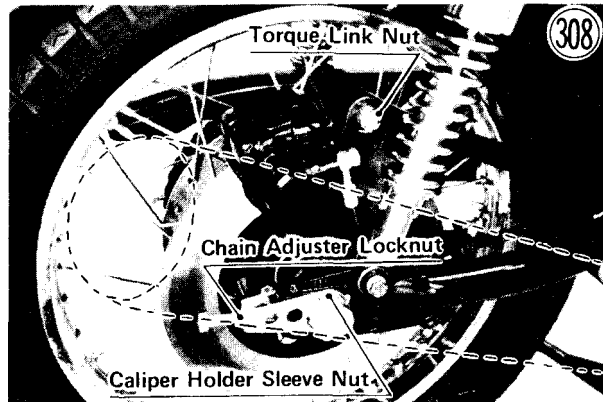
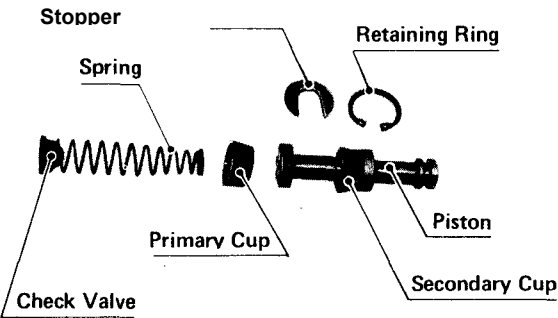


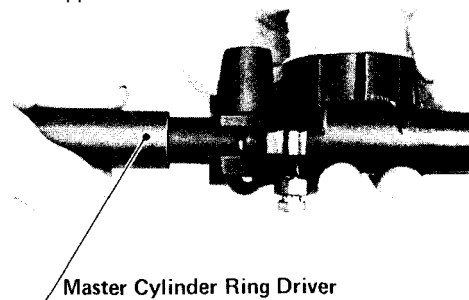
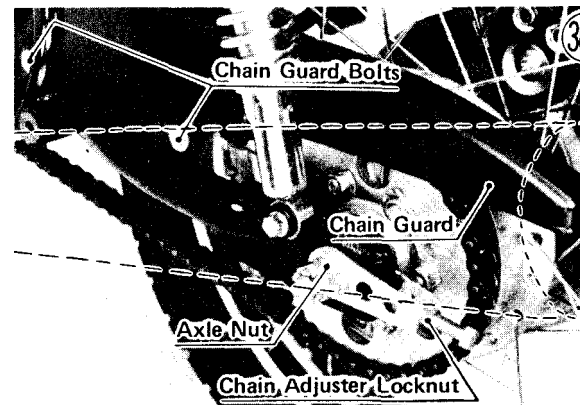
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2. Be sure that the primary cup and check valve are not installed backwards and that neither is turned sideways after insertion.

- Remove the cotter pin, and loosen the nut at the rear end of the torque link.
- Loosen the 36 mm caliper holder sleeve nut.



3. Use a new retaining ring for assembly, pushing it into place in the cylinder wall groove with the master cylinder ring driver (special tool). Use the same tool for installing the dust seal and dust seal stopper.



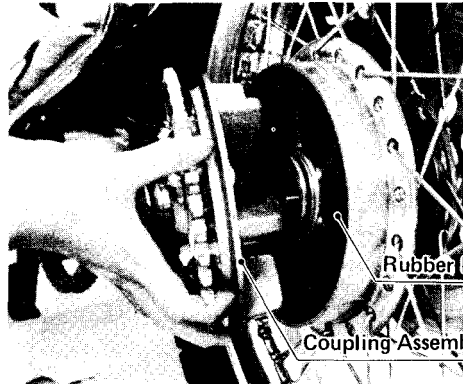
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- Remove the axle cotter pin, and take out the axle nut and washer.

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- Put the motorcycle up on its center stand.
- Remove the chain guard bolts (2) and washers (2), and take off the chain guard.

- Loosen the left and right chain adjuster locknuts, fully loosen both chain adjusters, and kick the wheel forward so that the chain can be easily removed from the rear sprocket.
- Remove the drive chain from the rear sprocket, and hang it to the left side of the swing arm.
- While holding the rear wheel so that the grease seal in the right side of the rear hub does not get damaged, pull out the axle. The left chain adjuster comes off with the rear wheel.
- Pull the rear wheel toward the rear until it is stopped by the rear fender, and remove the coupling assembly and rubber dampers (6) from the left side of the rear hub.



- Clear the disc from the caliper, lean the wheel to the left, and pull it out under the left side of the rear fender.
- Insert a wood wedge (7 ~ 8 mm thick) between the disc brake pads. This prevents them from being moved out of their proper position, should the brake pedal be pushed down accidentally.

Installation:

- Remove the wedge spacer from between the disc brake pads.
- Slip the rear wheel back from the left rear and install the rubber dampers (6) and the coupling assembly in the rear hub. Be sure the disc side collar and coupling collar are in place.