



Two Wheel Thunder TV

Product Reviews

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Lyndall Racing Brakes

Welcome to 2012! Can you believe it we made it? So with this New Year comes a new riding opportunity for all. Let's start with some very important items to consider. First you need good tires to make for a good year of safe riding. Then to me, finding the best brakes on the market comes to mind. I love to ride however sometimes I just have to stop, and stop quickly.

Back in the fall of 2011 I rode down to "The Tail of the Dragon"; 318 curves in 11 miles, Cherochala Skyway, Moonshiner 28, and many other mountain roads. I thought it would be a great place to test the Lyndall Racing brakes pads and

"In more than half of all crashes involving motorcycles and automobiles, the automobile driver didn't see the motorcycle until it was too late. Motorists are conditioned to look for four-wheeled vehicles, but they don't expect to see two-wheeled vehicles. A motorcycle's size also makes it difficult to see. Many motorcycle crashes that involve other vehicles occur when the driver of the other vehicle misjudges the motorcycle's speed or distance, or fails to see the motorcycle at all,

cheapest pads on the market.

Ceramic brake pads usually have a high copper content and are sintered as well. While ceramic pads generally offer a slightly longer service life and run cleaner than sintered-metallic pads, they offer only moderate stopping power.

Carbon-Kevlar pads, often referred to as organic pads, usually have a small percentage of iron or nonferrous metal and are softer than other friction materials. Carbon-Kevlar pads typically run clean and quiet, and offer good stopping power. They have an extremely long service life and are not abrasive to the rotor because they generate less heat than other friction



rotors that I've been told are the best brakes money could buy. There were some great days of riding. However, there were some days in the mountains that were wet and with the leaves falling on the roads at times very slick. Stopping on slick mountainous roads can be very dangerous. Having 2-3 seconds of stopping time is very important to me. I put the Lyndall products to 1,000 miles of very hard mountain riding.

I have often heard that speed doesn't kill, but the abrupt uncontrolled stop can kill you. Our Bikes are more powerful today than ever. More power equals more speed. More speed requires better breaking capacity. How often have you heard "drive like the other person is crazy"? Add that to "as a motorcyclist drive like you are invisible." Why do I tell you these things? The following is an excerpt from Motorcycle safety news.

and then stops or turns left in front of the motorcyclist".

All this just to tell you what you should already know: Having the best brake pads and rotors are essential! But are good brake pads good enough? We have found that Lyndall Racing breaks offer significant increase in stopping ability.

There are three types of friction material commonly used for motorcycle brakes: sintered metal, ceramic, and Carbon-Kevlar.

Sintered-metallic brake pads have a high metal content; can be hard and abrasive to the rotor surface. They only offer moderate stopping power and mechanical strength. Service life tends to be significantly lower while they also tend to run more dirty and noisy than other types of friction material. They are inexpensive to manufacture and are the

materials.

Why do I use Lyndall Racing Brakes? It is because the pads are made of the Carbon-Kevlar variety. They contain a premium blend of DuPont Carbon-Kevlar, nonferrous metal with a high transfer rate. Once the pad material has transferred a layer to the rotor, the rotor becomes one big brake pad, stopping against the two smaller brake pads positioned in the caliper. The result: incredible stopping power, no dust, no noise, no drag, no measureable rotor wear, and the highest service life of any pad on the market.

Start your 2012 riding season like I do, with the best Racing Brakes on the market, Lyndall Racing Brakes.

Check them out LyndallRacingBrakes.com

