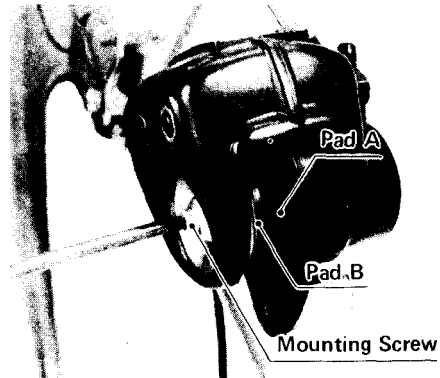


### DISASSEMBLY 83

- Take out the mounting screw for pad B, and remove the pad. A lock washer and metal plate also come off.



- Install pad A in the caliper holder.
- Fit pad B, aligning the tongue on the pad with the groove in the caliper. Install the metal plate, lock washer, and mounting screw, use a non-permanent locking agent on the screw.

- After pad B is removed, slide the caliper body to the right side of the motorcycle and remove pad A.

**NOTE:** If it is difficult to take out pad A, squeeze the brake lever several times until the caliper piston pushes it out.

#### **Pad Installation:**

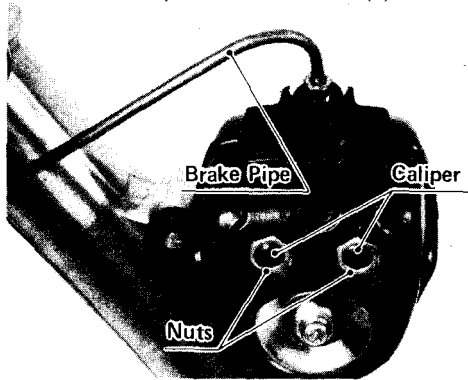
- Remove the bleed valve cap, open (loosen) the valve slightly, push the piston in by hand as far as it will go, and then close (tighten) the valve. Wipe up any spilled fluid, and recap the bleed valve.



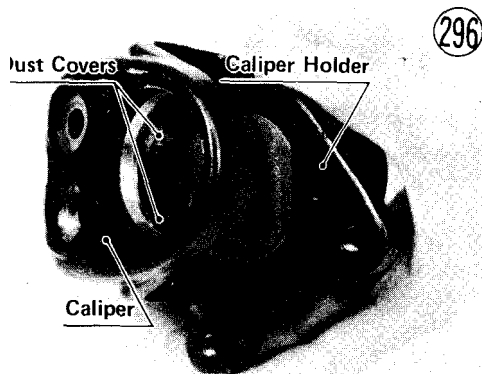
- Since brake fluid was spilled when the bleed valve was opened, check the fluid level in the master cylinder and bleed the air from the brake system (Pg. 157).
- Install the front wheel (Pg. 80).

**Caliper Removal:**

- If the piston or the caliper holder is to be removed, loosen the caliper holder shaft nuts (2).



- Unscrew the brake pipe from where it connects to the caliper. Cap the end of the pipe with the rubber bleeder valve cap to prevent fluid from flowing out.
- Remove the mounting bolts (2), each with a



flat washer and lock washer, and then take off the caliper.

**Caliper Installation Notes:**

1. Tighten the mounting bolts with 3.4 ~ 4.6 kg-m (25~33 ft-lbs) of torque.
2. Tighten the caliper holder shaft nuts with 2.4~2.8 kg-m (17.5~20 ft-lbs) of torque.
3. Connect the brake pipe to the caliper, tightening it with 1.7~1.8 kg-m (12~13 ft-lbs) of torque.
4. Check the fluid level in the master cylinder, and bleed the brake line (Pg. 161).

**Caliper Disassembly:**

- Take out the mounting screw 16 for pad B 19, and remove the pad A lock washer 17 and metal plate 18 also come off.
- Remove the caliper holder shaft nuts 1 (2), and pull out the caliper holder shafts 6 (2) and the spacers 2 (2) taking care not to damage the dust covers 7 (4). Remove the caliper holder 20, and push out pad A(9).

**Caution** To avoid damage to the dust seals and O rings, unscrew each shaft in turn a little at a time.