



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

DOT Auto Safety Hotline
Vehicle Owner's Questionnaire
To Report Vehicle Safety Defects
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100148

Date Received

20-NOV-2007

Repository ☐

Reference No.
10209526

OWNER INFORMATION (Type or Print)

Name

Address

City

RICHMOND

State

VA

Zip Code

Daytime Telephone Number

E-mail Address

Evening Telephone Number

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☐ YES ☒ NO

In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.

Signature of Owner _____ Date 12/1/07

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side

5VPCB16D

Make

VICTORY

Model

KINGPIN

Model Year

2005

Date Purchased

4-30 MAY-05

Dealer's Name and Telephone Number

Cashew Custom Cycles

Engine:

No: Cylinders 2

Fuel Type:

Gas

Original Owner

☒

Dealer's City

Colonial Heights

State

VA

Zip Code

23834

Transmission Type

MANUAL

☐ Antilock Brakes

☐ Cruise Control

Powertrain

UNKNOWN

Vehicle Component Code

034530 SERVICE BRAKES, HYDRAULIC:FOUNDATION COMPONENTS

Multiple Failure: 4

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)

01-AUG-2005

Failure Mileage

500

Failure Speed

2

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make

Tire Model (Name or Number)

Tire Size (Example P215/65R15)

DOT No. (Example: DOTM9ABC036)

☐ Original Equipment
☐ Prior Repair

Failure Location:

Tire Component Code

Tire Failure Type

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:

Seat Type:

Child Seat Component Code:

Date Manufactured:

Installation System:

Model No./Name:

Failed Part:

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies).)

Crash

☐ Yes ☒ No

Fire

☐ Yes ☒ No

Number of Persons Injured

0

Number of Deaths

0

Reported to Police

N

Narrative Description of Incident(S), Crash(es), and Injury(ies).

Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e, parts repaired or replaced (and if old part is available).

TL*THE CONTACT OWNS A 2005 POLARIS VICTORY KINGPIN MOTORCYCLE. WHILE DRIVING 2-20 MPH, THE CONTACT HEARD A RUBBING SOUND COMING FROM THE FRONT AND REAR BRAKES. THE FRONT END OF THE VEHICLE BEGAN TO VIBRATE. THE CONTACT STATED THAT WITHIN 3,000 MILES, THE FRONT BRAKE PADS BECAME WORN AND HE FELT THAT THE ROTORS CAUSED THE FAILURE. THE DEALER WAS UNABLE TO DIAGNOSE THE CAUSE OF THE FAILURE. THE POWERTRAIN WAS UNKNOWN. THE FAILURE MILEAGE WAS 500 AND CURRENT MILEAGE WAS 4,000.

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

December 3, 2007

To: U.S. Department of Transportation
National Highway Traffic Safety Administration

From:

[REDACTED]
Richmond, Va [REDACTED]

To Whom It May Concern,

I have had my Victory Kingpin since April 2005. I have heard a noise in the brakes since June 2005. I have taken the bike back to the dealer numerous times. I have an extended warranty until 2009. The dealer tells me that there is nothing wrong with the brakes per the Victory specs. The also told me that its OK if the rotor turns cherry red. This would mean that the brakes would be dragging. I have checked this by not applying the brakes while riding and found out with a heat gun that the rotors are heating up from the brakes dragging on the rotor. I have been told from another Victory owner who has the same bike that the rear wheel locked up from the brakes rubbing the rotor. Then at only 3000 miles during my inspection it was discovered that the rear brakes were worn out and had to be replaced.

I have enclosed copies of the work order invoices and some of the other Victory owners that have had the same issues that I have. Also there is a copy of an article in Roadbike magazine that shows that Victory has changed the calibers on the 2008 model. Please take a look at this before someone gets hurt or even killed from this problem.

Sincerely, [REDACTED]

While on the subject of electronics, attention must be paid to the Vision's booming stereo. If you want to cruise to XM satellite, FM or AM radio, a CD, or your iPod (the Vision has a built-in jack), you couldn't pick a better sled — stock, that is. It's almost embarrassing how crisp, clear, and loud the Vision's sound system is. But you'll get over it.

God forbid a little rain might fall while you're tearing it up in the lap of luxury. If the clouds do burst though, you can take refuge behind the Vision's retractable windshield (optional) and adjustable wind deflectors. I didn't don rain pants once and remained dry through some fairly heavy pelting. I also wore an open-face helmet to my complete satisfaction. No buckshot to the face. And did I tell you about the tunes?

At one point during a press pep talk, a Victory engineer discussed the glory of the Vision's brakes. When pushed as to why the manufacturer had ditched its much-touted affiliation with Brembo, the engineer shot daggers at me. He then stressed the benefits of how the proprietary three-piston, dual 300mm floating calipers up front and two-piston 300mm out back are linked when the foot pedal is engaged. Fair enough. But still — no ABS for such a high-end and totally competent touring beast?

Among the details that Victory has ingeniously woven into its Vision, one can easily overlook a set of sculpted wings that sit on either side of the bike in the same vicinity as the passen-



2008 VICTORY VISION

LIST PRICE	Vision Street \$18,999, Tour \$19,999
ENGINE	Four-stroke 50-degree air/oil cooled V-Twin
VALVETRAIN	SOHC, four valves per cylinder
DISPLACEMENT	1731cc
BORE X STROKE	101 x 108mm
COMPRESSION RATIO	9.4:1
FUEL SYSTEM	EFI, 45mm throttle bodies
MFR HORSEPOWER	N/A
MFR TORQUE RATING	N/A
TRANSMISSION	Six-speed constant mesh
FINAL DRIVE	Carbon fiber reinforced belt
OVERALL LENGTH	103.5"
WHEELBASE	65.7"
RAKE/TRAIL	29 degrees/5.4"
SEAT HEIGHT	26.5"
FUEL CAPACITY	6 gallons
DRY WEIGHT	Vision Street 804 pounds, Tour 849 pounds
WARRANTY	12 months, unlimited miles
2008 COLORS	Black, Midnight Cherry, Supersteel Gray

ger footpegs. Those babies are meant to protect the Taj Mahal that is the Vision's bodywork in the event of a tip-over. Or, in my case, a full-on crash. Though I didn't aim to test the wings, I can only say they work. Very well. So does the Vision. If only the same could be said for myself.

Here's hoping my next Vision quest isn't brought up short by... Ah, I'll let it go.

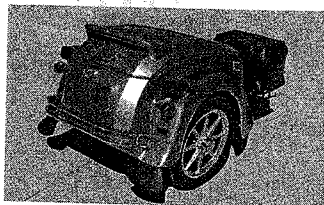
RB



Waiting to order your Bushtec Trailer? Your wait is over! Through December 31st, 2007, every Bushtec Trailer order will qualify for free accessories (based on model and purchase price). Call, fax, e-mail, or write for details.

Don't wait, offer expires December 31st, 2007.

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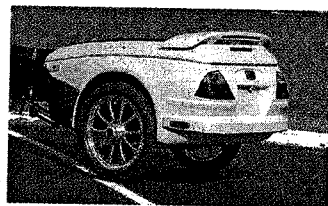


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Spend \$4000 + — GET FREE! All of the Above + Accessory Lid Bag - \$427 Total Value

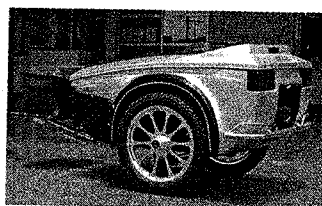


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Spend \$4500-4999 — All of the Above + Powdercoated Wheel Finish Upgrade* - \$222 Value

Spend \$5000 + — All of the Above + Fiberglass Colormatched Bumper - \$461 Value

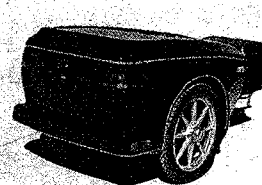


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Victory Kingpin Cruisers Victory Motorcycle Enthusiasts' Community

Born to Be Boss

Welcome to the #1 Victory motorcyclist resource on the web. This site was created by Victory motorcycle enthusiasts for all to use. We want to share our experiences and knowledge about "All-Things Victory." Over a few beers, this site was given the informal label of "Kingpin Enthusiasts Group" -- K.E.G. This site offers a forum, gallery, technical info, contests, auctions, news, and a -- Discount Victory aftermarket store.
Please register today, membership is Free!



FORUM SEARCH

NEW VICTORY VISION



- See the Victory Vision
- New Vision photos
- Victory Riders Assoc.

Polls

Do you like the new Victory Vision?

- ☐ I like the Vision Tourer
☐ I like the Vision Street
☐ I do not like either

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Please login.

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Stay logged in for:

Forever

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RECENT TOPICS

Slashness installation instructions in Victory Technical Reference by pingkp on Today at 01:24:44 PM

New Kingpin Tour seat in Victory Products by Fazon on Today at 01:19:12 PM

Jury Awards Father \$2.9

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November 01, 2007, 02:18:02 PM
 Forever
Login with username, password and session length

NEWS BOX
The K.E.G store has added the complete Victory aftermarket product line from MBW, HackerPipes, Anasazi.
KEY STATS
17320 Posts in 2300 Topics by 2559 Members
Latest Member: **Greg**

Search: [Advanced search](#)

Kingpin Cruisers
Kingpin Enthusiasts Group
Victory Biker Bar (Moderator: **King Moderator**)
Rear Brakes

0 Members and 0 Guests are viewing this topic.

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Pages: [1]

Author Topic: **Rear Brakes** (Read 187 times)

Redrider
Kingpin Padawan
★
Posts: 13

MEMBER GALLERY



Rear Brakes
« on: May 31, 2006, 05:07:42 AM »

I know there has been alot of discussion/concern on the rear brake pad wear with the oem brake pads. And like everyone else I had that problem after 4,000 miles and changed over to EBC FA209hh pads. I removed my rear wheel last night to replace the rear tire and checked the brake pads. I am happy to report that after 5,000 miles and using the rear brake more, the EBC pads looks as good as the day I put them on. As far as stoping power...I found they have a little more grip than the oem pads.

Logged

KingpinJim
Admin
Administrator
Kingpin Sensei
★★★★★
Posts: 1990



MEMBER GALLERY

it's the journey,
not the
destination

Re: Rear Brakes
« Reply #1 on: May 31, 2006, 05:57:27 AM »

This whole rear brake issue is fuzzy. Especially since Victory uses the high-end Brembo brakes. I wonder if the brake pads themselves, are not supplied by Brembo but another brake company. Meaning that Victory received an inferior set of pads. I know some have routed the metal rear brake line to be under the lower frame tube. I looked into this and do not think this is a good route to take. Mainly since it exposes the brake line to possible damage from road debris or if you bottom out.

Change to EBC pads and also put in some of the Motul brake fluid and flush/change your brake fluid every year. Do a forum search on Motul. I only wish the Kingpin had dual front rotors and brakes so that I could practice my Endos.

Logged

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Jump to: => [Victory Biker Bar](#)

KingEngland
Kingpin Padawan

★
Posts: 10

MEMBER GALLERY



Back Brake Wear

« on: April 10, 2007, 10:04:46 AM »

I resently found out that at 6400 miles my back brakes were shot , and from reading many posts on this problem have found it is wide spread for Kingpins and Vegas bikes. The problem has been traced back to 2003, pads wearing out from 3k to 6k miles. What I have plected together about this problem and solution I thought might help others. The problem is caused by rear brake drag, when you release the brake the pads don't fully release from the rotor. To see if your bike has its brakes on all the time take a long drive without using your back brakes. Get off and feel the back rotor and caliper if they are warm or hot like mine then your brakes are on, thus causing premature brake pad wear. Some have reported complete lock up of the caliper. Why is this happening? the front master cylinder apparently is not large enough, or its return valve is not operating correctly to provide enough return pressure to release the pads. When the lines get hot the fluid expands and makes matters worse. What's the soultion. What worked for me and on a number of other bikes is to move the brake line away from the muffler. There are two lines that run down the frame rail, one on top right next to the muffler and one below. The one on top is the pressure line the one on bottom is to the reserve. If you move the top line down away from the heat together with the second line down on the side of the rail it works. The brakes come off and the rotor stays cool. Some are trying to put insulation around the line to protect from the heat, I don't know if that will work but it very well could. Having the brakes on all the time is not good, no one is wearing out the front brakes, and for me those are the ones I use the most, so its one reason I couldn,t believe my pads just wore out and such a short number of miles. After a long search this is fix that seems to work, good luck to others. KingEngland

Logged

kwhancock
Kingpin VIP

Contributor

★ ★ ★ ★ ★
Posts: 318



MEMBER GALLERY



My son (Kenny) likes to dream.



Re: Back Brake Wear

« Reply #1 on: April 10, 2007, 11:23:07 AM »

Greta Information! Thank you! I wonder if anyone has talked to Vic about this and if they plan on doing anything about it.

Logged



KingEngland
Kingpin Padawan

★
Posts: 10

MEMBER GALLERY



Re: Back Brake Wear

« Reply #2 on: April 10, 2007, 12:27:26 PM »

Kwhancock, from what I could find out this problem is wide spread, and Victory has to know that they have a problem via their parts inventory. Some dealers are already moving the brake lines for customers, some are not paying attention. If you cook the rotor you have to take off your pipes in order to remove the back tire to replace the rotor. Rotors run \$200.00 dollars plus labor, so there might not be any incentive for dealers to solve this problem. If anyone has a wreck because of caliper lock the price could be steep for Victory. KingEngland

Logged

Illicartie
Kingpin Padawan

★
Posts: 5

MEMBER GALLERY



Re: Back Brake Wear

« Reply #3 on: April 10, 2007, 12:31:52 PM »

I wore out the original pads early as you refer. I replaced those with a good quality aftermarket pad and they have got more than twice amount of mileage on them: I have not noticed any dragging of the pads. My 04 has 27,000 miles on it now, so that means I have gotten about 20,000 miles on this set of pads, still haven't replaced the front at all.

Logged

King Vic
Kingpin Disciple

★ ★ ★ ★ ★
Posts: 157



MEMBER GALLERY



Both of my honeys



Re: Back Brake Wear

« Reply #4 on: April 10, 2007, 12:32:03 PM »

The dealer replaced my rear pads at the 5K checkup. I don't think I've used them twice since last July. I don't like the way they lock up the rear so easily. I'll be going in for the 7.5K tune in June and I'll see if they are wearing. I'll bring your fix to the dealers attention.

Logged



KingpinJim
Admin
Administrator
Kingpin Sensei

★ ★ ★ ★ ★
Posts: 1990



Re: Back Brake Wear

« Reply #5 on: April 10, 2007, 01:24:12 PM »

Here are the pads you want for the rear:

Z-Plus

http://www.kingpincruisers.net/component/option,com_store/manufacture,1/item,LYNDALL-7230-Z/

or the Gold compound:

http://www.kingpincruisers.net/component/option,com_store/manufacture,1/item,LYNDALL-7230-G/

MEMBER GALLERY



It's the journey, not
the destination



KingEngland
Kingpin Padawan

Posts: 10

MEMBER GALLERY



KingpinJim
Admin
Administrator
Kingpin Sensel
★★★★★
Posts: 1990



MEMBER GALLERY



It's the journey, not
the destination



King Vic
Kingpin Disciple
★★★★★
Posts: 157



MEMBER GALLERY



Both of my honeys



KingpinJim
Admin
Administrator
Kingpin Sensel
★★★★★
Posts: 1990



MEMBER GALLERY



It's the journey, not
the destination



Night Stalker
Kingpin Journeyman
★★★★★
Posts: 56



MEMBER GALLERY



KingpinJim
Admin

<http://www.KingpinCruisers.net> - Born to be Boss

KingpinCruisers.net is best viewed using Firefox Browser.

Re: Back Brake Wear
« Reply #6 on: April 10, 2007, 02:37:52 PM »

Gang, I didn't realize that brakes were on until I wore out the first set of pads. Then I started on the mission to find out why. The real test is to touch the rotor and caliper after driving awhile with no brakes. Mine would burn your hand. Plus I always thought it was hard to back up my bike when it was hot, now I know why, the brakes were on. KingEngland

Re: Back Brake Wear
« Reply #7 on: April 10, 2007, 03:43:03 PM »

The speculation on the cause of this is that the rear brake line passes close to the exhaust and the the higher temperature causes the brake fluid to expand and put pressure on the rear brake caliper. Again, theis is speculation. Brake fluid is rated at high temps, I added in racing brake fluid and I have not had the problem since. I also switched to Lyndall pads.

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Re: Back Brake Wear
« Reply #8 on: April 10, 2007, 08:45:00 PM »

Jim,

What brake fluid did you switch to?

04 Bronze & Pearl KP Deluxe. Power Commander III, SRVT Jacks, S&S Air Box, S&S Download. Larry's AKA King Chevy back in the day.

Re: Back Brake Wear
« Reply #9 on: April 10, 2007, 09:09:36 PM »

Quote from: King Vic on April 10, 2007, 08:45:00 PM
Jim,

What brake fluid did you switch to?

Motul RBF 600 - DOT 4 Racing Brake Fluid
Dry boiling point: 594 degrees F
Wet boiling point: 421 degrees F

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Re: Back Brake Wear
« Reply #10 on: April 11, 2007, 07:11:11 AM »

Another thing to check is the adjustment on the slave cylinder on the brake pedal.there should be a little movement before the plunger starts pushing on the piston. If there is no play you brakes will be on a little.

2004 Kingpin Deluxe. Ride hard and ride safe. Check out my gallery.

Re: Back Brake Wear
« Reply #11 on: April 11, 2007, 07:28:14 AM »

Administrator
Kingpin Sensei
★★★★★
Posts: 1990



MEMBER GALLERY



It's the journey, not
the destination



KingEngland
Kingpin Padawan
★
Posts: 10

MEMBER GALLERY



Doc
Kingpin Journeyman
★★★
Posts: 63



MEMBER GALLERY



All ballz-n-no brainz
getcha' a trip 2 th'
E.R.I



diamonbird
Kingpin VIP
Contributor
★★★★★
Posts: 369



MEMBER GALLERY



Quote from: Night Stalker on April 11, 2007, 07:11:11 AM

Another thing to check is the adjustment on the slave cylinder on the brake pedal. there should be a little movement before the plunger starts pushing on the piston. If there is no play you brakes will be on a little.

Excellent point.

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Re: Back Brake Wear
« Reply #12 on: April 11, 2007, 07:31:07 AM »

If heat wasn't the problem, then why does moving the brake line away from the exhaust solve the problem and get the brakes off? The pads don't wear out on anyone's front brakes and they are made of the same material. The purpose of my post was to inform others of a fix that has been found to solve the problem without having to change pads or fluid type. KingEngland

Logged

Logged

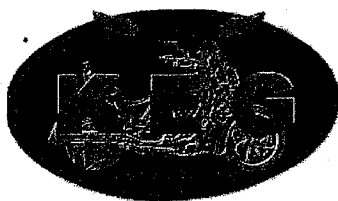
Re: Back Brake Wear
« Reply #13 on: April 11, 2007, 10:24:29 AM »

I JUST HAD MY 5K SERVICE DONE LAST MONTH, & MY DEALER, (WHO HAS TREATED ME VERY WELL...) SHOWED ME THE PADS HE PULLED OFF OF MY 8-BALL. I WAS @ 5060 MILES, & THE PADS WERE JUST THIS SIDE OF METAL 2 METAL. THE REPLACEMENT PADS ENDED UP COSTING ME 55 OR 60 DOLLARS, + INSTALLATION. I'M GOING TO TALK TO MY DEALER FRIDAY ABOUT RE-ROUTING MY BRAKE LINE, & MAYBE REFUNDING ME THE PAD & LABOR COSTS, BECAUSE THIS SOUNDS LIKE A WARRANTY SITUATION TO ME. THANKS 2 ALL FOR THE GOOD INFO, AS I HAVE BEEN 2ND GUESSING MYSELF FOR THE LAST MONTH ABOUT MY REAR BRAKE USE. ALSO, ONE OTHER THING... SINCE THIS ISSUE, I'VE REALLY BEEN TRYING TO UTILIZE MY FRONT BRAKE MORE. I WAS LOOKING @ MY FRONT TIRE DURING CLEANING ON THIS PAST SUNDAY, & I NOTICED THAT IT'S LOOKING A LITTLE THIN, PARTICULARLY ON THE LEFT (BRAKE) SIDE. I'M AT 6100 MILES, MY BACK TIRE LOOKS GREAT, COULD THIS BE DUE 2 HEAVY FRONT BRAKE USE? ANY HELPFUL IDEAS WOULD BE APPRECIATED! THANKS AGAIN 2 ALL!- DOC

Logged

Re: Back Brake Wear
« Reply #14 on: April 11, 2007, 10:52:10 AM »

I'm not going to say ya'll don't have a problem with your rear brakes but the reason most of us (me too) have worn out our brakes way to early from pass experience is that the Bembo brake pads are softer then what we are used to. The reason I know this is because I also thought something was wrong so I moved my brake line ,check for proper settings on the brake master cylinder and arm and they



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Please register today, membership is Free!



FORUM SEARCH

NEW VICTORY VISION



- See the Victory Vision
- New Vision photos
- Victory Riders Assoc.

Polls

Do you like the new Victory Vision?

- ☐ I like the Vision Tourer
☐ I like the Vision Street
☐ I do not like either

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new victory model in
Victory Biker Bar
by Erik Smith on
Today at 06:12:40 PM

Jury Awards Father \$2.9
Million in Funeral
Protesters Case in
Victory Biker Bar
by wait on
Today at 05:00:32 PM

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Inventory Free Shipping-45 yrs
exp
www.mineolamoto.com

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October 31, 2007, 06:24:51 PM

Login with username, password and session length

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NEWS BOX

The K.E.G store has added the complete Victory aftermarket product line from MBW, HackerPipes, Anasazi.

KEY STATS

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Kingpin Cruisers

Kingpin Enthusiasts Group

Victory Biker Bar (Moderator: [Keg Moderator](#))

brake pad replacement

0 Members and 1 Guest are viewing this topic.

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Pages: [1]

Author

Topic: brake pad replacement (Read 119 times)

babum

Kingpin Padawan

☆

Posts: 3



MEMBER GALLERY



Blue Demon
Kingpin Disciple

☆☆☆

Posts: 172



MEMBER GALLERY



'05 Kingpin



brake pad replacement

« on: October 10, 2007, 06:48:31 PM »

I brought my '05 kingpin to the dealer for its 3,000 mile service and checkup. The dealer called to tell me I needed rear brake pads. I am not a panic stop type driver and the better part of my riding is highway (30 plus miles to get where usually go is the norm.) He not talking of any problems with the caliper or anything else, just pad replacement. This is my first bike so I'm not sure what to expect but I would think I should get more than 3,000 miles to a set of brakes. Am I right or wrong? any feedback would be appreciated . P.S., the bike is great. I love to ride it, a lot of Harley guys (and girls) are impressed when they see me with it!!

[Logged](#)

the greatest invention since the wheel..... is two wheels!!

Re: brake pad replacement

« Reply #1 on: October 10, 2007, 07:23:26 PM »

This has happen to many (many,many) riders on this site.

There are pages of post on this exact topic. I got all the way to 5000k miles before I had to replace mine. I ended up going with Lyndal Z (blue) pads that are offered on this site. There a little softer from what they were before, but according to what I have read they should last up to 3x longer.

You can click on the "Forums" link on the left side of the page and type in "rear brake pads" and see that you are not alone..

The others hiccups that I have had are the rear wiring harness chaffing on the rear tire and throttle body cleaning.

Still wouldn't change out my KP!!!

[Logged](#)

Only a Biker knows why a Dog hangs it's head out a window!

Swampy
Kingpin Padawan

☆

Posts: 19



It seems a comon problem but one more thought to consider.

« Reply #2 on: October 10, 2007, 07:49:15 PM »

Are you using the front brake also each time you apply brakes. A fair amount of people just use the rear brake and seldom apply the front one. Using both of them will get that bike stopped a lot quicker and reduce wear on just the rear set. If you are, ignore this.

Swampy

4 SALE in For Sale
by **BADKINGPIN** on
Today at 03:31:58 PM

Worst sounding Kingpin
in the world in Victory
Biker Bar
by **Jobrazy** on
Today at 02:52:27 PM

best air box with slash
pipes in Victory
Customization
by **MoparMcPar** on
Today at 12:13:05 PM

Question about Easy
Brackets in Victory
Customization
by **John Dextras** on
Today at 11:48:58 AM

Why Victory over Harley
in Victory Biker Bar
by **kwhancock** on
Today at 08:35:24 AM

Rode the Vegas the
Other Day - Handling
Question in Victory Biker
Bar
by **Tom2** on
Today at 08:35:00 AM

Engine on 2007 Noisy in
Victory Technical
Reference
by **Mark C. Davidson** on
Today at 06:54:58 AM

Brackets for Victory
leather saddlebags in For
Sale
by **John Dextras** on
October 30, 2007, 08:10:03
PM

Contacting Victory
Direct in Victory Biker
Bar
by **gbman** on
October 30, 2007, 06:15:58
PM

Swing Arm bolt cover? in
Victory Products
by **Nick Da Fringe** on
October 29, 2007, 08:04:48
PM

ABS or Linked brakes in
Victory Technical
Reference
by **CastleKP** on
October 28, 2007, 08:36:18
PM

Tour Trunk On
04KingPin in Victory
Biker Bar
by **BADKINGPIN** on
October 28, 2007, 03:42:12
PM

ONE PERCENT CLUB in
Victory Biker Bar
by **Noel** on
October 27, 2007, 09:44:13
PM

Muffler/Exhaust Options
in Victory Vision
by **Kingpintex** on
October 27, 2007, 06:32:52
PM

Run and Brake Light
hook up problem in
How-to
by **DAMDCycles** on
October 27, 2007, 05:30:09
AM

Dyno results '06 Kingpin
in Victory Biker Bar
by **Half_Crazy** on
October 26, 2007, 11:36:49
AM



MEMBER GALLERY



K2Kingpin
Kingpin
Journeyman
☆☆
Posts: 56



MEMBER GALLERY



Kevin Shaw
Kingpin VIP
Contributor
☆☆☆☆
Posts: 307



MEMBER GALLERY



gbman
Kingpin VIP
Contributor
☆☆☆☆
Posts: 381

MEMBER GALLERY



Re: brake pad replacement
« Reply #3 on: October 11, 2007, 04:39:17 AM »

When I replaced the rear pads on the Triumph at 12,000 miles I went with EBC, and like them.
Here are the part #'s...
Victory King Pin 04-07 F FA244 or FA244HH
R FA209/2 or FA209/2HH

Kevin
Luceo Non Uro
2006 Victory Kingpin
2005 Triumph Speedmaster

Re: brake pad replacement
« Reply #4 on: October 11, 2007, 08:37:05 AM »

I replaced my rear pads at about 5k.
I replaced them with the EBC sintered pads mentioned above.
The EBC's have over 17k on them and have a lot of meat left.
This is a DIY project. Takes 15 minutes tops.

Bronze & Pearl Kingpin, Hacker 2/1 pipes. custom seat, custom Corbin bags, lots of chrome goodies, OD pully, S&S air Lloyds
fuel controler

Re: brake pad replacement
« Reply #5 on: October 11, 2007, 12:06:21 PM »

Original set went maybe 5K.
Second set was EBC sintered. They had at least 20K on them and could have a gone much longer.
Third set is Lyndall which I like. They seem to be the best of the ones I've tried.

Concern with any sintered is that they are hard on the rotors...
Rotors are expensive.

ALss noticed little to no brake dust with the Lyndalls...

gb



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PRINT

« previous next »

Jump to: => Victory Biker Bar

go

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Author

KingpinJim
Admin
Administrator
Kingpin Sensei
★★★★★
Posts: 1990



MEMBER GALLERY



It's the journey, not
the destination



Topic: EBC Brake Pads / Rotor Part Numbers for Victory (Read 363 times)



EBC Brake Pads / Rotor Part Numbers for Victory
« on: July 12, 2005, 09:24:25 PM »

Quote from: Hy_Rolr on July 12, 2005, 05:47:26 PM
Thanks Fellas,

Where does one find the EBC Pads and Steel Brake Line 

Here are the **EBC** brake pad part #s for all Victory Models:

ORGANIC Pads

Front - FA244
Rear - FA209

SINTERED Pads

Front - FA244HH
Rear - FA209HH

Bike Bandit has the Rear Organic and Sintered pads at:

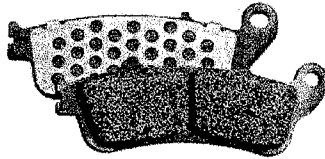
<http://www.dpbolvw.net/click-1680898-5900478>

Look under Aftermarket parts > Street bikes > brake > Brake Pads EBC Polaris > for Polaris V92C All.

I will try and find where to buy the Front pads.

Update: The FA244 and FA244HH are available through the above link. But they are listed under the Aprilia model. Follow this and you will find them:

Home Aftermarket Parts - Street Brake Brake Pads/Shoes & Rotors (EBC) - Aprilia Aprilia SL 1000 Falco R 2000-2003

**EBC Rotors**

Front Left - MD727LS
Front Right - MD727RS (Hammer and V92SC)

Rear Left - MD727

Bought the Steel-Brake lines from my Dealer. Not cheap. About \$200.

« Reply #45 on: April 21, 2007, 07:58:21 PM »

 Logged

KingpinJim
Admin
Administrator
Kingpin Sensei
★★★★★
Posts: 1990

« Reply #46 on: April 21, 2007, 08:38:35 PM »

it's the journey, not
the destination



Doc
Kingpin Journeyman
☆☆
Posts: 63

« Reply #47 on: May 09, 2007, 10:43:31 AM »

All ballz-n-no brainz
getcha' a trip 2 th'
E.R.I

 Logged

My son (Kenny) likes to dream.

« Reply #48 on: May 09, 2007, 11:45:46 AM »

Hey everybody- Well, on this whole rear brake issue, & my own front tire issue, which I firmly believe are connected, I've got the corporate scoop 4 you all. After stevin' on this for a while, (as my front tire, which is a 21" was getting almost unsafe 2 ride...) I went back 2 my dealer yesterday, (05/08/07). I've got just under 6400 miles. I first told him of the great info I've gotten off this site, then showed him my front tire. It is TRASHED, mainly on the left side, as I've previously stated. The service manager agreed with me that this was entirely inappropriate, & called Polaris right then. At this point, I'd like 2 say that Polaris must suspect something, because the front tires on all of their 21" wheels has been changed. Polaris told him that the front tire wear AND the rear brake pad issues were considered by them to be "NORMAL WEAR"! I've been riding better than 25 years, & never replaced rear brake pads OR front tires @ this low mileage. Also, my dealer currently has an example of my riding style on their showroom floor, which is my '02 Sporty (21" front wheel...) That has the same brakes & tires that were on it when I traded it in, after 14,000 miles, so there's really not a whole lot of argument left for them (Polaris, NOT my dealer). All of this said, Prescott Valley Motorcycles (Arizona) stepped up to the plate. I had to have the tire replaced, no matter what. New style Vic front tire (Still a Dunlop) was installed, LABOR FREE, Lyndall pads, LABOR FREE, & adjust my TPS under warranty. I thought this was pretty decent of 'em, since Polaris made their point (which was, in essence, too bad 4 you, we getchur MUNNY, HUNNY!) crystal clear. So, my next step is a formal letter to Polaris Corp., Praising my dealer, but clearly stating my disappointment with their (Polaris Corp's) lack of concern or desire to help what is an OBVIOUS design flaw. My suggestion to them will be that they consider recalls to, A)-reroute the rear brake line & upgrade the pads; & B)-consider installing dual front brakes on all models. This WILL work! It won't be as "Pretty", but I can live with that! I doubt that, by myself, I'll get anywhere. I'm also gonna ask 'em for my money back on this new front tire. May I suggest that all of us that have had this brake issue send a letter to Corporate. Ya' never know...Enuff of us raise enuff of a stink about it, maybe somethin'll get 'er dun. Thanks 4 your time folks, & ride free... Doc

 Logged

Any day riding is a good day!

Doc
Kingpin Journeyman
☆☆
Posts: 63



MEMBER GALLERY



All baliz-n-no brainz
getcha' a trip 2 th'
E.R.I



Re: Back Brake Wear
« Reply #49 on: May 09, 2007, 12:09:49 PM »

kw- Hey, Man...GREAT IDEA!! I think a letter to Corporate, & a copy of the same letter to NTSB might very well turn th' trikl. Hey, Jus' so all know... I'm NOT bashin' anybody. However, after serious consideration, I really feel that Corporate NEEDS 2 do somethin' about this for ALL of us! We all took a chance on their product, (I know I did, & 4 th' most part, I'm happy...) & at a fairly considerable cost. Th' LEAST they can do is stand behind it when an obvious problem presents itself. I'll get those addresses shortly (as in TODAY!) & post 'em Pronto!!!-Doc

Logged

Doc
Kingpin Journeyman
☆☆
Posts: 63



MEMBER GALLERY



All baliz-n-no brainz
getcha' a trip 2 th'
E.R.I



Re: Back Brake Wear
« Reply #50 on: May 09, 2007, 01:27:30 PM »

kw & All- I'm back. As for Victory's address, Polaris Industries-2100 Highway 55, Medina, MN., 55340. I'll be sending 2 copies of my letter to this address. 1 addressed to the Chairman of the Board, & the other to "Product Development". I'm going to include my model, manufacture date, & VIN #, as well as a return address, e-mail address, & Phone #. As for the National Transportation Safety Board, (NTSB) Here Ya' Go... Office of Safety Recommendations and Advocacy- 490 L'Enfant Plaza, SW, Washington, D.C., 20594. Phone # is (202) 314-6170. In my letter 2 Polaris, I'm gonna' tell em' that a copy is going to th' NTSB. I notice that Polaris is a little vague on how to contact anyone with any authority. Of course, th' website suggests that you contact your local dealer with any problems, however, since I've already done that, & I'll bet that most of you with this problem have as well, it's time 2 take it to th' next level. Again, I want everybody to understand that at least in my case, my dealer & service people did what in my opinion was, a fine job of taking care of my situation; Corporate were the ones with lack of customer concern, & I'm stating this fact in my letter. I REALLY hope that this helps us all. -Doc

Logged

King Vic
Kingpin Disciple
☆☆☆
Posts: 157



MEMBER GALLERY



Both of my honeys



Re: Back Brake Wear
« Reply #51 on: May 09, 2007, 05:18:44 PM »

Doc,

Will you be posting the letter here?

Logged

Doc
Kingpin Journeyman
☆☆
Posts: 63



MEMBER GALLERY



All baliz-n-no brainz
getcha' a trip 2 th'
E.R.I



Re: Back Brake Wear
« Reply #52 on: May 09, 2007, 05:46:49 PM »

King Vic- I'll post it here if that's o.k. with Jim, it's his site. It's probably gonna' take me a few dayz 2 draft & finalize it, Probably no later than Monday evenin' (05/14/07). Maybe sooner.-Thanks 4 askin' & any suggestions would be GREATLY APPRECIATED-Doc

Logged

kwhancock
Kingpin VIP
Contributor
☆☆☆☆
Posts: 318



MEMBER GALLERY



My son (Kenny) likes



Re: Back Brake Wear
« Reply #53 on: May 09, 2007, 06:27:44 PM »

I too had a good experience with my wrench on this. They basically relaced teh rear brake pads at 6000 for free. I agree also that this is a design problem that Vic needs to fix. I will draft my letter within the next 3 to 4 days and (like Doc) will post it here if KPJim permits. No hard feeling Jim, if you decide not.

to dream.

Logged



KingpinJim
Admin
Administrator
Kingpin Sensei
★★★★★
Posts: 1990



MEMBER GALLERY

It's the journey, not
the destination



Any day riding is a good day!



Re: Back Brake Wear
« Reply #54 on: May 09, 2007, 06:33:48 PM »

No problem, post away. Be sure to sign and take credit for the letter and give your contact info so Polaris does not call me. They do monitor this site. I can tell from the web logs. They definitely want to see the feedback on the Vision poll and do monitor the brake wear threads.

You should send your letter to Polaris public relations to get an official response.

Logged

<http://www.KingpinCruisers.net> - Born to be Boss

KingpinCruisers.net is best viewed using Firefox Browser.

Idb
Kingpin Padawan
★★★★★
Posts: 12



MEMBER GALLERY



Re: Back Brake Wear
« Reply #55 on: May 09, 2007, 08:16:56 PM »

OK now I'm friggin worried! My rears wore out at 4,000 miles, replaced them with Lyndall pads and my rotor is super hot without using them. Like touching a hot iron. Given the lock up issue I'm afraid to use the rear at all. I have checked the play at the pedal and no problem there. Removed some fluid from the reservoir and no change. Expansion may be part of the problem but I think there is more going on. My certified Victory tech seems to think it's the calipers themselves with the pistons not releasing completely. I hope somebody comes up the answer soon before somebody gets killed. **WTF Victory! Step up here and take care of the guys who really sell the bikes. That is us guys who ride em so people can see them.** So the consensus is relocating the lines only? I'm with Jim on this, I don't like the idea of my line exposed under the bike but hey, if I have too and it works I'll do it.

Logged

04 Kingpin

KingpinJim
Admin
Administrator
Kingpin Sensei
★★★★★
Posts: 1990



MEMBER GALLERY

It's the journey, not
the destination



Re: Back Brake Wear
« Reply #56 on: May 09, 2007, 08:52:39 PM »

Idb,
I think you hit on one of the possibilities -- The Brembo caliper pistons not releasing. I have seen this first hand on RoyP's Kingpin. He has a 2004 Kingpin, we rode over 11 hours up to NY, pulled into a Victory dealership -- thank God -- and right at that moment his rear brake caliper totally seized locking the rear wheel. It was freaky. The tech came out and noticed the rotor was purple hot. They took it back to the shop and swapped the fluid and tested. No luck. They then changed the rear brake line. This got the caliper unstuck and we were able to continue for our remaining hour ride to the cabin.

Ok, fast forward 3 days. The Kingpin is cold, has not been ridden for a few days, we start out, then wham! 15 minutes into the ride home, the rear caliper on RoyP's Kingpin seizes again. Totally locked. WTF! makes no sense. We agreed to dump the rear brake fluid right on the side of the road. I did this, but the calipers were still clamped on the rear rotor. I had to pry them open even with no fluid in the line or reservoir. RoyP being the manly man he is, rode the Kingpin 11 hours home using just the front brake and down shifting.

We call the local dealership, they say do not ride the bike! The shop owner graciously drives 45 minutes to pick up the bike and his shop begins to diagnose the problem. No luck. The dealership notifies Polaris about the problem, they instruct the dealership to return the rear brake lines, caliper, and rotor to Polaris. The dealership replaces RoyP's Kingpin with new rear brake parts.

To this day (2 years later) no status or report on the failed brake assembly has been given to us or the dealership.

This rear brake event failure has been written up in another post if you want to search and get more detail.

Kudos out to Baer's Victory in Honesdale, PA for being a stand up shop and getting us back on the road. Kudos to Chesapeake Cycles in Annapolis, MD for picking up the bike and doing their best to resolve the issue.

This is one of the most extreme cases of the rear brake problem I have witnessed and is 100% true.

My question is, is this only happening on early model Kingpins?

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<http://www.KingpinCruisers.net> - Born to be Boss

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Doc
Kingpin Journeyman
★★★★★
Posts: 63



Re: Back Brake Wear
« Reply #57 on: May 09, 2007, 09:32:35 PM »

Hey gang- Here's a thought. Why don't we check with other manufactures that use Brembo products. I can think of 2 right here. BMW, & Vengeance Choppers. I saw a Vengeance in Jerome, AZ, on Sunday, & it had a Brembo triple disc set-up. I'm reaching here, but it's a thought. I gotta' go with Idb on his point about the rerout plan. I don't really care 4 it, but, if it works, so be it. But this whole caliper thing...Attaboyz 2 those dealers that helped out! That definitely makes me nervous. I'll see if I can get ahold of Vengeance & BMW 4 any input they may have, & post it here PRONTO, minyana. Jim, has your friend, RoyP had ANY more issue of any kind since the replacement, & also, did they replace the master cylinder as well? Just trying 2 be as thorough as possible...-Doc

MEMBER GALLERY



All ballz-n-no brainz
getcha' a trip 2 th'
E.R.I



KingpinJim
Admin
Administrator
Kingpin Sensei
★★★★★
Posts: 1990



MEMBER GALLERY



It's the journey, not
the destination



ldb
Kingpin Padawan
★
Posts: 12



MEMBER GALLERY


 Logged
**Re: Back Brake Wear**

« **Reply #58** on: May 09, 2007, 10:10:45 PM »

No issues since RoyP's rear brake system has been replaced. I am not sure if the rear reservoir was replaced. My hunch is that it was and a completely new rear brake system was installed.

I also have a 2004 Kingpin and have had no problems like RoyP's issue. I have had the advanced rear brake pad wear that everyone else mentions.

Brembo brakes are used on race cars and the high-end sports cars. as well as, the motorcycle brands you mentioned. I have faith in their product.

 Logged

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**Re: Back Brake Wear**

« **Reply #59** on: May 10, 2007, 07:57:15 AM »

04 here too, my problem is I had the callipers chromed so I'll probably get shit over that if they do recall them. I know the chroming has nothing to with it because they wore out before I had the chroming done. I really hope Victory does monitor this site. I have helped sell two bikes now that I know of for Victory-one right at the dealership! The salesman didn't know anything about the bikes and was feeding the guy a line of crap, really made an idiot of himself. I couldn't help myself and talked to the guy cause he was drooling over my bike. SOLD! Not even a thanks from the dealer. Let's just say the Victory dealers in the Cleveland area are lacking in knowledge or the will to go out of their way. There have been MANY times I'll come out of a store or bar and have had a crowd around the bike, (usually Harley riders!) so I start my sales pitch. I've done a ton of work to this bike and it gets noticed. I even had a cop pull me over (cool guy) to check it out-just like a commercial I saw once! He did give me courtesy card for my trouble. I'll tell you what, I'm going to make sure I mention the rear brake problem from now on. At least until Victory does something about it. This is not a minor issue. Thanks for all the info dudes! I would have never bothered to check my rotor if I didn't read this thread. Awesome site and members!

Kingpin VIP
Contributor
★★★★★
Posts: 318



MEMBER GALLERY



My son (Kenny) likes to dream.



Re: Back Brake Wear
« Reply #30 on: April 12, 2007, 08:50:52 AM »

Sounds to me like Victory need sto Implement a fix and do a recall.

Logged

Doc
Kingpin Journeyman
★★★
Posts: 63



MEMBER GALLERY



All baliz-n-no brainz getcha' a trip 2 th' E.R.]



Re: Back Brake Wear
« Reply #31 on: April 12, 2007, 10:23:31 AM »

I agree with kwhancock- Victory/Polaris needs 2 be spoken 2. does anybody out here know how 2 get the ball rolling? This kind of thing is risky business, & needs to be addressed A.S.A.P! "Revtec" Had a "lock-up" issue with their 6-speed tranny's a few years back, (locking up @ speed...WOO-HOO!!!) & the story I got was that a couple of guys DIED, and several more were injured before the issue was addressed. That's just what I HEARD, through the rumor mill. Either way, we need to get this looked into by corporate.-Doc

Logged

KingEngland
Kingpin Padawan
★
Posts: 10

MEMBER GALLERY



Re: Back Brake Wear
« Reply #32 on: April 12, 2007, 11:53:55 AM »

also, for what its worth my dealer said they had the same problem with their early ATV's that had the same brake system. He said the fix that they came up with was to run the reserve at the Min. line to give the fluid expansion room in the reserve. I don't see how this can work because the fluid would have to push back against the ball valve that's designed to keep constant pressure against the system, but who knows? its worth a try to fix this. Once again the heat test on the rotor and caliper would be the way to test this idea as well. KingEngland

Logged

King Vic
Kingpin Disciple
★★★★
Posts: 157



MEMBER GALLERY



Both of my honeys

Re: Back Brake Wear
« Reply #33 on: April 12, 2007, 02:20:00 PM »

Thanks for all the Input. Don't get me wrong. I love my pin and I don't want anything else. It's a great bike but this forum has given me the first clue as to what might have happened. I'm a poor witness because I don't remember anything. I was just tooling down the road like any other day and the next thing I remember was waking up in the hospital and everybody telling them how I wouldn't let anyone treat me until my wife had been taken care of. It happened in less than a blink of an eye. It was my first ride out with the new pads but the old ones easily locked too. I'm not one to run to an attorney, but it might be something to do for a class action. But I don't want to give Victory a black eye either. How should I approach this?

Logged



04 Bronze & Pearl KP Deluxe. Power Commander III, SRVT Jacks, S&S Air Box, S&S Download. Larry's AKA King Chevy back in the day.

KingpinJim
Admin
Administrator
Kingpin Sensei
★★★★★
Posts: 1990



MEMBER GALLERY



It's the journey, not the destination

Re: Back Brake Wear
« Reply #34 on: April 12, 2007, 04:49:11 PM »

Realistically you should approach it as being an accident. Your Insurance Inspector should have asked for an investigation at the time he went over the damaged bike. If the bike is now fixed and running, you no longer have any proof or the damaged parts or witnesses. Realistically, you say yourself that you are not sure what happened. Just reading a few posts on a possible brake issue is not enough. Remember, only lawyers get rich when you try to bring a case against someone. Just ask my brother, I pay him alot to handle my legal business.

Having said this, you can always call Polaris public relations to get their position on this RUMINT (Rumor Intelligence)

Historically, Polaris has been very responsive in issuing product recalls. They would not try to ignore a possible brake issue.

Logged



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King Vic
Kingpin Disciple
★★★★
Posts: 157

Re: Back Brake Wear
« Reply #35 on: April 12, 2007, 05:28:43 PM »



MEMBER GALLERY



Both of my honeys

Jim,

I agree with you. It's not a good feeling to not know what caused something. If it was me, I don't want to do it again. If it was mechanical that would take some of the self blame off. It's strange having a four hour whole in your memory. I'll give Polaris a call and see what they have to say. Thanks.

Logged



Mathews
Kingpin Disciple
★★★★★
Posts: 180

MEMBER GALLERY



04 Bronze & Pearl KP Deluxe. Power Commander III, SRVT Jacks, S&S Air Box, S&S Download. Larry's AKA King Chevy back in the day.



Re: Back Brake Wear

« Reply #36 on: April 12, 2007, 05:43:01 PM »

5,000 on the first set, 3,000 on the second the point that I'm at now, and they need replaced. The first set I just thought was my driving. SO I make a consise effort to use front brake, and they need replaced sooner? I never gave brakes any thought, I put them on and they stop me no issue. After reading these post I started looking, the brake line does run close to the exhaust, so I'm going to replace with racing fluid. I have play between the linkege and the master cylinder so the brake shouldn't be on, BUT WHEN I PUSH THE BIKE I CAN HEAR THE REAR BRAKES RUBBING WHEN IT IS SITTING COLD. RAIN AND COLD WEATHER RIGHT NOW KEEPS ME FROM RIDING WITHOUT USING THE REAR BRAKE AND CHECK ROTOR TO SEE HOW HOT. LOOKS LIKE I'll be picking the dealers brain. Thanks for pointing out a potential problem, to my health and my pocket book.

Logged

Doc
Kingpin Journeyman
★★★★★
Posts: 63



MEMBER GALLERY



All ballz-n-no brainz
getcha' a trip 2 th'
E.R.I



Re: Back Brake Wear

« Reply #37 on: April 12, 2007, 08:06:16 PM »

I'm going to my dealer tomorrow (Friday the 13th...of April...) to find out the part # & cost of the T.C. pads, if I can instigate some sort of investigation by Victory on this whole rear brake issue, etc. I'll report back to you all with pertinent info afterwards. I've been riding 28 years, & I've NEVER had to replace a set of rear pads @ 5000 miles. I LOVE my 8-Ball, & wouldn't trade it for nuthin'! However, that sed, I've got a 4 year old @ home whoz countin' on me 2 be there for him, & teach him how 2 ride! This whole brake thing has given me sphincter tension! By th' way, can anyone give me the lo-down on Amsoil vs Victory oil? I know that Amsoil is a superior product (used it for years on my H.D.s...) but I got the 4 year warranty with "Betty" & I don't wanna' screw that up over an oil change! Cost wise, it's about th' same. Also gonna' check th' recall sich re: rear axl, shift linkage, & fuel line clip.....We'll see, 'cuz I'm gonna' give Victory Corp. a call first. If th' works been done, they "SHOULD" have record of it. Talk 2 youz all then..Doc

Logged



bikeriderga
Kingpin Disciple
★★★★★
Posts: 106



MEMBER GALLERY



Ride like you stole,
smile cuz you love it.



Re: Back Brake Wear

« Reply #38 on: April 12, 2007, 09:36:52 PM »

I too lost my pads at 3000 miles. I switched to the TC Pads for longer life. Only problem with these pads are that they are harder and will squeak when wet.

I agree that the only flaw I have found on my ultra reliable Pin is the brakes. I am looking at aftermarket setup when these go.

BTW, Front brakes work fine and have little wear at 5500 miles.

Logged



KingpinJim
Admin
Administrator
Kingpin Sensei
★★★★★
Posts: 1990



MEMBER GALLERY



It's the journey, not
the destination



Re: Back Brake Wear

« Reply #39 on: April 12, 2007, 10:22:26 PM »

I would love to see a dual front disc brake kit for the Kingpin. Just like what the Hammer now has. This way you will have all the stopping power you need.

<http://www.KingpinCruisers.net> - Born to be Boss

KingpinCruisers.net is best viewed using Firefox Browser.

Logged



Doc
Kingpin Journeyman
★★★★★
Posts: 63



Re: Back Brake Wear

« Reply #40 on: April 18, 2007, 03:44:58 PM »



MEMBER GALLERY

All ballz-n-no brainz
getcha' a trip 2 th'
E.R.I



King Vic
Kingpin Disciple
☆☆☆☆
Posts: 157



MEMBER GALLERY

Both of my honeys



KingpinJim
Admin
Administrator
Kingpin Sensei
☆☆☆☆☆
Posts: 1990



MEMBER GALLERY

It's the journey, not
the destination



King Vic
Kingpin Disciple
☆☆☆☆
Posts: 157



MEMBER GALLERY

Both of my honeys



KingpinJim
Admin
Administrator
Kingpin Sensei
☆☆☆☆☆
Posts: 1990



MEMBER GALLERY

It's the journey, not
the destination



O.K.- The info I got from my dealer (Prescott Valley Motorcycles-Authorized Victory/APC Dealer, Prescott Valley, Az.) is as follows...From '03 on, the rear pads are the same for ALL Victory models. The '02 & earlier pads will NOT fit. So, if this is correct, the Lyndall's (Which are sold right HERE on this very site!!) are the only alternative. My service Mgr., Mike, is checking with Victory Corp. to see if there has been enough of a problem reported to warrant any sort of investigation/recall as of yet. I must agree with Kingpin Jim that dual front brakes would seem to be the logical solution.- On a different note, can anyone give me any info on the switch from Victory oil 2 Amsoil, and finally what's up with a "Mastiff Dipstick"?!! Thanks- Doc

Logged

Re: Back Brake Wear
« Reply #41 on: April 18, 2007, 06:01:00 PM »

Doc,

There are some threads that take you to the AMSOIL site and also show performance testing for about 10 of the top selling cycle synthetics. AMSOIL tests highest and Mobile 1 Cycle oil tested a close second. I ran the AMSOIL for 2500 then switch to the Mobile 1 because I can pick it up locally for about the same price as the Vic Oil. I've been pleased with both and I know the full syns are clearly beneficial over straight dino oil or blended.

Logged

04 Bronze & Pearl KP Deluxe. Power Commander III, SRVT Jacks, S&S Air Box, S&S Download. Larry's AKA King Chevy back in the day.

Re: Back Brake Wear
« Reply #42 on: April 18, 2007, 06:13:59 PM »

Do a forum search and you will find heaps of information on AMSOIL and your other questions.

Logged

<http://www.KingpinCruisers.net> - Born to be Boss

KingpinCruisers.net is best viewed using Firefox Browser.

Re: Back Brake Wear
« Reply #43 on: April 20, 2007, 04:48:01 PM »

Quote from: KingpinJim on April 12, 2007, 10:22:26 PM

I would love to see a dual front disc brake kit for the Kingpin. Just like what the Hammer now has. This way you will have all the stopping power you need.

Jim, I stopped by one of the two Vic dealers in the area and checked out the Hammer front end and brakes. Everything is identical on the front end except the wheel to accept the added break rotor. All you'd need to convert is the wheel, braided breaklines and the proportioning valve. They said the Victory claims it will not work and would affect handling. We checked out for about 20 min. measuring and trying to find any differences and that's all we could find. If I continue to have the rear break problem I may make the switch.

Logged

04 Bronze & Pearl KP Deluxe. Power Commander III, SRVT Jacks, S&S Air Box, S&S Download. Larry's AKA King Chevy back in the day.

Re: Back Brake Wear
« Reply #44 on: April 20, 2007, 08:43:03 PM »

I would go with what Victory says. They are the engineers. The one front brake is more than enough to stop the Kingpin. Maybe they will add the 2 front brakes in next years Kingpin.

Logged

<http://www.KingpinCruisers.net> - Born to be Boss

Admin
Administrator
Kingpin Sensei
★★★★★
Posts: 1990



MEMBER GALLERY



It's the journey, not
the destination



Doc
Kingpin Journeyman
★★★
Posts: 63



MEMBER GALLERY



All balz-n-no brainz
getcha' a trip 2 th'
E.R.I



David T
Kingpin Disciple
★★★
Posts: 109

MEMBER GALLERY



John Dextras
Kingpin Disciple
★★★
Posts: 147



MEMBER GALLERY



David T
Kingpin Disciple
★★★
Posts: 109

MEMBER GALLERY



Re: Back Brake Wear
« Reply #15 on: April 11, 2007, 10:59:00 AM »

I have not moved my brake line lower. Does this involve undoing the engine mounting bolts from the lower frame tube, then move the brake line so that the are on the bottom side of the frame tube under the mounting bolts?

If so, my only problem with this is that it now exposes the brake line to possibly be damaged if you bottom out in a pot hole or over a curb, ramp or speed bump. It has to be what diamondbird says, the soft stock brake compound.

Logged

<http://www.KingpinCruisers.net> - Born to be Boss

KingpinCruisers.net is best viewed using Firefox Browser.

Re: Back Brake Wear
« Reply #16 on: April 11, 2007, 11:41:27 AM »

SEE, THIS IS WHY THIS SITE IS SO BITCHIN' I DIDN'T KNOW THAT THERE WAS A PAD SOFTNESS ISSUE WITH BREMBO'S PADS. I THINK I'LL CHECK OUT A SET OF THE LYNDALL PADS INSTEAD OF MAKING NOISE @ MY DEALER. ANOTHER PROBLEM HANDLED BY THE FINE MEMBERS OF THIS ORGANIZATION!!! BEERS ALL AROUND!!!- DOC

Logged

Re: Back Brake Wear
« Reply #17 on: April 11, 2007, 12:19:52 PM »

They are not the same material... that is the problem. If you replace your rear pads with Vic TC pads, Lyndalls, or EBC, they do not wear out abnormally. Clearly, the original pads are not the same as the front, or as even the rear TC's...

Quote from: KingEngland on April 11, 2007, 07:31:07 AM

...The pads don't wear out on anyone's front brakes and they are made of the same material. ...

Logged

2006 Kingpin Deluxe
S&S, 05 Hammer map, VFC3
Shotguns, Thunder Monsters

Re: Back Brake Wear
« Reply #18 on: April 11, 2007, 12:21:17 PM »

I too had the same problem. However, at the SK check up when my pads were replaced, my dealer recommended I replace them with the same pads that are used on the TC. He said that those pads were the same size but that they were a harder compound and would last longer.

I just had my 10K check up and we didn't replace the pads. I forgot to ask how much wear they had so I don't know how much I have left. Replacing the original pads with the ones for the TC may be another alternative fix. I don't know what the price difference is between the TC pads and the Lyndall pads. I plan to research this prior to my 15K check up, depending if the brakes last that long. Or, if someone has the time, maybe you'd like to do it for the rest of us.

Logged

Black chromed-out '07 KP

Colorado-VRA ride coordinator

Re: Back Brake Wear
« Reply #19 on: April 11, 2007, 12:26:33 PM »

I ordered some DEI Cool Tube Extreme aluminized sheathing to reflect most of the radiated heat from my exhaust in lieu of relocating my brake line. I'll bet if there is a heat related issue, this solves it without subjecting the brake line to road / lift hazards....

Quote from: KingpinJim on April 11, 2007, 10:59:00 AM

I have not moved my brake line lower. Does this involve undoing the engine mounting bolts from the lower frame tube, then move the brake line so that the are on the bottom side of the frame tube under the mounting bolts?

If so, my only problem with this is that it now exposes the brake line to possibly be damaged if you bottom out in a pot hole or over a curb, ramp or speed bump. It has to be what diamondbird says, the soft stock brake compound.

Logged

2006 Kingpin Deluxe
S&S, 05 Hammer map, VFC3
Shotguns, Thunder Monsters

KingEngland
Kingpin Padawan

Posts: 10

MEMBER GALLERY



Re: Back Brake Wear

« Reply #20 on: April 11, 2007, 02:29:53 PM »

I suggest anyone thats not sure if they have brake drag go out this week and take a long drive 20 miles+ using no rear bakes. Then stop and feel the rotor and caliper and report back. If yours is hot like mine were before I moved the lines, then you have ask why? my brakes were on, causing premature brake pad wear. I have never had a bike of any kind wear out a set of brake pads in 6,4000 miles, front or back. My front pads look brand new and I use them 80% of the time to stop. Victory is not going to fix this with a recall on the master cyclinder unit, so we had to figure it out. Hope this helps. KingEngland

Logged

KingpinJim
Admin
Administrator
Kingpin Sensei
★★★★★
Posts: 1990



MEMBER GALLERY



It's the journey, not
the destination



Re: Back Brake Wear

« Reply #21 on: April 11, 2007, 02:41:59 PM »

The hot rotor is definitely an issue regardless of what type compound pads you have. I would think the high boiling point of brake fluid would prevent this expansion.

anyway, here is a link to the Lyndall pads:

http://www.kingpincruisers.net/component/option,com_store/manufacturer,1/item,LYNDALL-7230-Z/

Logged

<http://www.KingpinCruisers.net> - Born to be Boss

KingpinCruisers.net is best viewed using Firefox Browser.

diamonbird
Kingpin VIP
Contributor
★★★★★
Posts: 369



MEMBER GALLERY



Re: Back Brake Wear

« Reply #22 on: April 11, 2007, 03:54:40 PM »

KingEngland, I have a temp.gun that you point at what you want to see what the temp. is and I ran a test on my bike's rear rotor.....I have a full bike lift just like the tech's have at the shop.....I lifted the rear tire off the deck and started my bike and run it up to 60 mph and pointed the temp.gun at the rotor and did this for sometime and I didn't have any issue with the increase in temp(very small) like your self, you actually may have a problem.....I stopped using my rear brakes after the first change out of pads but on the second change out I went with the Lyndall pads and haven't looked back.....I will say this though, using the harder Lyndall pads will shorten the life of your rotor but these are toys and they do cost money! Good luck finding your cure!! Mines an 04.

Logged

Kingpintex
Kingpin VIP
Contributor
★★★★★
Posts: 252



MEMBER GALLERY



Re: Back Brake Wear

« Reply #23 on: April 11, 2007, 08:29:08 PM »

I have been watching this post with a lot of interest. I must have a very odd KP or something in the way I ride is very odd. I have an 04 KP Deluxe with 24000+ miles on the bike with all kinds of riding. I live in the Houston area so I ride in traffic, and also I ride a lot outside the heavy traffic in the back roads of central and east Texas. I ride fast on the straights and the twisties and love every minute, believe me I don't like to ride slow. My bike's rear brake lines are approximately 1/2" at the closest to the front exhaust pipe and have not done any adjustment to the rear brake foot lever, seems to have the proper amount of free play in it. I ride approximately 75% one up, the other time I'm fully loaded with wife, bags loaded and etc.....for a trip. I use mostly the front brake unless I'm riding two up and or in the rain so I don't know what % that is of usage. I replaced the front pads at 17000 miles, they had more use in them, but I was on my way to Sturgis last year, and wanted new pads. Two weeks ago I pulled my rear brake pads to get a good look at them and they were around 1/2 gone, I put them back in. I don't know why, do I ride differently than everyone else or is this a individual bike issue?

Doc, you mentioned excessive wear on the front tire of your cool look'n 8-Ball. I believe I noticed that on my KP, like I mentioned I use the front as the primary brake. But with the 8-Ball and the narrow tire it may increase the front tire wear if your using heavy front brake. The front tire on the 8-Ball is considerably narrower than the KP so it has to disspate about same amount of energy to the pavement as the KP as the empty weight of both bikes is very similar, maybe others with the 21" front have seen the same increase front tire wear with heavy front brake use. Doc, if your ever in the Houston area, send me an e-mail and we'll enjoy those beers together and talk about how smart we are having Victory motorcycles. This post is kinda long, but this is interesting stuff!

Logged

Riding a motorcycle is fun.....make everyday a fun day, you only have so many!

King Vic
Kingpin Disciple
★★★★★
Posts: 157



MEMBER GALLERY



Both of my honeys



Re: Back Brake Wear

« Reply #24 on: April 11, 2007, 08:45:49 PM »

Okay, this is getting me thinking. Last July 4th, my wife and I went down. I was knocked silly(concusion) so I don't know what happened. I wasn't going fast, maybe 15 mph, skid was 27 feet, according to investigation. What I do know is that the rear break locked up as I was slowing to go into a hard 90 degree turn. The right turn also sloped away from the turn. That was two days after my new break pads were put on at the SK checkup. After a day in the hospital, a \$20K bill, and a \$7K repairs on the bike, and some pretty nasty bruises, I've got to wander if the pads had anything to do with it. Officer said that excessive speed not the issue here and I have no recall of anything for four hours after the accident. Do you think I should contact Victory? Who should I call? if this is an issue that can cause this, I think they should be given the opportunity to possibly save lives. Any ideas?

Logged

04 Bronze & Pearl KP Deluxe. Power Commander III, SRVT Jacks, S&S Air Box, S&S Download. Larry's AKA King Chevy back in the day.

Doc
Kingpin Journeyman
★☆☆
Posts: 63



MEMBER GALLERY



All balz-n-no brainz
getcha' a trip 2 th'
E.R.!



Re: Back Brake Wear
« Reply #25 on: April 11, 2007, 09:49:03 PM »

Well, it's good to read some input on the front tire/heavy front brake use issue. I thought I was having a mild mental breakdown due 2 too much workin', & not enough RIDIN'!! I think, that after reading all of the incredible input from some obviously experienced Victory riders, that @ 7500 mile oil change, I'm either going to go with the TC rear pads, or the Lyndall's, & either an Avon or Metzler front hoop! As Kingpin Jim ponted out though, the Lyndall pads, being a harder compound, are going to give the rear rotor a wear issue of its own, & @ \$200+ a pop, well, I guess that's a topic for another day. However, I do believe that we as Victory owners & riders, may want to bring this issue in general, up to Vic Corp/ Polaris; whatever...Just a thought. As I've wrote to Jim before, I'm a workin' stiff, who's Blessed AND lucky to even HAVE a Victory, so while I'm NOT a cheapskate, MONEY IS an issue. As for Kingpintex, I'll be rollin' over Texas way either late this summer or early fall, I'll definately post 'ya a script on here askin' 4 directions, Lookin' forward 2 some Great roads, Cold Brews, Texas style Bar-B-Q! Thanks 4 ALLI-Doc

Logged

Half_Crazy
Kingpin VIP
Contributor
★☆☆★
Posts: 328



MEMBER GALLERY



Re: Back Brake Wear
« Reply #26 on: April 12, 2007, 03:32:35 AM »

I lool at it this way...

- 1) My rump is worth more than a rotor.
- 2) The price of 5 sets of pads in 20,000 miles and the price of one set of pads and a rotor are the same.
- 3) If you think about it, the TC pads are probably the best compromise for longer lasting brake pads without accelerated rotor wear.

I'll probably get the Lyndall or the EBC HH pads. Screw the rotors, I want all the stopping power I can get.

I have about 2500 miles on the bike now and the rear pads will need replacement in another 1000 miles. I refuse to 'not use the rear brake' because I'll be damned if a set of brake pads is gonna dictate to me how I ride.

Logged

Tattooed people are just like everyone else, except they're cooler and can kick your ass.
2006 Kingpin
Victory Drag Pipes
S&S Airbox
Lloydz VFC Gen. II

diamonbird
Kingpin VIP
Contributor
★☆☆★
Posts: 369



MEMBER GALLERY



Re: Back Brake Wear
« Reply #27 on: April 12, 2007, 03:38:17 AM »

I think every dealer that's been in business since at least 2004 knows about the rear brake pads wearing out before the norm and I know Victory knows.....they are the ones that tested the bikes first! Bembo rear pads are softer material and that's the way it is! I used to use my rear brake too much, at least the rear brake issue has taught me to use the front brake the way you're supposed to ride anyway but I'm not telling anybody how to ride your ride.....I agree with Half_Crazy! 1, .2, and 3.

Logged

KingEngland
Kingpin Padawan
★
Posts: 10

MEMBER GALLERY



Re: Back Brake Wear
« Reply #28 on: April 12, 2007, 07:13:02 AM »

KingVic, you are second person that I know of that has complete caliper lock. I'm glad you weren't seriously injured. I would be after Victory to pay for you and your bike. The other guy that had this same thing happen had to have the brakes bled in order to release the back brake, and it happened to him twice. Then Victory paid to have his whole system relaced front master and all. Its by the grace of God that there haven't been more cases of this. Another guy had his saddle bag catch on fire from the rotor getting so hot from brake drag. This problem does not appear on all bikes. Its seems to be hit and miss, for some reason the ball valve in the master cyclinder works right for some and not for others. The heat from the exhaust causes some kind of thermal expansion that causes the brakes to come on instead of pushing back through the faulty ball valve to the reserve. The volume of the master cyclinder is not large enough to accommodate the expansion of hot fuild. I do know that Victory is paying for labor and parts to have these rotors and brakes fixed. I know myself and two others that they have paid for, after we brought this to their attention. The reason I moved my line, and started this post, was my fear of what happened to you. KingEngland

Logged

David T
Kingpin Disciple
★☆☆
Posts: 109

MEMBER GALLERY



Re: Back Brake Wear
« Reply #29 on: April 12, 2007, 07:59:03 AM »

A riding buddy bought a TC last year that had the rear brake lock up issue. Ultimately, he had to get the master cylinder replaced.... When we rode behind him, we could smell the brakes, and he definitely felt the drag on the bike. Had to bleed fluid just to get him moving again....

Quote from: KingEngland on April 12, 2007, 07:13:02 AM

KingVic, you are second person that I know of that has complete caliper lock. I'm glad you weren't seriously injured. I would be after Victory to pay for you and your bike. The other guy that had this same thing happen had to have the brakes bled in order to release the back brake, and it happened to him twice. Then Victory paid to have his whole system relaced front master and all. Its by the grace of God that there haven't been more cases of this. Another guy had his saddle bag catch on fire from the rotor getting so hot from brake drag. This problem does not appear on all bikes. It seems to be hit and miss, for some reason the ball valve in the master cylinder works right for some and not for others. The heat from the exhaust causes some kind of thermal expansion that causes the brakes to come on instead of pushing back through the faulty ball valve to the reserve. The volume of the master cylinder is not large enough to accommodate the expansion of hot fluid. I do know that Victory is paying for labor and parts to have these rotors and brakes fixed. I know myself and two others that they have paid for, after we brought this to their attention. The reason I moved my line, and started this post, was my fear of what happened to you. KingEngland

 **Logged**

2006 Kingpin Deluxe

Kingpin Journeyman
☆☆
Posts: 39

MEMBER GALLERY



Re: Back Brake Wear
« Reply #75 on: May 15, 2007, 05:27:44 PM »

All of you have very thought provoking points.....but I must agree with diamondbird. I have personally talked to the tech services dept. at VICTORY and was told that Brembo brakes do use a softer pad material and normal wear is about 6k miles. I agree this is a little premature in comparison to other motorcycle manufacturer's. Brembo is IMO the best brakes out there and the rerouting of the brakelines is a pretty far fetched theory. I would love to hear anymore feedback on those of you who have done this and see what you get out of your next set of brake pads. As for getting a refund on a set of pads for wearing less than what we think is acceptable....good luck!!! unless victory recognizes a problem within there product, there will be no refund or replacement for FREE. That my friend is called the price of owning a motorcycle. (and the exact definition of a "wear" item) I have never replaced a set of front brakes and some of my customer's have 50k on there bikes. The Lyndall brakes are the way to go...This is one more reason why it is SOOOOOOO important to have your bike serviced at the recommended intervals by a certified VICTORY DEALER, because a set of brake pads is alot cheaper than a new rotor and Brake pads. Make sure your dealer is doing the services as recommended by VICTORY also because the rear brake adjustment is part of the service...

Logged

Biker
Kingpin Journeyman
☆☆
Posts: 54



MEMBER GALLERY



Re: Back Brake Wear
« Reply #76 on: May 15, 2007, 07:27:40 PM »

Wow, 6 pages already, there is certainly a lot of opinions on this issue. One of you guys on here has to know someone who rides a Ducati or Moto Guzzi (I don't, but I do know a Vespa owner, don't tell anybody though), both which use Brembo rear brakes. I think I heard that a Falco uses exactly the same set up as Victory. You think the people that are riding Italian bikes are going thru rear brake pads as quick as us? KTM uses them too. If it's a manufacturing defect, I have to believe they would be bitchin too. Just a thought.

I went with EBC pads last year, and I think they stop better than stock, IMHO. It is also nice not cleaning the pad dust of my rear wheels every 500 miles. ☺

Logged

Faster Than a Speeding Mullet

Doc
Kingpin Journeyman
☆☆
Posts: 63



MEMBER GALLERY



All ballz-n-no brainz
getcha' a trip 2 th'
E.R.I



Re: Back Brake Wear
« Reply #77 on: May 15, 2007, 09:07:26 PM »

Mike's right, IMHO... Although I really believe that Polaris oughtta' do SOMETHIN'! I'm still workin' on my letter, but, in th' end, I really think that, as he put it, is "The price of owning a motorcycle." I did notice very little brake dust on my rear wheel since last weeks install of th' Lyndall pads. Also, @ least on my "Betty", th' rotor was what I felt to be within normal tolerances as far as heat goes, after a 25 mile tester. I've sent e-mails 2 Vengeance motorcycles & BMW, but haven't heard anything back yet. I'll send out th' same 2 Moto-Guzzi & KTM this week. Hey, Biker...pardon me, whats a "Falco"? As for service @ th' dealership, I do. I'm gonna' be doin' my own oil changes, starting w/ 7500 mile svc. But for th' rest of it, (& I've got a shop manual to tell me exactly what that is...) I'm VERY FORTUNATE that I'm connected w/ a shop that I TRUST. Unfortunately, not all of us have that luxury. But, stay tuned 2 this station for all th' help we can give ya'l-Doc

Logged

Biker
Kingpin Journeyman
☆☆
Posts: 54



MEMBER GALLERY



Re: Back Brake Wear
« Reply #78 on: May 20, 2007, 09:20:00 PM »

Doc, I did a lot of part number cross referencing on brake pads before Lyndal and EBC officialy had a good part number for KingPins. Sometimes that works, and sometimes it doesn't. Anyway, a Falco is an obscure Aprilia, that may not even be imported to the US. I went back to my original notes, and supposedly a Moto Guzzi California (01-04) uses the same rear pad as Victory. So if you hear anything from the Italian bike owners or the KTM streeters, let us know.

Logged

Faster Than a Speeding Mullet

Kingpintex
Kingpin VIP
Contributor
☆☆☆☆
Posts: 252



MEMBER GALLERY



Re: Back Brake Wear
« Reply #79 on: May 21, 2007, 06:04:03 AM »

This past week I changed the belt on my KP. I removed the rear tire to do this so with it on the jack and the rear tire off I was able to really take a good look at the rear brake system. The brake line runs down the top of the frame pretty close to the lower exhaust pipe. It passes under the swing arm just above the oil filter. In that area there is a pressure switch for the brake light, then it goes to a flex hose to the caliper. Because the rear brake light switch is a pressure switch instead of a contact switch, this could lead some of you to help trouble shoot your rear brake wear. If the hydraulic pressure is not releasing off the caliper it looks like the rear brake light should be on. My rear brake pads are original pads, they have over 26,000 miles on them, still look good.

Logged

Riding a motorcycle is fun.....make everyday a fun day, you only have so many!

Daves05
Kingpin Disciple

Re: Back Brake Wear
« Reply #80 on: August 22, 2007, 11:54:49 AM »

Posts: 136



MEMBER GALLERY



kwhancock
Kingpin VIP
Contributor
Posts: 318



MEMBER GALLERY



My son (Kenny) likes to dream.



Kingpintex
Kingpin VIP
Contributor
Posts: 252



MEMBER GALLERY



whiteline8ball
Kingpin Disciple
Posts: 130

MEMBER GALLERY



Daves05
Kingpin Disciple
Posts: 136



MEMBER GALLERY



Kingpintex

I am not going to beat a dead horse (you guessed it) however - I need F#\$%ing rear brake pads at 2K miles - give me a F&^\$ing break!!!!!!!!!!!!

Thanks - I'm done ☺

Logged

05 Kingpin 50th Ann.
Mastiff Dip Stick
Mustang Seat
Hacker 27" Slip-ons (billet tips)

Life's journey is not about arriving at the grave in a well preserved body. But rather, sliding in sideways, totally worn out, screaming..."HOLY SHIT MAN! What a RIDE!!"

Re: Back Brake Wear
« Reply #81 on: August 22, 2007, 12:48:34 PM »

2K7?! OMGI That's the worst I've heard of yet. I think you have something going on there besides the normal crap back breaks.

Logged

Any day riding is a good day!

Re: Back Brake Wear
« Reply #82 on: August 22, 2007, 08:28:49 PM »

2000 miles, you have something wrong, and it is not the pads. These are my observations from working on my bike. I have a bike jack, so I do lift it off the ground. I have removed the rear wheel, changed the rear tire, replaced the drive belt and have had to make alignment adjustments. What I have noticed is the rear brake is attached to the rear axle, but it is also braced off the swing arm. So with that in mind you can have miss alignment of the back wheel that will produce excessive drag on the brake pads. That misalignment is not a lot. For those of you with a motorcycle jack you can test this. Lift the bike, rotate the back wheel, if you hear the rotor rubbing on the pads, look at the rear axle nut markings to see if they are the same on both side, they should be very close to the same. By adjusting the pusher bolts with the axle nut loose, you can make the rotor rub on the pads, through misalignment of the rear wheel. After reading through the last six pages of this problem, I feel that is probably the problem for getting very low mileage out of your OEM pads. Yes, they maybe soft, but 2000 miles. Those that have excessive brake pad wear, check your alignment of the rear wheel. Put it up on a jack and spin the back wheel, if you hear drag, I'm going to say you have a misaligned back wheel. I work on my bike and the alignment of the rear wheel has been the hardest thing to get nailed. I have worked over an hour getting it right. These are my observations, maybe someone else has a better idea. I have 28000 miles on my back brake pads, I pulled them out tonight and they are about 1/2 gone. This is a very interesting subject. Take care.

Logged

Riding a motorcycle is fun.....make everyday a fun day, you only have so many!

Re: Back Brake Wear
« Reply #83 on: August 22, 2007, 11:39:35 PM »

2000 miles? 5000 to 10,000 is the norm. Not buying it. Get your foot of the rear brake!! U should only be using your rear brake about 20% . that leves 80% front brake. whiteline8ball

Logged

Re: Back Brake Wear
« Reply #84 on: August 23, 2007, 12:53:19 PM »

Quote from: whiteline8ball on August 22, 2007, 11:39:35 PM
2000 miles? 5000 to 10,000 is the norm. Not buying it. Get your foot of the rear brake!! U should only be using your rear brake about 20% . that leves 80% front brake. whiteline8ball

I haven't touched the rear brake in the last 1,000 miles!! Interesting post about the rear axle not being aligned properly - wouldn't that wear the pads uneven?

Logged

05 Kingpin 50th Ann.
Mastiff Dip Stick
Mustang Seat
Hacker 27" Slip-ons (billet tips)

Life's journey is not about arriving at the grave in a well preserved body. But rather, sliding in sideways, totally worn out, screaming..."HOLY SHIT MAN! What a RIDE!!"

Re: Back Brake Wear

Kingpin VIP
Contributor
☆☆☆☆
Posts: 252



MEMBER GALLERY



« Reply #85 on: August 23, 2007, 09:48:22 PM »

Dave, uneven wear on the pad?.....well I really don't know. My post is to ask you, do you hear the brake pads rubbing the rotor if you rotate the rear wheel, maybe even when your pushing it out of the garage? If it does, then it is probably due to rear wheel mis-alignment. There are some posts that say the pressure on the callipers does not bleed off or builds up and applies pressure to the pads due to heat. The rear brake has a pressure switch on the hydraulic brake line that turns on the rear brake light. If the pressure does not bleed off after braking or builds up due to heat, then it is my belief the rear brake light would be on, even though your foot is not on the brake, have someone ride behind you to check it out. The main thing is to check the rubbing of the brake pads on the rotor while you rotate the wheel. If you do not hear any rubbing of the rotor to the pads when you rotate the rear wheel, your rear wheel is aligned properly, you don't use the rear brake, and the brakes still wear out @ 2000 miles, then I..... Take care.

Logged

Riding a motorcycle is fun.....make everyday a fun day, you only have so many!

kwhancock
Kingpin VIP
Contributor
☆☆☆☆
Posts: 318



MEMBER GALLERY



My son (Kenny) likes to dream.



Re: Back Brake Wear
« Reply #86 on: August 24, 2007, 08:28:15 AM »

Quote from: Daves05 on August 23, 2007, 12:53:19 PM

Quote from: whiteline8ball on August 22, 2007, 11:39:35 PM

2000 miles? 5000 to 10,000 is the norm. Not buying it. Get your foot of the rear brake!! U should only be using your rear brake about 20% . that leves 80% front brake. whiteline8ball

I haven't touched the rear brake in the last 1,000 miles!!! Interesting post about he rear axle not being aligned properly - wouldn't that wear the pads uneven?

Dave, Don't mind whiteline. He's always like that. Like I heard someone else on here say, I don't think I've ever heard a positive comment out of him. I'm beginning to think he's getting picked on at home, so he acts like that here to feel better about himself.

Logged

Any day riding is a good day!

Daves05
Kingpin Disciple
☆☆☆☆
Posts: 136



MEMBER GALLERY



Re: Back Brake Wear
« Reply #87 on: August 24, 2007, 10:25:42 AM »

Atleast the dealer is going to bat for me with Victory - they are trying to get them covered under warranty, I'm sure I will here the same old tune ("we don't have a brake issue") but I'll wait and see. I did however put the harder TC pads on.

There are a lot of interesting and plausible theories on why the rear pads are wearing so fast. The concern of the rear brake line running to close to the exhaust however doesn't seem to be realistic. First of all, non contaminated DOT 3 brake fluid has a boiling point between 460 and 500 degrees, there is no way you are going to get the fluid to this temperature even if you wrapped the brake hose around the exhaust, and even if you were able to get the fluid to that temperature you would have to sustain it for a period of time before it starts to boil - I haven't even looked yet I think we may run a higher DOT fluid which would increase the boiling point even higher. I think the most logical reason is they use a crappy soft material that just wears out fast, no conspiracy, no engineering defects - just crappy OE pads - I'm in the highline automotive business and I have seen it on everything from Land Rovers to Jaguars "just a crappy pad"

Logged

05 Kingpin 50th Ann.
Mastiff Dip Stick
Mustang Seat
Hacker 27" Slip-ons (billet tips)

Life's journey is not about arriving at the grave in a well preserved body. But rather, sliding in sideways, totally worn out, screaming..."HOLY SHIT MAN! What a RIDE!!"

whiteline8ball
Kingpin Disciple
☆☆☆☆
Posts: 130

MEMBER GALLERY



Re: Back Brake Wear
« Reply #88 on: August 24, 2007, 11:29:14 PM »

I have to change my rear (stock BREMBO) pads at about 7 to 9000 miles. Not to be negative about it. Its just the price u have to pay for the best brakes in the world!!! whiteline8ball

Logged

Par10
Kingpin Journeyman
☆☆☆☆
Posts: 49



MEMBER GALLERY



Re: Back Brake Wear
« Reply #89 on: August 25, 2007, 11:15:25 AM »

I had to replace my back breaks at 6k almost on the dot.

Re: Back Brake Wear

« **Reply #90 on:** August 25, 2007, 12:00:51 PM »

I guess everyone has an opinion on this subject. So I guess I'll throw my theory out there.
Yes, the Brembo pads are soft and wear maybe quicker than the others.
But, I read in one of the threads about rear wheel being out of alignment and this puts angled pressure on the pads, thus wearing out quicker.
My KP and I were in an accident in May, and I just started riding her again a couple weeks ago. (only put 330 miles on her) The fender, bags, rear wheel, muffler, etc. were replaced.
I just got back from the shop today because the top muffler was leaking. They forgot to put in the exhaust gaskets.
On the way home, I could hear a rubbing noise
When I read about the rear wheel alignment, I figured I'd check mine out. It was out a full line on the markings. The axle bolt was tight so it didn't move. And I don't really jump on it. The belt was so tight, it didn't have any deflection. So I just fixed it. I keep finding things.
I think my point is, that some of the "Techs" and I use the word loosely, just don't sweat the small stuff.
Take care not to scratch your chrome, adjust what needs adjusted, or even listen to what you tell them.
They're in a hurry or just don't know how to work on them.
Alright, I'm done.

Chuck

Logged

'05 Pearl white and silver. Arlen Ness license plate, Semi hard bags, shield, tach, jackpot headlight and a few chrome pieces sprinkled in. I've had 10 bikes, and this is the one I get the most compliments on, next to my '64 Norton I sold a couple of years ago. I added a backoff modulator. Safety!

wheelsho
Kingpin Journeyman
★ ★ ★
Posts: 74



MEMBER GALLERY



Re: Back Brake Wear

« **Reply #91 on:** August 27, 2007, 04:40:27 PM »

Don't know if Victory has done some improvements on the rear brakes but if they're getting 6000 miles out of them they definitely have! I replaced my '05's rears at 4300 the first time. I was told by the dealer that that was better than most were getting. He said they were normally lasting from 2500-3500 miles. The second set lasted 4000 so I got EBC pads. Just replaced those with 6200 miles on them...they were also quite a bit cheaper than stock. As far as the rear wheel being out of line you'd be having more problems than just your pads...handling, tires, belt etc. Also as far as the 80% front to 20% rear braking...not a great idea! Way to heavy on the front brake!

Logged

It's Never Too Late to Have a Happy Childhood!

KingpinJim
Admin
Administrator
Kingpin Sensei
★★★★★
Posts: 1990



MEMBER GALLERY



It's the journey, not the destination

Re: Back Brake Wear

« **Reply #92 on:** August 27, 2007, 07:54:35 PM »

since I am using the Lyndall pads,

I have a New front and rear set of the EBC Double-H Brake pads for sale for Victory bikes. \$50 for both front and back pads. Shipping included.

email me if interested.

Logged

<http://www.KingpinCruisers.net> - Born to be Boss

KingpinCruisers.net is best viewed using Firefox Browser.

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MEMBER GALLERY



Jack Fischer. Kingpin
at large.

**Re: Back Brake Wear****« Reply #73 on: May 14, 2007, 09:46:58 PM »**

I am very concerned regarding this issue of "Rear Brake Wear" and the possibility of a caliper seizure while riding.

I have a 06 Kingpin touring and had the rear pads replaced around 3500 miles. The pads had less than 1/16" of friction material left. I am easy on the bike. Slow starts and stops. The front pads had over 90% of the lining remaining as of 3500 miles. Tires only 20% worn as of the same mileage. Currently there is 5300 miles on the Kingpin and the rear pads are 40% despite using the rear brake sparingly.

I have read with keen interest on the subject of "Rear Brake Wear" and agree to the action of notifying Polaris and the NTSB should force a response from either. For the NTSB to respond there has to be a large number of complaints that is usually about 300 plus complaints to trigger an investigation. Unless a death or accident can be reasonably proven to be caused by a part or product of a company. So for this problem to be given a priority there must be more than a few to complain. So people of Kingpin Cruisers get the pen and paper out and start writing both Polaris and the NTSB. If the 2000 plus members respond. That is a number to be dealt with and taken serious. I am not here to fan the flames of discontent, but to rally those who have expressed a valid concern of wanting a durable and safe product. Also to get resolution and closure to a long standing problem.

Thank you for reading this post.

Jack Fischer rider at large.

Logged

Semper FI,

Jack Fischer

2006 Kingpin Touring "Baby"
2007 Honda "Goldwing" ABS/NAVI

Stands up. Rubber side down. Varoom!

Kevin Shaw
Kingpin VIP
Contributor
★★★★★
Posts: 307



MEMBER GALLERY

**Re: Back Brake Wear****« Reply #74 on: May 15, 2007, 08:43:27 AM »**

Save your self the time. They don't think there is a problem. Personally, I don't think there is a problem. For what ever reason the pads they install don't have a lot of meat on them.

Mine were pretty worn out around 5K miles. Bought a set of EBC for around \$25. Took 10 minutes to install and have 15 K miles on them with at least 50% left.

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TO PROTECT UNWARRANTED
INVASION OF PERSONAL PRIVACY
PURSUANT TO EXAMPTION 6 OF
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