

BACK DISC FOR BIG 4

Model: Honda 750
Supplier: Hallcraft
Time: 2½ hours max.
Cost: 200 dollars
Place: Your pad

by DON GREEN



If you have a 750 Honda or late-model big bike, chances are you've fallen in love with the front brake—that big steel disc that can stop your multi-hundred-pound machine quicker than both drum brakes on most earlier bikes. To make the braking even more spectacular, nearly all bike manufacturers offer kits that add a second disc to the front wheel for ultimate braking. Yet, with few exceptions, the same manufacturers are continuing to install drum rear brakes on all but the newest, most expensive models.

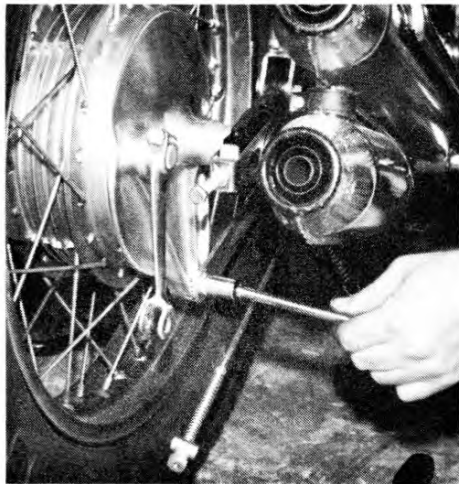
Leave it to the aftermarket—the

accessory builders dedicated to helping you make your bike exactly the way you'd like to have it. At least one company has heard the call for rear disc brakes.

Hallcraft, San Diego, California, custom wire wheel manufacturer, through affiliation with Hurst-Airheart, has developed a bolt-on disc conversion for the rear of all 750 Hondas. In 2-2½ hours, your Honda's stock drum brake rear wheel can be sporting a large, 11-inch disc brake so cleanly designed it's hard to believe the bike didn't come equipped with it.

The installation is an absolute bolt-on—no drilling, no welding, no hole-filling. The unit is everything a bolt-on kit should be; most of the tools you'll need are in your bike's stock tool kit, plus a couple of wrenches.

In use, the brake is again so right you'll think it's a stock Honda piece. Feel is positive and stops are sure. Far from over-sensitive, with brake lock-up requiring slightly more pressure than the stock drum. Like most discs when new, there is occasional brake squeal, but that disappears after the pads wear in. You won't believe how easy it is. ●



1 After placing bike on centerstand, disconnect rear brake actuating rod and locating strut from rear brake drum. Remove the cotter pin and loosen rear axle nut, sliding wheel/axle assembly forward in the swing arm so the chain can be removed from the sprocket. Loosen the chain adjuster bolts and remove the caps from the end of the swing arm, allowing the complete rear wheel assembly to be removed as a unit.

2 Rear wheel removal is also outlined in owner's manual for your bike.



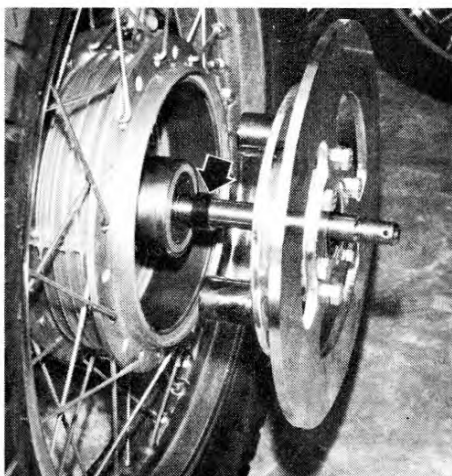
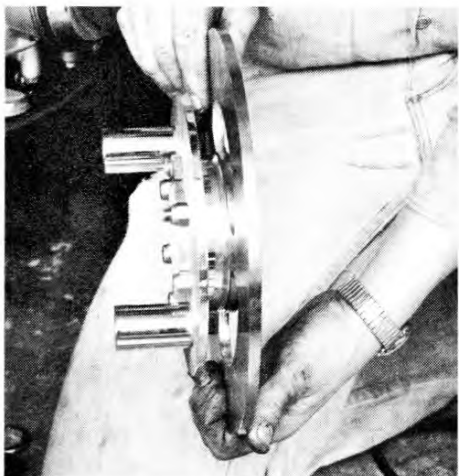
3 Remove the nut from the end of the axle, then pull axle through brake drum, keeping as many parts as possible (chain adjuster, spacer, etc.) on left end of axle. These will be replaced later in their original positions. Then, with the rear wheel lying on the sprocket, lift off brake drum cover and shoes; this unit will not be reused in the installation. Clean the inside of the drum thoroughly. You may as well clean the entire rear wheel assembly while it is off the bike. You don't get many chances to do this.

4 Turn the wheel over and remove the sprocket and cast hub section as a unit (it is not necessary to unbolt the sprocket from the hub). If the sprocket assembly cannot be pulled easily, it may be necessary to tap it loose using a long punch and a hammer, tapping on the inside of the sprocket casting with the punch inserted through the axle hole from the opposite (brake drum) side. It won't take much force to get the casting loose, but be sure not to tap on the bearings.



5 With the sprocket removed, you will be able to pop out the four large rubber shock pads inside the hub. If the pads appear to be extremely dry and are starting to break apart, it would be a good idea to replace them.

6 Using parts from the Hallcraft kit, bolt the two chromed steel drive pins to the chromed aluminum drive plate using two of the self-locking Allen bolts supplied (be sure the deeply recessed end of the drive pins are away from the drive plate). Then bolt the 11-inch-diameter brake disc to the hub adapter and the aluminum drive plate using the six bolts and self-locking nuts supplied.



7 The disc assembly is now ready to install on the wheel.

8 Slip the stock axle into the hub to aid in positioning the parts. Slide the steel bearing spacer (arrow) onto the axle and against the stock bearing inside the brake drum. Place the disc assembly on the axle and seat the aluminum drive plate against the lip of the brake drum, turning the disc assembly to line up the drive pins with two of the four stock holes cast into the rear of the brake drum.

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9 Then, from sprocket side of wheel, bolt disc assembly in place using the two remaining Allen bolts and the two aluminum retainers with nylon washers placed through holes in the drum. Allen bolts should be tightened into the drive pins of the disc assembly using 35-40 ft./lbs. of torque. 10

10 Before reinstalling the wheel, remove the stock brake actuating rod completely by disconnecting it from the pedal linkage near the front of the swing arm, replacing the stock rod with the short piece of clevis linkage.

11 The compact master cylinder and its precut bracket fit inside the frame, bolting to passenger footpeg mount. Besides the clevis linkage being adjustable, the master cylinder mounting holes in the bracket are elongated so the cylinder can be moved slightly to adjust the brake pedal travel. Better invest in an angle-head screwdriver, though; the screws that hold the lid on the master cylinder are hard to reach once the cylinder is mounted in frame.

12 Back to the wheel, slip axle from sprocket side, add the two spacers, caliper bracket and adjuster on disc side.

13 The wheel is then ready to be re-installed in the swing arm.

14 The stock Honda brake strut connects to the front bolt of the caliper bracket, locating bracket in a straight-down position. Install brass fittings in master cylinder and caliper, cut the brake line to desired length. 15

15 Fill the master cylinder with clean, heavy-duty brake fluid and bleed brake system as for the stock front wheel brake, checking system for leaks. Adjust the pedal travel with the clevis linkage and by moving the master cylinder on its bracket.

