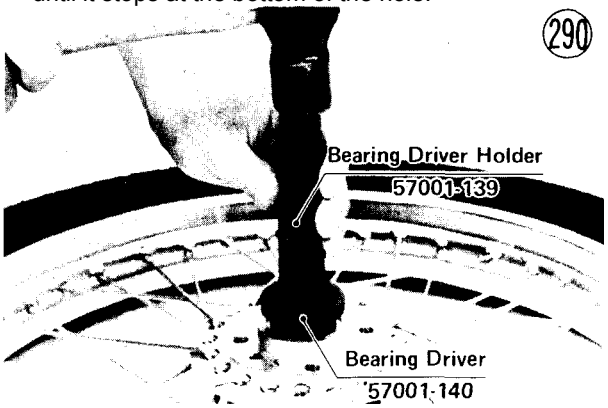
82 DISASSEMBLY
Front Hub Assembly Notes:

1. Inspect the bearings and replace if necessary (Pg. 154).
   Install them using the wheel bearing driver and the bearing driver holder (special tools). Press the bearing until it stops at the bottom of the hole.



2. Replace the grease seal with a new one using a wheel bearing driver (special tool PN 57001-296). Press the seal so that the face of the seal is level with the surface of the front hub.
3. When installing the speedometer gear drive, fit it in the hub notches. The speedometer gear drive holding plate must be installed with the plain side facing in.

4. After tightening the disc mounting bolts (4) with 3.4 ~ 4.6 kg-m (25 ~ 33 ft-ibs) of torque, bend the washer tabs back over the bolts.
5. Install the speedometer gear housing so that it fits in the speedometer gear drive notches (Fig. 286).
6. Completely clean off any grease that has gotten on either side of the disc with a high flash-point solvent. Do not use one which will leave an oily residue.

FRONT DISC BRAKE

Removal, installation, disassembly, and assembly of the front disc brake is divided as follows:

Pad Removal
Pad Installation
Caliper Removal
Caliper Installation Notes
Caliper Disassembly
Caliper Assembly
Master Cylinder Removal
Master Cylinder Installation
Master Cylinder Disassembly
Master Cylinder Assembly Notes

NOTE: Disc removal and disc installation are covered in front hub disassembly and front hub assembly sections (Pg. 80).
Before working on the disc brake, take caution of the

Caution

1. Except for the disc pads and disc; use only disc brake fluid, isopropyi alcohol, or ethyl alcohol for cleaning brake parts. Do not use any other fluid for cleaning these parts. Gasoline, motor oil, or any other petroleum distillate will cause deterioration of the rubber parts. Oil spilled on any part will be difficult to wash off completely, and will eventually deteriorate the rubber used in the disc brake.
2. When handling the disc pads or disc, be careful that no disc brake fluid or any oil gets on them. Clean off any fluid or oil that inadvertently gets on the pads or disc with a high flash-point solvent. Replace the pads with new ones if they cannot be cleaned satisfactorily.
3. Brake fluid quickly ruins painted surfaces; any spilled fluid should be completely wiped up immediately.
4. If any of the brake line fittings or the bleed valve is opened at any time, AIR MUST BE BLED FROM THE BRAKE SYSTEM (Pg. 157).
5. When installing or assembling the disc brake, tighten the disc brake fittings to the values given in Table 6. Improper torque may cause the brake to malfunction.

Table 6 Disc Brake Torque

Brake lever	0.5~0.7 kg-m	43-61 in-lbs
Brake lever adjuster locknut	1.8-2.3 kg-m	13.0-16.5 ft-lbs
Master cylinder clamp	0.6~0.9 kg-m	52~78 in-lbs
Fitting (banjo) bolts	2.9~3.1 kg-m	21-22 ft-lbs
Brake pipe nipple	1.7~1.8 kg-m	12-13 ft-lbs
3-way joint	0.7~0.9 kg-m	61-78 in-lbs
Front brake light switch	2.6~3.0 kg-m	19-22 ft-lbs
Caliper holder shafts	2.4~2.8 kg-m	17.5~20ft.lbs
Caliper mounting bolts	3.4~4.6 kg-m	25-33 ft-lbs
Bleed valve	0.7 ~ 1.0 kg-m	61-85 in-lbs
Disc mounting bolts	3.4~4.6 kg-m	25-33 ft-lbs

Pad Removal:

•Remove the front wheel (Pg. 79)