

APPLICATION GUIDE

2007



Brake Pads & Rotors for the AMERICAN CRUISER

In Canada please contact:

KMS Sportgroup Inc.

866.344.5059

604.298.5059

FAX: 888.298.8098

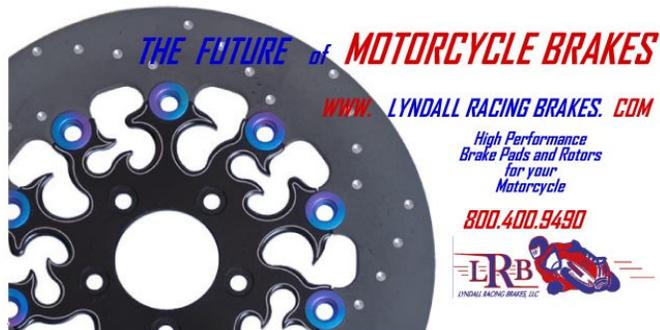
FAX: 604.298.8099

www.kansport.com

Lyndall Racing Brakes

We are a family-owned and operated American manufacturer of premium quality brake components for the V-Twin market segment. We use the verb racing in our title as years of research and development at the AMA Superbike level have made the race track our theater of validation. Our standards for materials and manufacturing processes rival the finest the aerospace industry has to offer. We make it our goal to continually improve and update our products to provide you with the latest breakthrough technologies available for safe and effective motorcycle braking performance. You can install our products with confidence and know that you have just purchased the finest brake components money can buy. We money-back guarantee it. That's why we are the future of motorcycle brakes.

ENJOY THE EXPERIENCE!



**V-Twin
PERFORMANCE
PRODUCT
OF THE YEAR
2004**

Riders claim our Brake Pads are:

- **More Powerful**
- **Longer Lasting**
- **Rotor Friendly**
- **Noise Free**
- **Dust Free**



Brake Pads & Rotors

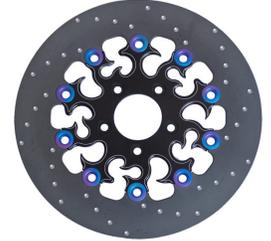
Brake Pads: Red-Plus Compound

Our **Red-Plus** compound is specifically designed to complement metal matrix composite rotors. It provides the highest coefficient of friction, the longest service life, and runs cleaner and quieter than any other composite specific pad available. Currently only available in Parts 7195 & 7182. Others by special request.



11.5" & 13" APEX Performance Rotors

This ultra-light friction ring is fully CNC machined from functionally gradient metal composite material and is fitted to a 6061 Aluminum carrier with 16mm Titanium buttons. The entire 11.5" fully floating rotor weighs under two pounds.



We offer a **life-time warranty** on the friction ring of these rotors to any of your customers who installs them and exclusively uses our Red-Plus pads, provided the pads and rotors never go metal to metal.

Brake Pads: Z-Plus Compound

Our **Z-Plus** compound is a softened version of the gold compound and does not require break-in. It is excellent for general purpose riding and offers a high coefficient of friction. This is the most rotor friendly pad in the industry. It produces no dust, no rotor wear, and no noise. The service life generally averages about 18,000 miles.



11.5" Polished Stainless Rotors

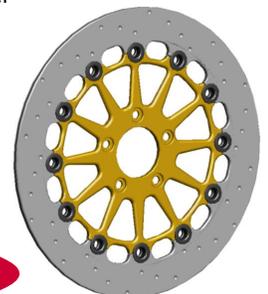
Our stainless rotors start with high quality 420 steel heat-treated to Rockwell C-37 hardness and manufactured on a CNC machine to exacting specification. The rotor is then chemically passivated and highly polished prior to assembly using hardware is manufactured out of 304 stainless steel.



We offer a **life-time warranty** on these rotors to any of your customers who installs them and exclusively uses our high-performance and rotor friendly "Z" pads, provided the pads and rotors never go metal to metal.

Brake Pads: Gold Compound

Derived from Formula Atlantic and Indy Light open wheel car racing, this friction material is a proprietary blend of Carbon-Kevlar and trace iron that excels in extreme environments. The **Gold** pad requires break-in and generally averages about 7,000 to 10,000 miles.



Now Available: 13" APEX Performance Rotors

www.kansport.com . 866.344.5059



Rider Feedback

In their own words...

Just a note to let you folks know I now have 200 miles on the Z-Plus pads I put in my 2004 Sportster Roadster. This bike has never been so easy to stop and I now only need two fingers to do the job. My rims, which are alloy, have never been this clean as the new pads would appear to leave no dust at all. In short, they are much better than the OEM pads that came with the bike from Harley-Davidson. Thanks

~~Charles, September 2006



Problems Over!!!!!!!!!!!!!! I contacted Lyndall Racing Brakes after reading recommendations from "Harley Electra Glide Garage" at www.delphiforums.com. Those guys on the forum can offer some great advice! The problem that I had was a severe grinding noise coming from the front brake pads. The problem started when I hit a rock that fell off of a quarry truck and destroyed my front rim. The dealer changed the rim and tire. After that, I had this horrible grinding sound. I took the bike back to the dealer. They said that they could not do anything about the noise and that a lot of Harleys develop brake noises. After explaining the problem to Paul he had me follow a procedure to clean all of the road grit and gunk from between the calipers and pistons. I cleaned everything up and installed some Lyndall pads and all of my problems disappeared.

I don't think Harley owners realize that the calipers need to be removed and cleaned periodically to remain quiet and maintain proper function. I've learned a great lesson and have found a great source for brake related problems with Paul's expertise and Lyndall's superior products. Thanks.

~~Dan from MO, December 2005

Thanks for the care package! The pads you sent resolved the squeak in all three bikes. Oh yeah thanks for the shirt and stickers as well. It is great to have this relationship with your company. I will continue to work with bike shops and dealers alike in the metropolitan Detroit area to promote your product. Please feel free to ask for input or testing at any time.

~~Rob, HOG Chapter Senior Road Captain, June 2006

I received the replacement pads for my 2004 V-Rod yesterday and installed them last night – and all I can say is WOW! Not only do they stop much better, but the brake lever is back to being firm and "high." I had a smile on my face every time I touched the brakes this morning as I rode to work. Thank you so much for the quick response and of course the T-Shirt! The way you handled me speaks volumes about you and your company. I've already posted my experience on the V-Rod Forums and anytime I need brakes in the future, LRB will be my only call.

~~Dave from NJ, August 2006

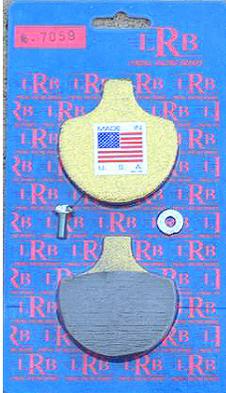


The rotors and brake pads have worked great. About twice the braking power of the stock setup. Thanks.

~~Chuck from MS, November 2005

I have a 03 Deuce which had squealing brakes all the time. The HD dealer checked the rotor and sanded the brakes. Only a temporary fix. I install new HD pads. The break-in is about 200 miles and they drag most of the time. I ordered your Gold pads and installed them. I now have about 10K on the pads. No squeaks ever, no dust, stop great, can't say enough. Lyndall Racing brakes are the only way to go. I have told several Harley riders and they ordered them. The brakes sell themselves.

~~Dan from SD, June 2006



I ordered a set of front brakes for my FLHTC and somehow UPS lost them, even though the tracking showed they were delivered to my house. I called UPS and got nothing but a run around. I emailed Lyndall and they immediately sent out another set, which arrived today, and they are handling the lost claim with UPS. They have proven again that they go above and beyond to provide good customer service. They deserve our business!

~~Bob from MN, July 2006

I contacted you about my Lyndall pads squeaking. You suggested pushing the pistons out a bit and cleaning them. It worked like a charm! Thanks.

~~Jeff, December 2005

Thanks for the reply. As I indicated I've used your pads when replacing worn stock pads and was hesitant to purchase new pads for a bike with only 3000 miles just to fix a squeal that should be taken care of under warranty. Well the squeal got so bad I decided to take a chance and am happy to report that the squeal has been totally eliminated with the Z pads. Decided to purchase another set and replaced the rear pads too. Thanks for a great product.

~~Mark from SC, September 2006

Thanks for sharing your experience...



PISTON CLEANING PROCEDURE

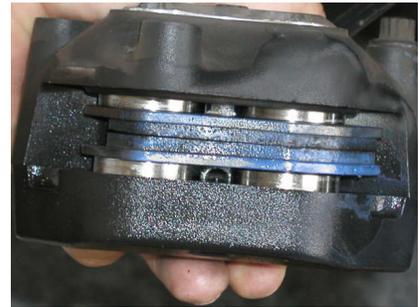


The following tools are required to service your calipers:

- One 1/4" 12 point socket
- One 10 mm 12 point socket
- One socket wrench
- One flat head screwdriver
- One Phillips screwdriver
- One spray can brake cleaner
- One torque wrench
- One pair **Lyndall Z-Plus Brake Pads**
- One bottle of brake fluid



There are two bolts holding each caliper on Harley-Davidson motorcycles. There are also two pins that hold the pads in place. If your motorcycle has two front calipers, start by removing the caliper farthest from the master cylinder. On most Harley-Davidson motorcycles this is the one on the left side of the motorcycle, the same side as the clutch lever. Loosen the two pins that hold the pads in place with the 1/4" 12 point socket. Next, remove the two bolts that secure the caliper to the front forks with your 10 mm 12 point socket. Now, remove the caliper gently from the rotor by pulling towards the rear of the motorcycle.



Once the caliper has been removed, turn the caliper over so that you can see the condition of the pads. Leave the pads secured within the caliper and have someone else pull on the front brake lever. Notice how the pistons in the calipers are moving as hydraulic pressure is applied while the brake lever is depressed. Most likely, the pistons that are closest to the source of hydraulic fluid will move first while the pistons that are the farthest will hardly move at all.



Continued on Following Page . .

****PLEASE NOTE:** These instructions are for informative purposes only. Perform the suggested maintenance at your own risk. Lyndall Racing Brakes, LLC accepts no liability for any actions conducted as a result of the content found herein.





This is due to several factors. First, all of the pistons in a Harley Davidson caliper are virtually the same size. The further the piston is away from the source of hydraulic pressure the more pressure it requires to move at the same rate as the pistons that are closer to the source. The only way that the front and rear pistons can move at the same rate is with differential bore, meaning that the pistons furthest away from the source are smaller in diameter so that less hydraulic pressure is required to move them. Brake dust and road dirt can also cause pistons to drag and hang-up and in some cases become completely inoperable. This can be prevented with dust boots.

Place a pan below the caliper. Take your can of high quality brake cleaner and spray a strong stream of cleaner all around the pistons until all of the debris has been successfully removed. Then, take your flat headed screw driver, place the blade in between the old pads and force the pistons back into the caliper. Have your assistant pull on the brake lever again and repeat the process as described until all four pistons move relatively freely. Once you are satisfied with their performance, remove the two pins that secure the pads with the 1/4" 12 point socket. Next, gently remove the pads that were secured within the caliper. Notice how the pads were installed since they are different in configuration. Install the two new pads. Once in place, re-insert the two pins and loosely tighten until the caliper has been re-installed on the rotor.

Gently spread the two pads apart with your fingers until there is sufficient space between the two pads to allow you to re-install the caliper on the rotor. Place a few drops of Blue Locktite (242) on each bolt and tighten between 28-38 pounds of torque. Insert the 1/4" 12 point socket and tighten the two lock pins that hold the pads in place.

Now, if necessary, top off the master cylinder by removing the cover with a Phillips screw driver. Replace the cover when finished. Pump the brake lever until all of the air has been removed from the system. We have found that after pulling on the lever a number of times, if you flick the lever several times you will notice that there will be little movement in the lever before full pressure can be applied to the pistons.

If you are interested in maintaining maximum braking performance as well as brake longevity, we recommend that you follow the above cleaning procedure every 2,500 miles. If you prefer having others service your motorcycle, please consider giving them a copy of this brochure to perform this process for you.



TO ORDER
YOUR REPLACEMENT
LYNDALL Z-PLUS PADS
IN CANADA CONTACT:
866.344.5059
OR VISIT
www.kansport.com





Harley-Davidson Motorcycles

Late 2000—Current

FRONT & REAR BRAKE PADS

MODEL	YEAR	LRB PART NUMBER	GOLD	Z-PLUS	ORIGINAL EQUIPMENT PART NUMBER
DYNA					
FXDI/FXD Super Glide	2000-Current	7195	✓	✓	44082-00B
FXDI35 35th Anniv Super Glide	Current	7195	✓	✓	44082-00B
FXDBI FXDB Street Bob	Current	7195	✓	✓	44082-00B
FXDCI/FXDC Super Glide Custom	2000-Current	7195	✓	✓	44082-00B
FXDLI/FXDL Low Rider	2000-Current	7195	✓	✓	44082-00B
FXDWGI/FXDWG Wide Glide	2000-Current	7195	✓	✓	44082-00B
FXDXI/FXDX Super Glide Sport	2000-Current	7195	✓	✓	44082-00B
VRSC					
VRSCA V-Rod	2002-2005	7195	✓	✓	44082-00B
VRSCB V-Rod	2002-2005	7195	✓	✓	44082-00B
VRSCD Night Rod	Through 2005	7195	✓	✓	44082-00B
VRSCR Street Rod	Through 2005	7195	✓	✓	44082-00B
VRSC					
VRSCA V-Rod	2006-Current	7254	✓		42850-06
VRSCB V-Rod	2006-Current	7254	✓		42850-06
VRSCD Night Rod	2006-Current	7254	✓		42850-06
VRSCR Street Rod	2006-Current	7254	✓		42850-06
SOFTAIL					
FXSTI/FXST Softail Standard	2000-Current	7195	✓	✓	44082-00B
FXSTBI/FXSTB Night Train	2000-Current	7195	✓	✓	44082-00B
FXSTDI/FSXTD Softail Deuce	2000-Current	7195	✓	✓	44082-00B
FLSTNI/FLSTN Softail Deluxe	2005-Current	7195	✓	✓	44082-00B
FLSTCI/FLSTC Heritage Classic	2000-Current	7195	✓	✓	44082-00B
FLSTFI/FLSTF Fat Boy	2000-Current	7195	✓	✓	44082-00B
FLSTI/FLST Heritage Softail	Current	7195	✓	✓	44082-00B
TOURING					
FLHRI/FLHR Road King	2000-Current	7195	✓	✓	44082-00B
FLHRCI Road King Classic	2000-Current	7195	✓	✓	44082-00B
FLHRSI/FLHRS Road King Cus-	2000-Current	7195	✓	✓	44082-00B
FLHTI/FLHT ElectraGlide Stan-	2000-Current	7195	✓	✓	44082-00B
FLHTCI/FLHTC ElectraGlide-	2000-Current	7195	✓	✓	44082-00B
FLHTCUI Ultra Classic Elec-	2000-Current	7195	✓	✓	44082-00B
FLTRI/FLTR Road Glide	2000-Current	7195	✓	✓	44082-00B

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Harley-Davidson Motorcycles

Late 2000—Current & All Springer Models

MODEL	YEAR	LRB PART NUMBER	GOLD	Z-PLUS	ORIGINAL EQUIPMENT PART NUMBER
SPORTSTER					
XL/883, XL/883 Low	2000-2003	7195	✓	✓	44082-00B
XL/883 Custom, XL/883R	2000-2003	7195	✓	✓	44082-00B
XL/1200 Custom	2000-2003	7195	✓	✓	44082-00B
XL/1200 Roadster	2000-2003	7195	✓	✓	44082-00B

FRONT BRAKE PADS

SPORTSTER					
XL/883, XL/883 Low	2004-Current	7233	✓	✓	42831-04
XL/883 Custom, XL/883R	2004-Current	7233	✓	✓	42831-04
XL/1200 Custom	2004-Current	7233	✓	✓	42831-04
XL/1200 Roadster	2004-Current	7233	✓	✓	42831-04
SPRINGER					
FLSTS Heritage Springer	All Modern Models	7059	✓	✓	44063-83C
FXSTSI/FXSTS Softail Springer	All Modern Models	7059	✓	✓	44063-83C
FLSTSCI/FLSTSC Springer Classic	All Modern Models	7059	✓	✓	44063-83C

REAR BRAKE PADS

SPORTSTER					
XL/883, XL/883 Low	2004-Current	7234	✓	✓	42836-04
XL/883 Custom, XL/883R	2004-Current	7234	✓	✓	42836-04
XL/1200 Custom	2004-Current	7234	✓	✓	42836-04
XL/1200 Roadster	2004-Current	7234	✓	✓	42836-04
SPRINGER					
FLSTS Heritage Springer	2000-Current	7195	✓	✓	44082-00B
FXSTSI/FXSTS Softail Springer	2000-Current	7195	✓	✓	44082-00B
FLSTSCI/FLSTSC Springer Classic	2005-Current	7195	✓	✓	44082-00B
FLSTS Heritage Springer	1984-1999	7058	✓	✓	44209-82A
FXSTSI/FXSTS Softail Springer	1984-1999	7058	✓	✓	44209-82A
FLSTSCI/FLSTSC Springer Classic	1984-1999	7058	✓	✓	44209-82A

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Harley-Davidson Motorcycles

Pre 2000

FRONT BRAKE PADS

MODEL	YEAR	LRB PART NUMBER	GOLD	Z-PLUS	ORIGINAL EQUIPMENT PART NUMBER
FL, FLH	Late 1978-1984	7131	✓		44005-78A
FLT, FLHT, FLTR, FLHR, FLHS	1980-1983	7132	✓		43395-80A
FLT, FLHT, FLTR, FLHR, FLHS,	1984-1999	7059	✓	✓	44063-83C
FX, FXE, FXEF, FXS	Late 1978-1983	7133	✓		44032-79A
FX, FXE, FXEF, FXS, FXWG	1984-1986	7059	✓	✓	44063-83C
FXWG	Late 1978-1982	7133	✓		44032-79A
FXWG, FXSB	1983	7058	✓	✓	44209-82A
FXR, FXRS, FXRT, FXRD, FXLR	1982-1983	7133	✓		44032-79A
FXR, FXRS, FXRT, FXRD, FXLR,	1984-1994	7059	✓	✓	44063-83C
FXST/I, FXSTS/I, FLST,FLSTC/I	1984-1999	7059	✓	✓	44063-83C
FXSTB/I, FXSTD/I, FLSTF/I	1984-1999	7059	✓	✓	44063-83C
FXSTC	1984-1999	7059	✓	✓	44063-83C
FXD Series	1991-1999	7059	✓	✓	44063-83C
KH, XL, XLH, XLCH, XLS, XLX	1979-1983	7133	✓		44032-79A
KH, XL, XLH, XLCH, XLS, XLX	1984-1999	7059	✓	✓	44063-83C

REAR BRAKE PADS

FL, FLH	Late 1978-1980	7131	✓		44005-78A
FL, FLH	1981-1984	7157	✓	✓	43957-80A
FLT, FLHT, FLTR, FLHR, FLHS,	1980-1999	7157	✓	✓	43957-80A
FX, FXE, FXEF, FXS	Late 1978-1983	7131	✓		44005-78A
FXWG	All Except 1985	7131	✓		44005-78A
FXWG	1985	7211	✓		44209-82
FXLR	All Except 1987	7058	✓	✓	44209-82A
FXLR	1987	7211	✓		44209-82
FXR, FXRS, FXRT, FXRD, FXLR,	1982-1994	7058	✓	✓	44209-82A
FXST/I	All Except 1986	7058	✓	✓	44209-82A
FXST/I	1986	7211	✓		44209-82
FXSTS/I, FLST,FLSTC/I	1984-1999	7058	✓	✓	44209-82A
FXSTB/I, FXSTD/I, FLSTF/I	1984-1999	7058	✓	✓	44209-82A
FXSTC	1984-1999	7058	✓	✓	44209-82A
FXD Series	1991-1999	7058	✓	✓	44209-82A
KH, XL, XLH, XLCH, XLS, XLX	1982-1999	7058	✓	✓	44209-82A
KH, XL, XLH, XLCH, XLS, XLX	1979-1981	7132	✓		44005-78A

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Buell Motorcycles

MODEL	YEAR	LRB PART NUMBER	GOLD	Z-PLUS	ORIGINAL EQUIPMENT PART
XB9R Firebolt	2002-Current	7228	✓		H0300.02A8
XB9S Firebolt	2002-Current	7228	✓		H0300.02A8
M2 Cyclone	1998-Current	7202	✓	✓	42386-98Y H0300.F
M2 Cyclone	1994-1997	7202	✓	✓	42386-94YA
S1 Lightning	1993-Current	7202	✓	✓	42386-98Y H0300.F
S1 Lightning	1994-1997	7202	✓	✓	42386-94YA
S1 White Lightning	1998-Current	7202	✓	✓	42386-98Y H0300.F
S2 Thunderbolt	1994-1997	7202	✓	✓	42386-94YA
S3/S3T Thunderbolt	1998-Current	7202	✓	✓	42386-98Y H0300.F
S3 Thunderbolt	1994-1997	7202	✓	✓	42386-94YA
X1	1998-Current	7202	✓	✓	42386-98Y H0300.F
Buell Blast	2000-Current	7141	✓		H0300.T

REAR BRAKE PADS

XB9R Firebolt	2002-Current	7203	✓		42385-98Y
XB9S Firebolt	2002-Current	7203	✓		42385-98Y H0301.F
M2 Cyclone	2002-Current	7203	✓		42385-98Y H0301.F
M2 Cyclone	1994-1997	7199	✓		42385-94Y
S1 Lightning	2002-2005	7203	✓		42385-98Y H0301.F
S1 Lightning	1994-1997	7199	✓		42385-94Y
S1 White Lightning	2002-Current	7203	✓		42385-98Y H0301.F
S2 Thunderbolt	1994-1997	7199	✓		42385-94Y
S3/S3T Thunderbolt	2002-Current	7203	✓		42385-98Y H0301.F
S3 Thunderbolt	1994-1997	7199	✓		42385-94Y
X1	2002-Current	7203	✓		42385-98Y H0301.F
Buell Blast	2000-Current	7203	✓		H0301.F

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Indian Motorcycles

FRONT & REAR BRAKE PADS

MODEL	YEAR	LRB PART NUMBER	GOLD	Z-PLUS
All Modern Models		7182	✓	✓
Indian Chief w/ Brembo Caliper	2002	7138	✓	✓

Victory Motorcycles

FRONT BRAKE PADS

All Cruiser Models	1998-Current	7174	✓	✓
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REAR BRAKE PADS

All Cruiser Models	1998-Current	7230	✓	✓
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American Ironhorse Motorcycles

FRONT & REAR BRAKE PADS

10th Anniversary Edition	2005	7182	✓	✓
Texas Chopper, Legend, LSC	1998-Current	7182	✓	✓
Outlaw, Tejas	1998-Current	7182	✓	✓
Slammer	1998-2003	7182	✓	✓
Slammer (Requires 2 Pair in Front)	2004-Current	7202	✓	✓

FRONT BRAKE PADS

Stalker	2005-Current	7202	✓	✓
Slammer	2006	7202	✓	✓

REAR BRAKE PADS

Stalker	2005-Current	7182	✓	✓
Slammer	2006	7182	✓	✓

Big Dog Motorcycles

FRONT & REAR BRAKE PADS

K-9, Ridgeback, Chopper, Mastiff,	1998-Current	7182	✓	✓
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AFTER MARKET APPLICATIONS

Performance Machine

FOUR PISTON CALIPERS

CALIPER MODEL NUMBER	LRB PART	GOLD	Z-PLUS
0053-2915, 0053-2916, 0053-2919, 0053-2920	7182	✓	✓
1203-0017, 1203-0018, 1203-9017	7182	✓	✓
1213-0017, 1213-0018	7182	✓	✓
1206-0017	7153	✓	✓
1207-0017, 1207-0018	7153	✓	✓
1208-0017, 1208-0018	7153	✓	✓
1217-0017, 1217-0030	7153	✓	✓
1219-0017, 1219-0317, 1219-0318	7153	✓	✓
1230-0017	7153	✓	✓
1264-0052, 1266-0052, 1267-0052, 1268-0052, 1271-0052	7182	✓	✓
1272-0052, 1274-0052, 1283-0052	7182	✓	✓
1274-0072	7182	✓	✓
1277-0073, 1287-0073, 1288-0073	7174	✓	✓
1290-0073, 1291-0073	7182	✓	✓

FOUR PISTON CALIPERS 1973-1983

1203-0017, 1203-0018, 1203-0117, 1203-9017	7154	✓	✓
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SIX PISTON CALIPERS

0051-2909, 0051-2910, 0051-2913, 0051-2914, 0051-2915	7202	✓	✓
0051-2916, 0051-2917, 0051-2918	7202	✓	✓

SINGLE PISTON CALIPERS

1206-0015	7153	✓	✓
1207-0015, 1207-0016	7153	✓	✓
1208-0015, 1208-0016	7153	✓	✓

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AFTER MARKET APPLICATIONS

Brembo

FOUR PISTON CALIPERS

CALIPER MODEL NUMBER	LRB PART	GOLD	Z-PLUS
111-1000, 112-1000, 141-1000, 142-1000, 171-1000	7138	✓	✓
172-1000	7138	✓	✓

Jay Brake

FOUR PISTON			
300-54, 370-54	7102	✓	
300-4	7153	✓	✓
SIX PISTON			
300-6, 370-6	7227	✓	
TWO PISTON			
300-2	7153	✓	✓

HHI

FOUR PISTON			
LHS CC500, RHS CC501	7183		✓
Rear Drive Side Caliper All 100 Series	7000		✓
SIX PISTON			
LHS CC600, RHS AB601	7202	✓	✓

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ROTORS

Harley-Davidson Motorcycles

MODEL	LRB PART NUMBER	FRONT	REAR
All Models 2000-Current	109-05	✓	
All Models 2000-Current	110-06		✓
All Models 1984-1999	107-05	✓	
All Models 1984-1999 (Except FL Models)	108-05		✓

Indian Motorcycles

All Modern Models	107-05	✓	
All Modern Models	108-05		✓

American Ironhorse & Big Dog Motorcycles

All Modern Models	109-05	✓	
All Modern Models	110-06		✓

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866.344.5059

The art of making a fine brake pad, like so many crafts, depends upon the quality of the ingredients used, the ability and will of the craftsman, and the considered use of appropriate materials.

Lyndall Racing Brakes, using our proprietary blend of Carbon/Kevlar, our "Made in America" quality craftsmanship, and a careful study of the requirements of the piece, has excelled in the art of brake pad manufacturing. We guarantee this fine pad to satisfy you or we'll cheerfully refund your purchase price.*

No other brake pad in the world makes this statement!
Please call us for details.

*Some restrictions may apply.

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