

## ER-6 (Ninja 650R) Brake Pads – Inspection & Replacement

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Hi all. Got bored today and decided to check the pads. Usual format, pictures and words.

This is all you need:



The job is 15 minutes for each calliper, I guess. So it's very quick and easy, assuming everything is in good nick, and not rusted in..... Took me longer to do this post!

Here's the rear calliper



All very familiar. The front callipers are essentially the same, albeit the pads are different sizes.

First, we need to unfasten the calliper by removing the two socket screws and lifting it out.



You have to turn it upside-down and backwards to get at everything. You can see in the arrangement in the second picture, with the two pads in front of the backing-plate. The backing-plate has two sliding pins that are inside where the two little rubbers 'bellows' are, behind.

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There is a rod holding the pads in place against the anti-rattle spring. This is held in place by a small R-clip. You can get this out with a small terminal driver or needle-nose pliers.



Then you can withdraw the rod.

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You simply swing the first pad over.



And then slip it off its guide rod. The second pad isn't held by anything other than the fit into the carrier-plate so it just wiggles free. You can then take the

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carrier-plate off, if you wish. I found that one of the rubber bellows didn't want to come too (the bottom one) so I left it behind on the calliper. Be gentle, you don't want to damage the sliding pins.

At this point I measured the pads.



And decided they didn't actually need replacement yet. As you can see from the pictures, both pads have worn evenly and the same amount and are in perfect condition. Kawasaki give 1mm for the service limit, as it is such an easy job and I measured just over 3mm (about two-thirds worn?), I put the old ones back in.

As a matter of interest, the front ones have exactly the same wear so I'm quite impressed at 11,000 miles.

If you actually replace the pads at this point you would need to push the piston back into the calliper. Just push it in evenly with your thumbs, until it won't go any further. You can loosen the top of the reservoir if you like but put some rag around it, if you (or anybody else) has topped-up the fluid, the extra will have to go somewhere. Fitting new pads is the same as re-fitting old ones, although the paint on new ones might make it a bit of a tight fit in places.

I took the opportunity to give it all a bit of a clean and greased it with copper grease.



Here's the calliper with the carrier-plate back in position.

First pad just tucks in.



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Note that there is a small metal clip in one corner.

Then you put the second pad over the pin, swing it back in and put the rod back in to hold them. Make sure both the little rubber bellows on the sliding pins are on securely; it's worth putting some copper grease on the pins as well, while you're at it. Then secure the rod with the R-clip.

I did not disturb the anti-rattle spring in the top (it's in the bottom of the photos) of the calliper. If you do take it out, take a careful note of which way around it goes, and don't forget to replace it.

Job done.