



INSTRUCTIONS

-J03836

REV. 2007-07-09

REAR BRAKE PAD KIT

GENERAL

Kit Number

46721-06A

Models

For model fitment information, please see the P&A Retail Catalog or the Parts and Accessories section of www.harley-davidson.com (English only).

Additional Parts Required

WARNING

The rider's safety depends upon the correct installation of this kit. Use the appropriate service manual procedures. If the procedure is not within your capabilities or you do not have the correct tools, have a Harley-Davidson dealer perform the installation. Improper installation of this kit could result in death or serious injury. (00333a)

NOTE

This instruction sheet references Service Manual information. A Service Manual for your model motorcycle is required for this installation and is available from a Harley-Davidson Dealer.

Kit Contents

Table 1. Kit Contents

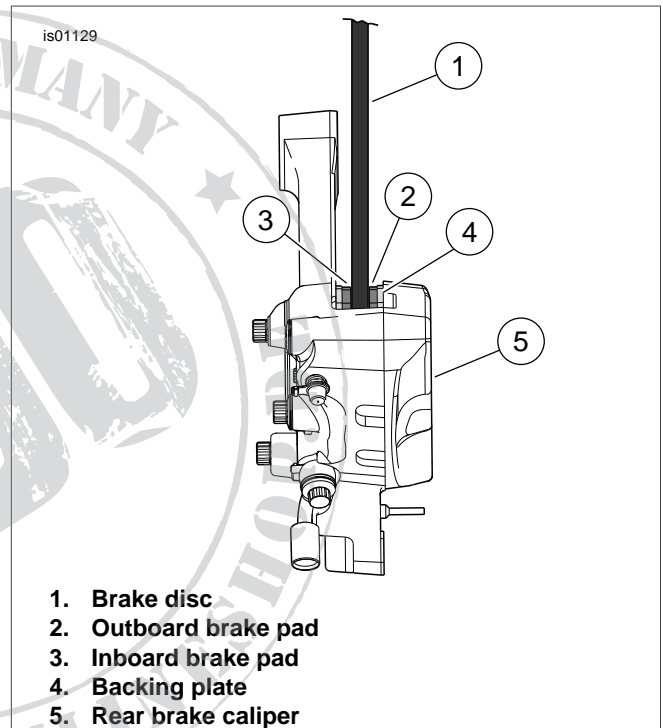
Description	Quantity
Pad and Holder, Inboard	1
Pad and Holder, Outboard	1

Brake Disc Thickness

The minimum brake disc thickness is stamped on the side of the disc. Replace disc if warped or badly scored.

Brake Disc Lateral Runout

The maximum brake disc lateral runout is 0.008 inch (0.2 mm) when measured near the outside diameter.



1. Brake disc
2. Outboard brake pad
3. Inboard brake pad
4. Backing plate
5. Rear brake caliper

Figure 1. Brake Pad Inspection

INSPECTION

WARNING

Always replace brake pads in complete sets for correct and safe brake operation. Improper brake operation could result in death or serious injury. (00111a)

See Figure 1. Replace brake pads (2, 3) if brake pad friction material on the rear caliper (5) is worn to 0.04 inch (1 mm) or less above the backing plate (4). Always replace both pads in a caliper as a set.

When checking the brake pads and brake disc (1), inspect the brake hoses for correct routing and any signs of damage.

NOTE

Inspect pad pins for wear or grooving. Replace both pins if wear of either pin exceeds 0.015 inch (0.38 mm).

REAR BRAKE PAD REPLACEMENT

1. If present, remove right saddlebag.
2. Remove the rear master cylinder reservoir cap. As the pistons are pushed back into the caliper, fluid level may rise more than 1/8 inch (3.2 mm). You may need to remove fluid to allow for this.



1. Pad pins (12 pt/0.25 inch)

Figure 2. Pad Retaining Bolts

- See Figure 2. Loosen, but do not remove both pad pins (1).

NOTE

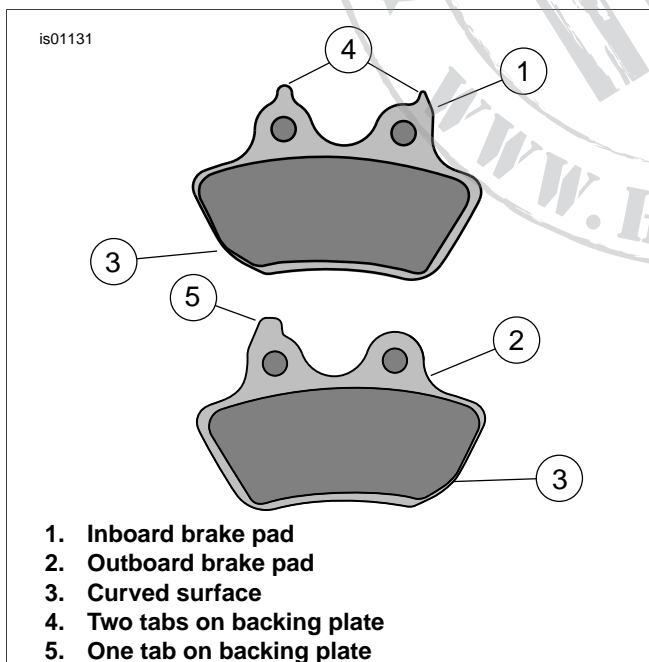
Do not remove any of the three bolts. There is an internal O-ring which could be damaged.

- Pry the inboard pad back. Use steady pressure to prevent scoring the brake disc. Pry between the pad and the brake disc in order to push the caliper pistons back into their bores.

NOTE

Do not completely pull pad pins from caliper during the next step. Completely removing pad pins at this time will cause difficulty during assembly.

- Once the pistons have been fully retracted into their bores, pull pad pins until the inside pads drop free. Note the pad's original orientation for replacement purposes.



- Inboard brake pad
- Outboard brake pad
- Curved surface
- Two tabs on backing plate
- One tab on backing plate

Figure 3. Brake Pad Orientation

- See Figure 3. Install new inboard brake pad (1) using the same orientation as the pad previously removed. Curved portion of pad (3) must face rear of motorcycle.
- Install pad pins until the pins snap into place with an audible click. Do not fully tighten at this time.
- Pry the outboard pad back. Pry between the pad and the brake disc in order to push the caliper pistons back into their bores.

NOTE

Inspect pad pins for wear or grooving. Replace both pins if wear of either pin exceeds 0.015 inch (0.38 mm).

- Verify that inside pads are captured between brake disc and pistons. Completely remove pad pins to free outside brake pad. Note the pad's original position for reinstallation purposes.
- Install the new outboard brake pad (2) using the same orientation as the pad previously removed. Curved portion of pad (3) must face rear of motorcycle.
- Install both pad pins through holes in inner and outer brake pads. Tighten to 180-200 in-lbs (20.3-22.6 Nm).

WARNING

After servicing brakes and before moving motorcycle, pump brakes to build brake system pressure. Insufficient pressure can adversely affect brake performance, which could result in death or serious injury. (00279a)

- Pump brake pedal to move pistons out until they contact both brake pads. Verify piston location against pads.

NOTES

Do not overfill the master cylinder. Overfilling the master cylinder could cause excessive pressure resulting in damage to system components.

Refer to your Owner's Manual for the proper hydraulic brake fluid for your year and model motorcycle.

- Check brake fluid level in master cylinder. Fill to 1/8 in. (3 mm) below the top of cylinder if necessary. Use the correct D.O.T. hydraulic brake fluid type as specified in the Owner's Manual. Install master cylinder reservoir cap. Tighten reservoir cap screws to 6-8 in-lbs (0.7-0.9 Nm).
- If removed earlier, install right side saddlebag

WARNING

After repairing the brake system, test brakes at low speed. If brakes are not operating properly, testing at high speeds can cause loss of control, which could result in death or serious injury. (00289a)

- Test brake system.
 - Turn ignition switch to ON. Pump brake pedal to verify operation of the brake system.
 - Test ride the motorcycle. If the brakes feel spongy, bleed the system according to Service Manual instructions.

NOTE

Avoid making hard stops for the first 100 miles (160 km). This allows the new pads to become conditioned to the brake discs.