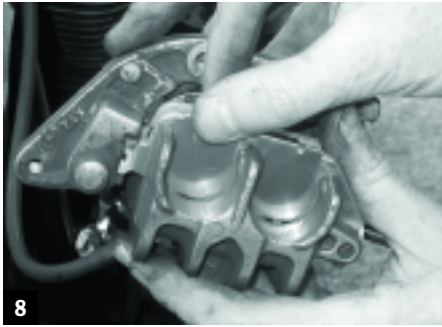
Double H Sintered Brake Pads \$25.95  
EBC BRAKES  
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Dept. RB  
Sylmar, CA 91342  
818/362-0369  
www.ebcbrakes.com



6 ...and removed the pin holding the pads in place.



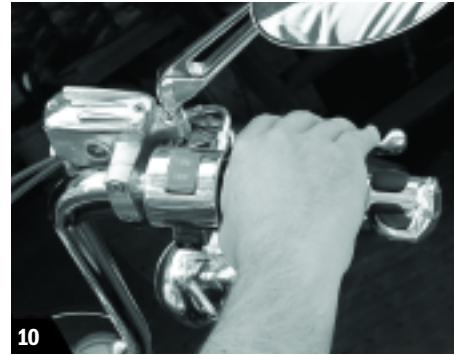
7 Steve removed the clip from the original pad, cleaned it with brake cleaner, and snapped it onto the new pad.



8 He put the new pads into the caliper housing and screwed the pin back in place.



9 Getting the caliper back in position wasn't the struggle I'd expected, because Steve had pushed the pistons apart enough (step 4).



10 A few pulls on the brake lever and a visual check of the brake fluid level ensured the pistons were compressed and ready to grab the rotor. **RB**

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