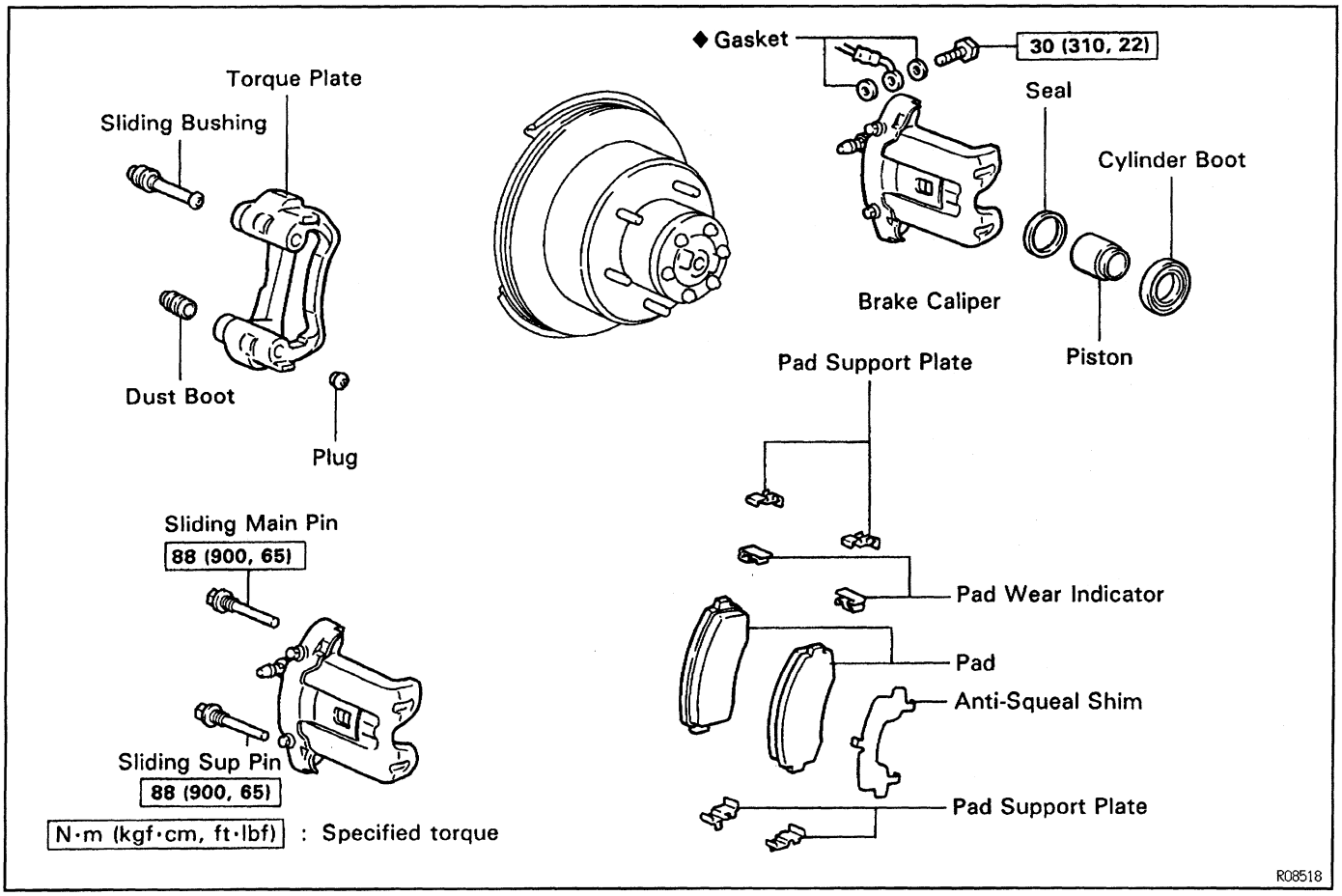
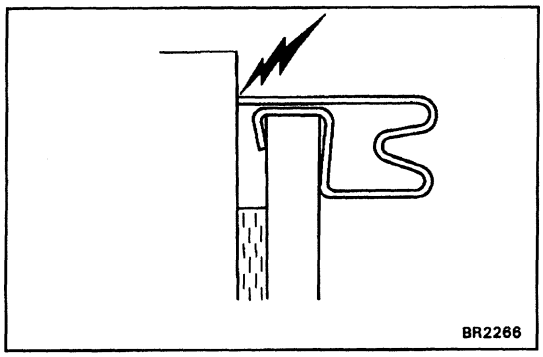
REAR BRAKE (Disc Brake)

BR020–04

COMPONENTS



BR0FZ–02

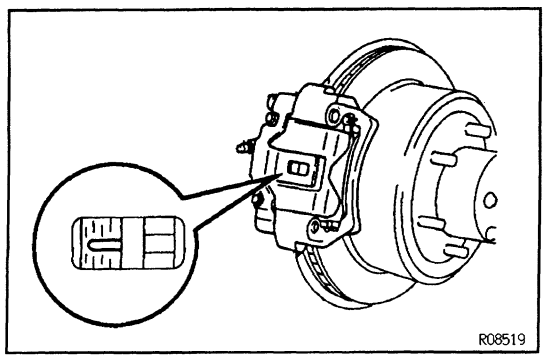


BRAKE PADS REPLACEMENT

HINT: If a squealing noise occurs from the brakes while driving, check the pad wear indicator plate. If the pad wear indicator plate contacts the disc, the brake pads should be replaced.

1. REMOVE REAR WHEEL

Remove the wheel and temporarily fasten the disc with the hub nuts.

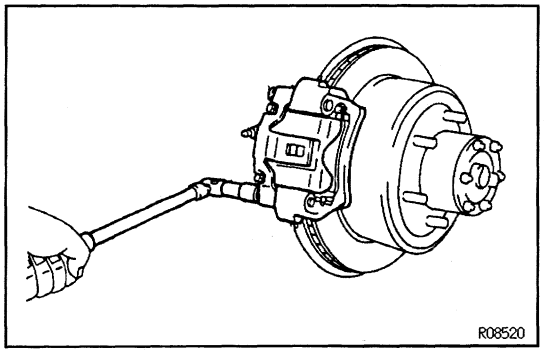


2. INSPECT PAD LINING THICKNESS

Check the pad thickness through the caliper inspection hole and replace pads if not within specification.

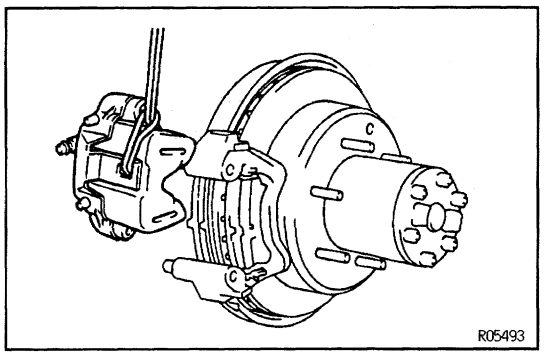
Minimum thickness:

1.0 mm (0.039 in.)

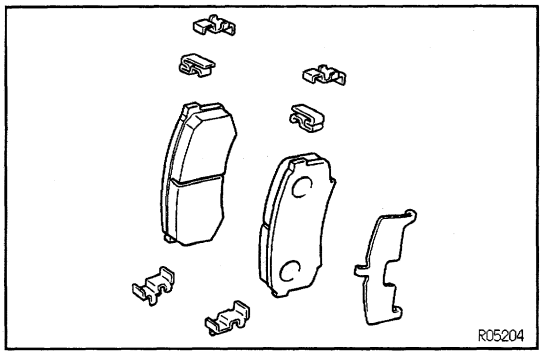


3. REMOVE BRAKE CALIPER

(a) Remove the sliding main pin and sliding sub pin.



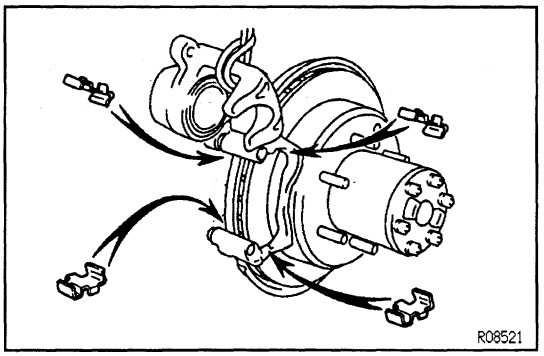
(b) Remove the brake caliper and suspend it so the hose is not stretched.
HINT: Do not disconnect the brake hose.



4. REMOVE FOLLOWING PARTS:

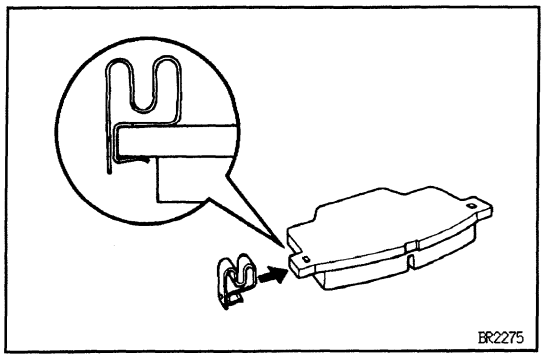
(a) 2 brake pads
(b) Anti–squeal shim
(c) 4 pad support plates
(d) 2 pad wear indicators

5. CHECK DISC THICKNESS AND RUNOUT
(SEE PAGE BR–43)



6. INSTALL PAD SUPPORT PLATES

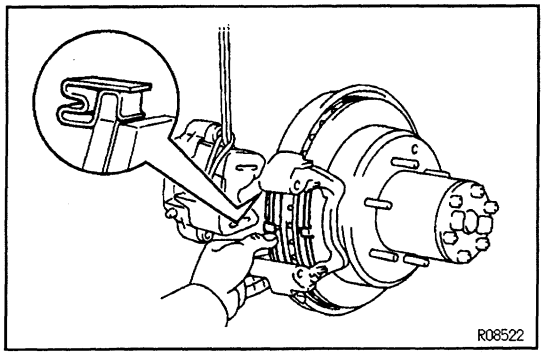
Install the 4 pad support plates.



7. INSTALL NEW PADS

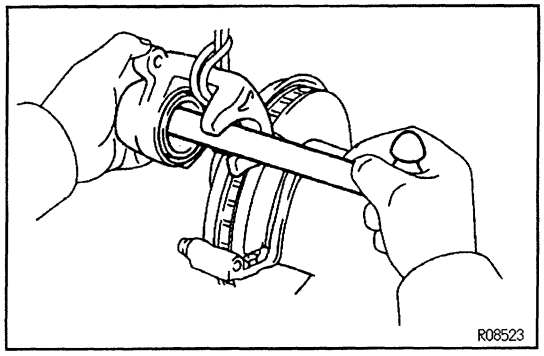
(a) install pad wear indicator plate to each pads.

(b) Install the anti–squeal shim to the outer pad.



(c) Install the 2 pads so the wear indicator plate is facing upward.

NOTICE: Do not allow oil or grease to get on the rubbing face.



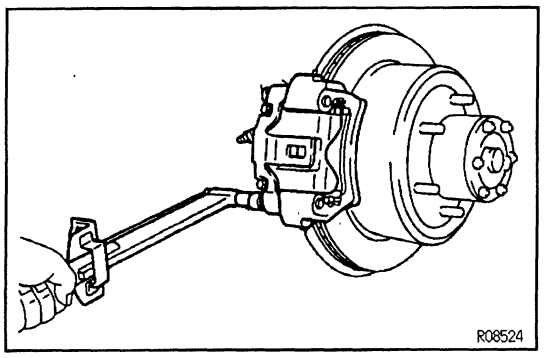
8. INSTALL CALIPER

(a) Draw out a small amount of brake fluid from reservoir.

(b) Press in piston with a hammer handle or an equivalent.

HINT: Always change the pads on one wheel at a time as there is a possibility of the opposite piston flying out.

(c) Install the brake caliper carefully so the boot is not wedged.



(d) Install and torque the sliding main pin and sub pin.

Torque: 88 N–m (900 kgf–cm. 65 ftYbf)

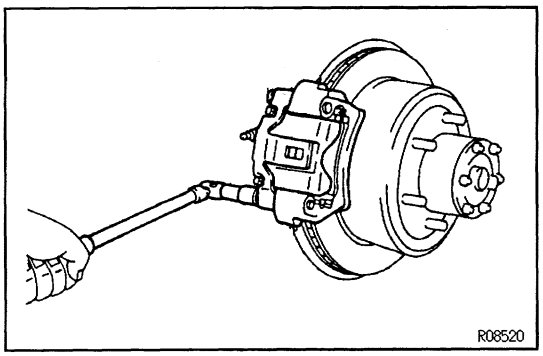
BR0G0–02

CALIPER REMOVAL

1. DISCONNECT FLEXIBLE HOSE

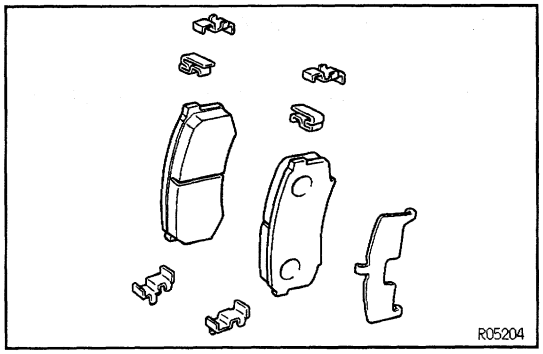
(a) Remove the union bolt and 2 gaskets from the brake caliper, then disconnect the flexible hose from the brake caliper.

(b) Use a container to catch the brake fluid as it drains out.



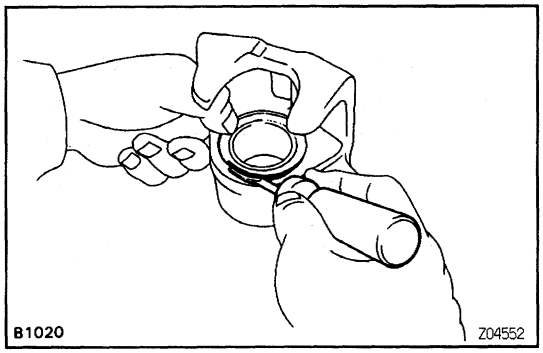
2. REMOVE CALIPER

Remove the 2 sliding pins and caliper.



3. REMOVE 2 PADS

(SEE PAGE BR–38)

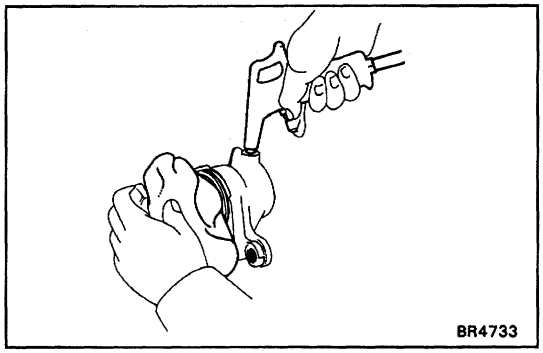


BR0G1–01

CALIPER DISASSEMBLY

1. REMOVE CYLINDER BOOT

Using a screwdriver, remove the cylinder boot from the caliper.

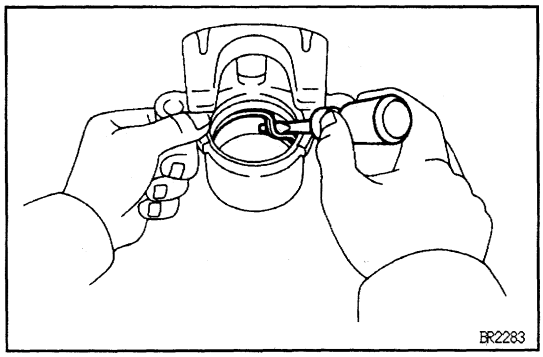


2. REMOVE PISTON

(a) Place a piece of cloth or similar article between the piston and the caliper.

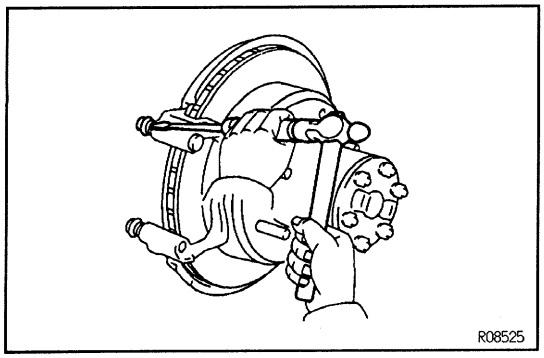
(b) Use compressed air to remove the piston from the caliper.

CAUTION: Do not place your fingers in front of the piston when using compressed air.



3. REMOVE PISTON SEAL

Using a screwdriver, remove the piston seal from the caliper.



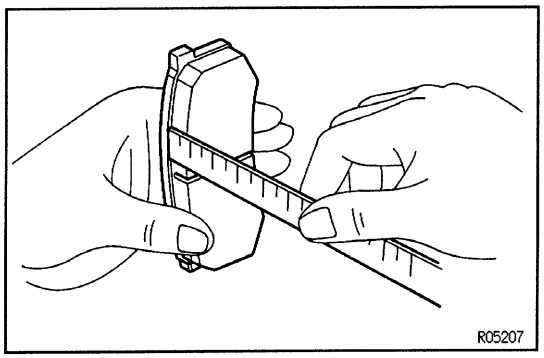
4. REMOVE PIN BOOT AND SLIDING BUSHING

Using a screwdriver and hammer, tap out pin boot and sliding bushing.

HINT: Tape the screwdriver tip before use.

REAR DISC BRAKE COMPONENTS INSPECTION AND REPAIR

BR024–02



1. MEASURE PAD LINING THICKNESS

Using a ruler, measure the pad lining thickness.

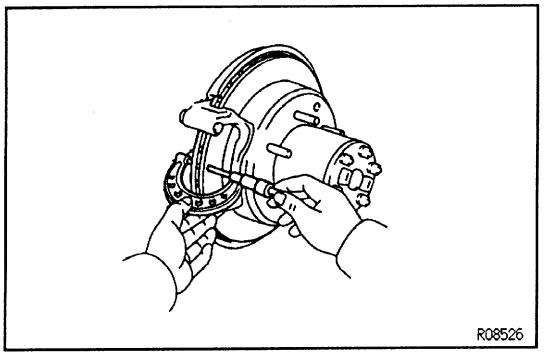
Standard thickness:

10.0 mm (0.394 in.)

Minimum thickness:

1.0 mm (0.039 in.)

Replace the pad if the pad's thickness is at the minimum thickness or less, or if the pad has severely uneven wear.



2. MEASURE DISC THICKNESS

Using a micrometer, measure the disc thickness.

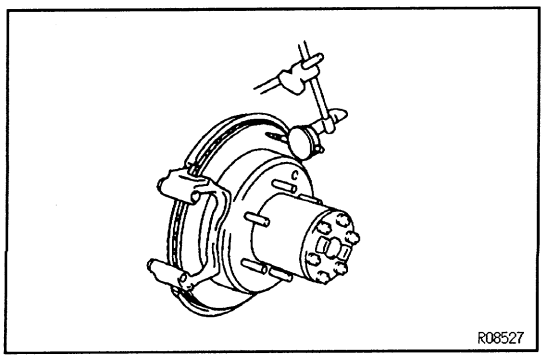
Standard thickness:

18.0 mm (0.630 in.)

Minimum thickness:

16.0 mm (0.709 in.)

Replace the disc if the thickness of the disc is at the minimum thickness or less. Replace the disc or grind it on a lathe if it is scored or is worn unevenly.



3. MEASURE DISC RUNOUT

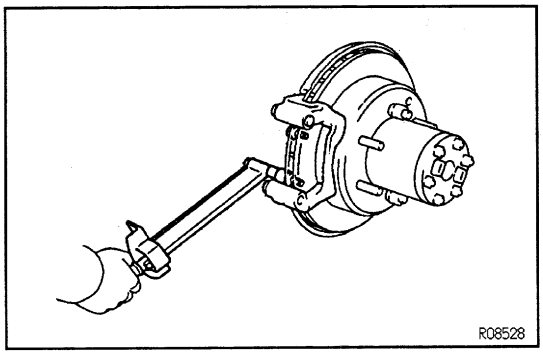
Measure the disc runout at 10 mm (0.39 in.) from the outer edge of the disc.

Maximum disc runout:

0.15 mm (0.0059 in.)

If the runout is greater than the maximum, replace the disc.

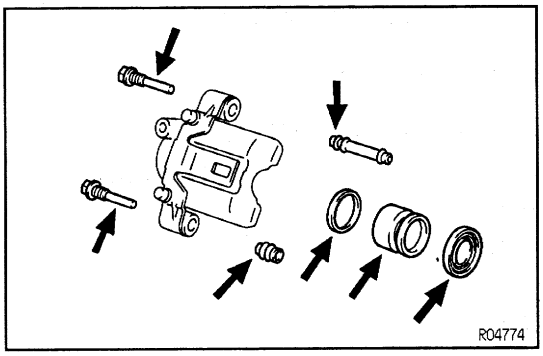
HINT: Before measuring the runout, confirm that the hub bearing play is within specification.



4. IF NECESSARY, REPLACE DISC

(a) Remove the torque plate.
(b) Remove the hub nuts of the temporarily installed disc and pull off the disc.
(c) Install a new disc and loosely install the hub nuts.
(d) Install the torque plate and tighten the mounting bolts.

Torque: 103 N–m (1,050 kgf–cm, 76 ft–lbf)

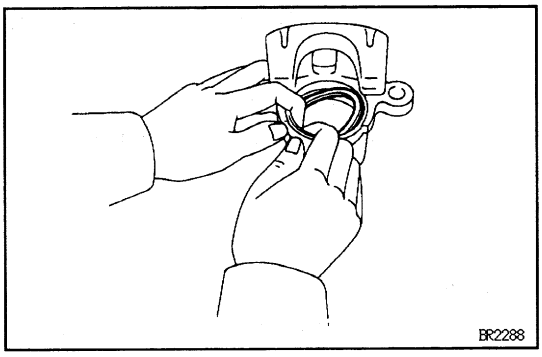


BR0G2–02

CALIPER ASSEMBLY

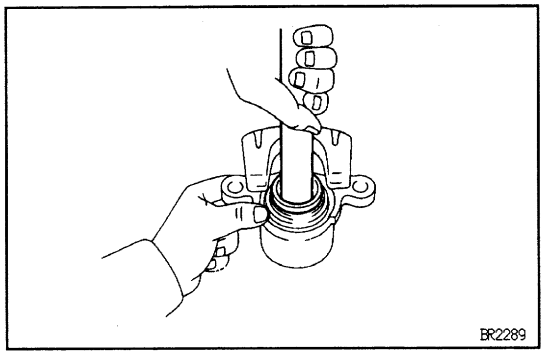
1. APPLY LITHIUM SOAP BASE GLYCOL GREASE TO PARTS INDICATED WITH ARROWS

(a) Sliding bushing, hole plug and dust boot
(b) Piston, piston seal and cylinder boot
(c) Sliding pins

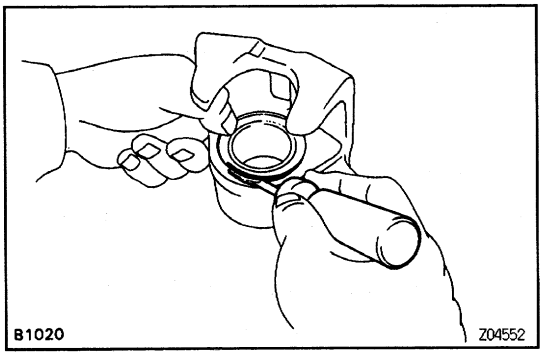


2. INSTALL PISTON SEAL AND PISTON IN CALIPER

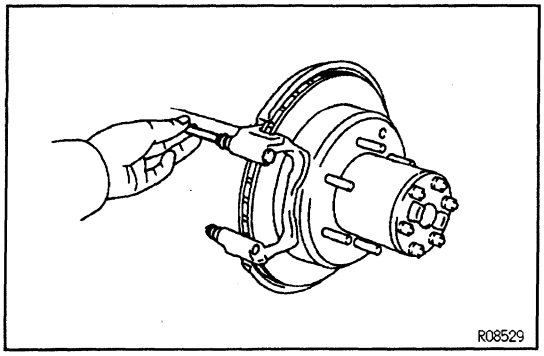
(a) Install the piston seal into the caliper.



(b) Install the piston into the caliper.



3. INSTALL CYLINDER BOOT AND SET RING IN CALIPER



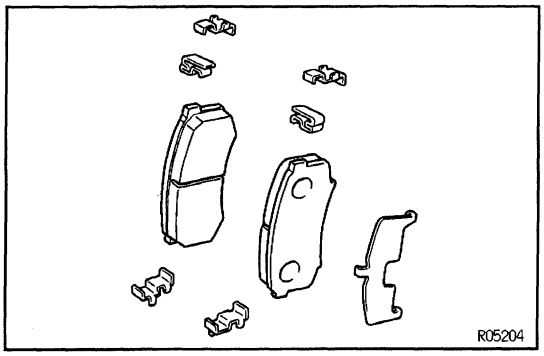
4. INSTALL DUST BOOT AND SLIDING BUSHING

(a) Install the dust boot into the sliding sub pin side.

(b) Using a plastic bar, install the cylinder sliding bushing into the sliding main pin side.

BROG3–02

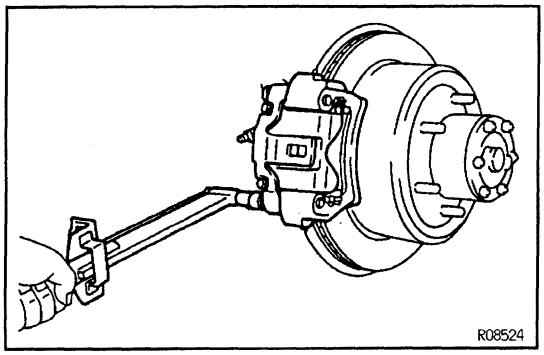
CALIPER INSTALLATION



1. INSTALL PADS

Install 2 pads with the pad wear indicator plates facing upward.

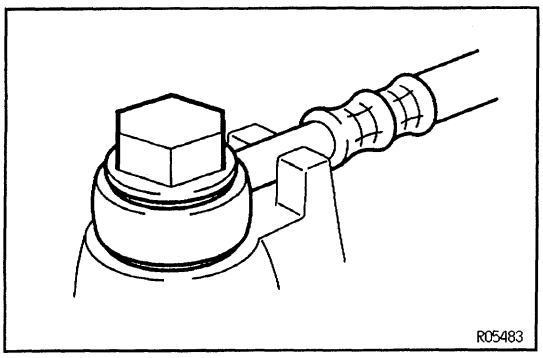
NOTICE: There should be no oil or grease adhering to the friction surfaces of the pads or the disc.



2. INSTALL CALIPER

Install the brake caliper and torque the installation bolt.

Torque: 88 N–m (900 kgf–cm, 65 ft–lbf)



3. CONNECT FLEXIBLE HOSE

Install the flexible hose on the brake caliper with 2 new gaskets.

Torque: 30 N–m (310 kgf–cm, 22 ft–lbf)

HINT: Insert the flexible hose lock securely in the lock hole in the brake caliper.

4. FILL BRAKE RESERVOIR WITH BRAKE FLUID AND BLEED BRAKE SYSTEM

(SEE PAGE BR–8)

5. CHECK FOR LEAKS