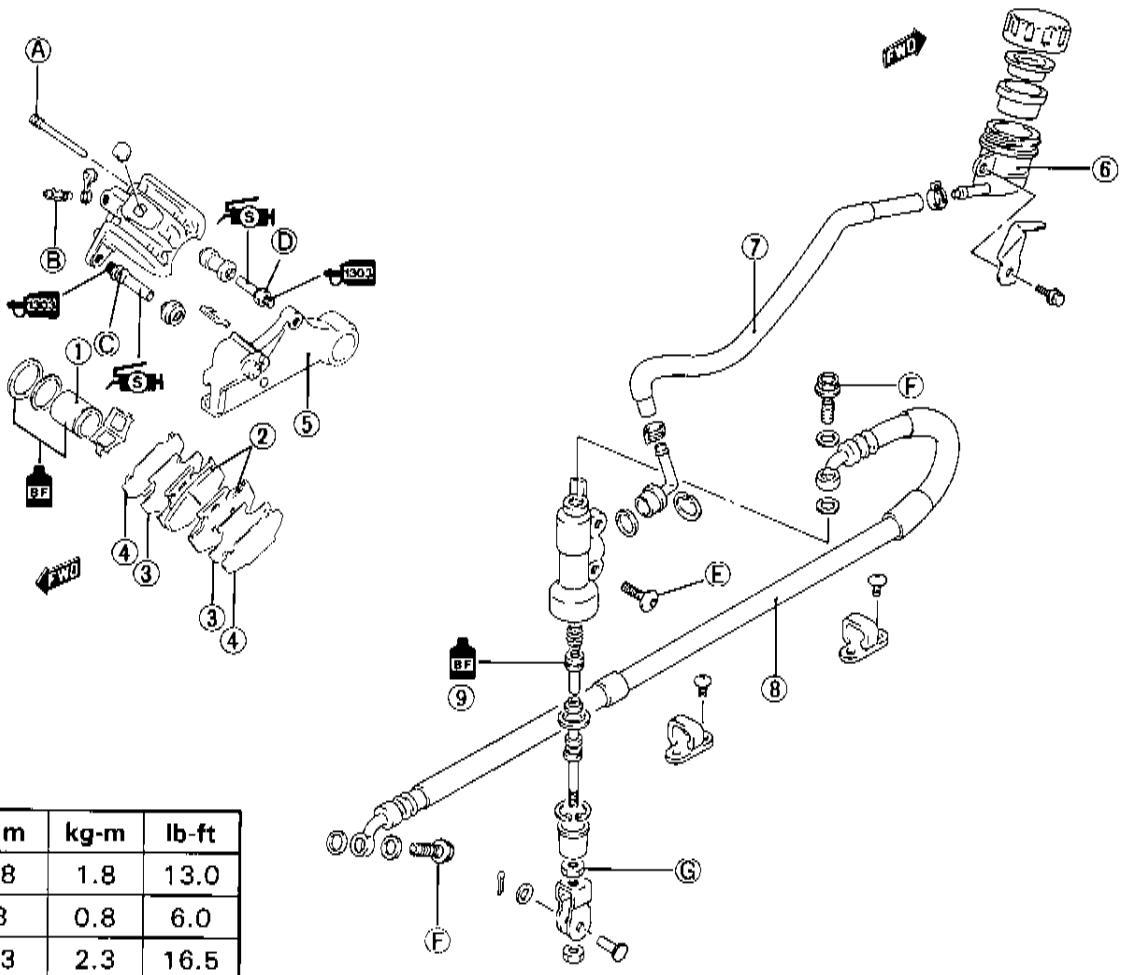
REAR BRAKE



ITEM	N·m	kg-m	lb-ft
Ⓐ	18	1.8	13.0
Ⓑ	8	0.8	6.0
Ⓒ	23	2.3	16.5
Ⓓ	13	1.3	9.5
Ⓔ	10	1.0	7.0
Ⓕ	23	2.3	16.5
Ⓖ	18	1.8	13.0

① Piston
② Pad
③ Insulator
④ Shim
⑤ Caliper holder
⑥ Reservoir tank
⑦ Reservoir tank hose
⑧ Brake hose
⑨ Piston/cup set

⚠ WARNING

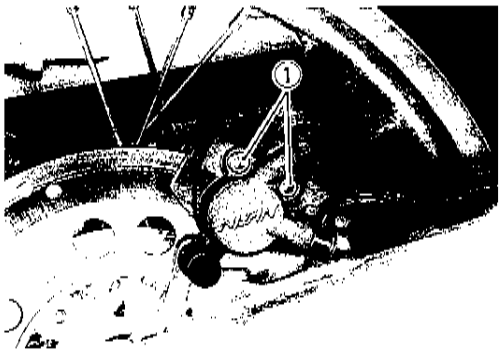
* This brake system is filled with a ethylene glycol-based DOT 4 brake fluid. Do not use or mix different types of fluid such as silicone-based or petroleum-based.
* Do not use any brake fluid taken from old, used or unsealed containers. Never reuse brake fluid left over from the last servicing or stored for long periods.
* When storing the brake fluid, seal the container completely and keep away from children.
* When replenishing brake fluid, take care not to get dust into fluid.
* When washing brake components, use fresh brake fluid. Never use cleaning solvent.
* A contaminated brake disc or brake pad reduces braking performance. Discard contaminated pads and clean the disc with high quality brake cleaner or neutral detergent.

⚠ CAUTION

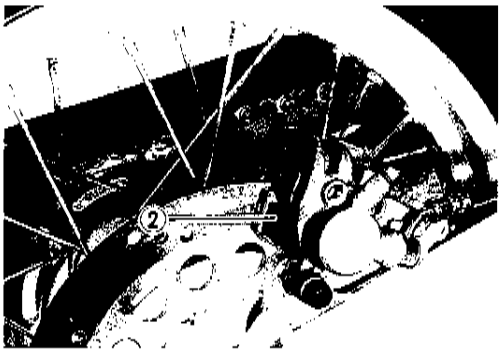
Handle brake fluid with care: the fluid reacts chemically with paint, plastics, rubber materials etc.

BRAKE PAD REPLACEMENT

- Remove the brake pad mounting pins ①.
- Remove the inside pad first.



- Slide the caliper housing to outside then remove the pad ②.



⚠ CAUTION

*** Do not operate the brake pedal while dismounting the pads.**
*** Replace the brake pad as a set, otherwise braking performance will be adversely affected.**

- Install the new pads correclty.
- Tighten the pad mounting pin ① to the specified torque.

Pad mounting pin: 18 N·m (1.8 kg-m, 13.0 lb-ft)

NOTE:
After replacing the brake pads, pump with brake pedal few times to operate the brake correctly and then check the brake fluid level.

BRAKE FLUID REPLACEMENT

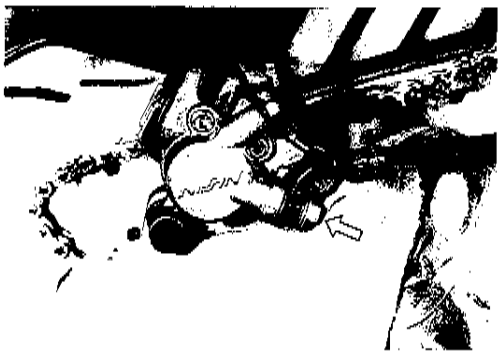
- Remove the reservoir tank mounting bolt.
- Replace brake fluid in the same manner of the front brake. (Refer to page 5-7.)

Specification and classification: DOT 4

⚠ CAUTION

Bleed air in the brake fluid circuit. (Refer to page 2-11.)

CALIPER REMOVAL AND DISASSEMBLY



- Remove the rear wheel. (Refer to page 5-27.)
- Place a rag underneath the union bolt on the brake caliper to catch any spilled drops of brake fluid.
- Remove the union bolt and catch brake fluid in a suitable receptacle.

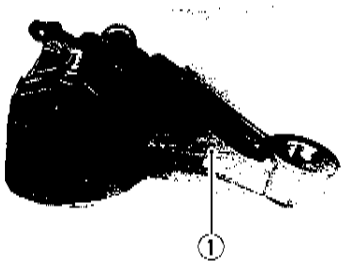
⚠ CAUTION

Never reuse the brake fluid left over from previous servicing and stored for long periods.

⚠ WARNING

Brake fluid, if it leaks, will interfere with safe running and discolor painted surfaces. Check the brake hose and hose joints for cracks and fluid leakage.

- Remove the caliper with caliper holder.
- Remove the caliper holder ①.
- Remove the pads. (Refer to page 5-34.)



- Place a rag over the piston to prevent popping up. Force out the piston with an air gun.

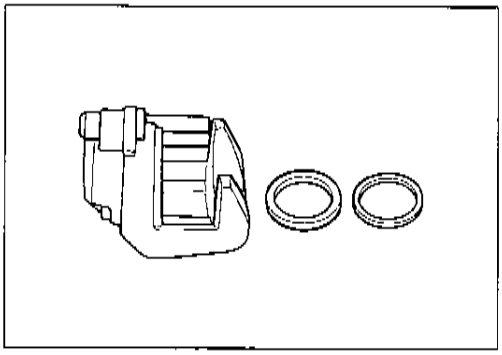
⚠ CAUTION

Do not use high pressure air to prevent piston damage.

- Remove the dust seal and piston seal.

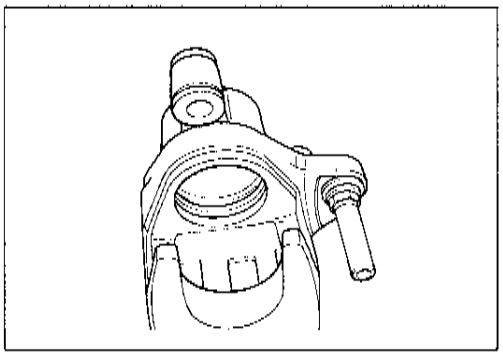
⚠ CAUTION

Do not reuse the removed seals to prevent fluid leakage.



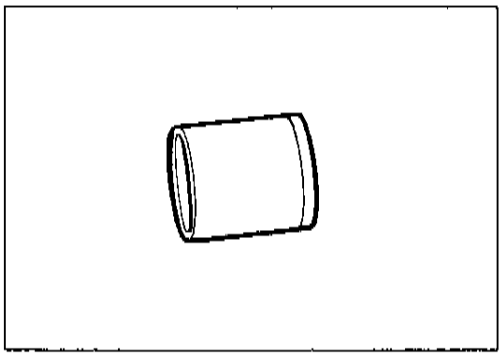
CALIPER AND DISC INSPECTION

Inspect the caliper cylinder bore wall for nicks, scratches or other damage.



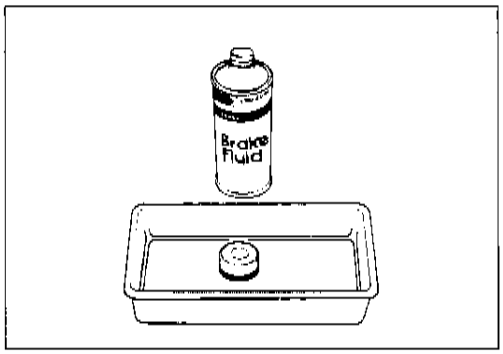
Inspect the pistons for damage and wear.

DISC ..... Refer to page 5-10.



CALIPER REASSEMBLY AND REMOUNTING

Reassemble and remount the caliper in the reverse order of removal and disassembly. Pay attention to the following points:



⚠ CAUTION

*** Wash the caliper components with fresh brake fluid before reassembly. Never use cleaning solvent or gasoline to wash them.**
*** Apply brake fluid to the caliper bore and piston to be inserted into the bore.**

BF Specification and classification: DOT 4

- Tighten the brake hose union bolt to the specified torque.

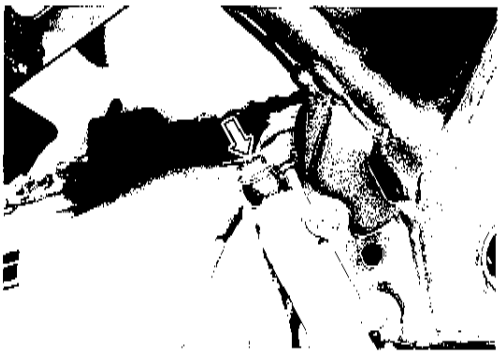
Brake hose union bolt: 23 N·m (2.3 kg-m, 16.5 lb-ft)

⚠ CAUTION

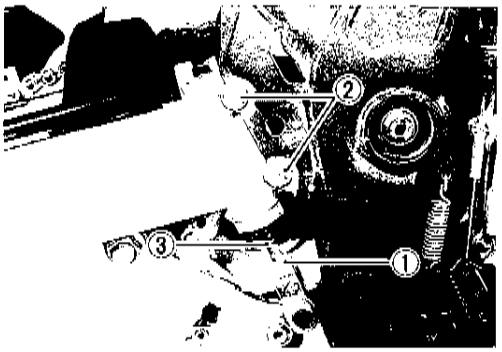
Bleed air from the system after reassembling the caliper. (Refer to page 2-11.)

MASTER CYLINDER REMOVAL AND DISASSEMBLY

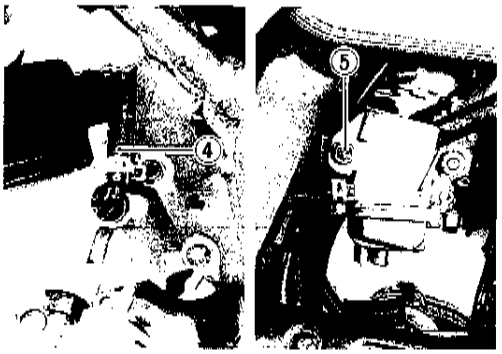
- Place a cloth underneath the union bolt on the master cylinder to catch spilled drops of brake fluid.



- Loosen the rear brake rod lock nut ①.
- Remove the master cylinder mounting bolts ②.
- Disconnect the brake rod by rotating brake rod ③.



- Disconnect the brake hose ④.
- Remove the reservoir tank by removing the mounting bolt ⑤.



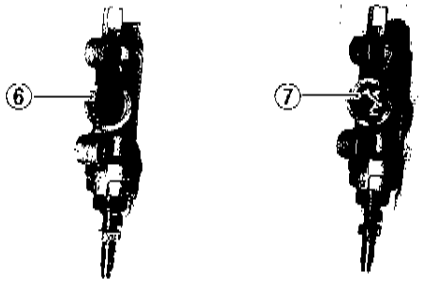
- Remove the connector by removing the circlip ⑥.

TOOL **09900-06108: Snap ring pliers**

- Remove the O-ring ⑦.

⚠ CAUTION

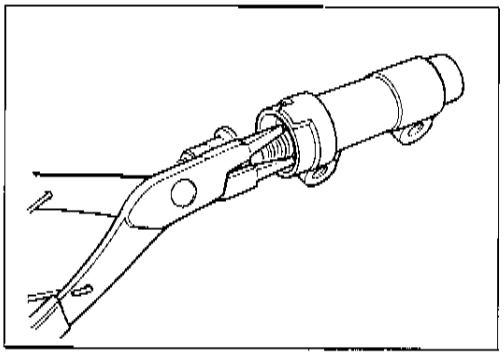
The removed O-ring should be replaced with a new one.



- Remove the dust boot.
- Remove the circlip with the special tool.

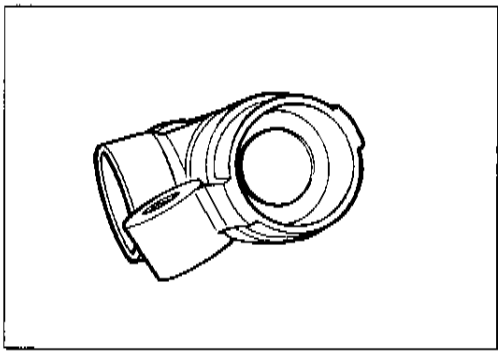
TOOL **09900-06108: Snap ring pliers**

- Remove the rod, piston, primary cup and spring.

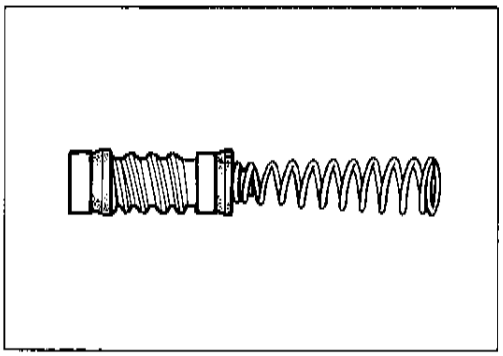


MASTER CYLINDER INSPECTION

Inspect the cylinder bore wall for any scratches or other damage.

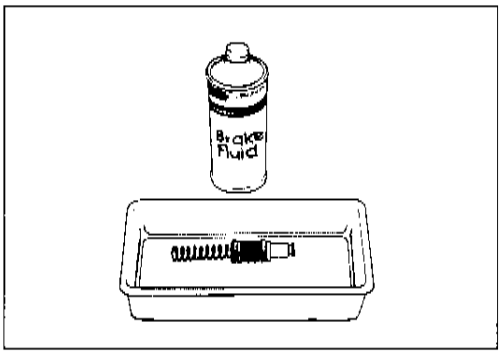


Inspect the piston surface for scratches or other damage.
Inspect the primary cup for damage.



MASTER CYLINDER REASSEMBLY AND REMOUNTING

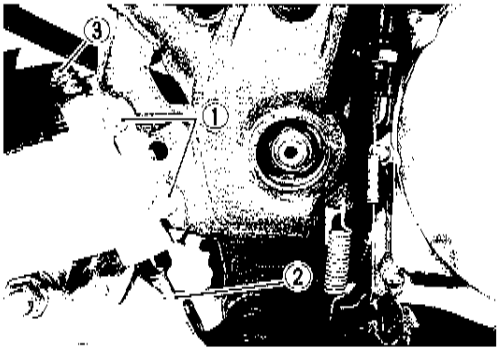
Reassemble and remount the master cylinder in the reverse order of removal and disassembly. Pay attention to the following points:



⚠ CAUTION

*** Wash the master cylinder components with fresh brake fluid before reassembly. Never use cleaning solvent or gasoline to wash them.**
*** Apply brake fluid to the cylinder bore and all the internals to be inserted into the bore.**

Specification and classification: DOT 4



MASTER CYLINDER

- Tighten the bolts and nut to the specified torque.

Master cylinder
mounting bolt ① : 10 N·m (1.0 kg-m, 7.0 lb-ft)

Master cylinder
rod lock nut ② : 18 N·m (1.8 kg-m, 13.0 lb-ft)

Brake hose
Union bolt ③ : 23 N·m (2.3 kg-m, 16.5 lb-ft)

⚠ CAUTION

*** Bleed air from the system after reassembling master cylinder. (Refer to page 2-11.)**
*** Adjust the brake pedal height. (Refer to page 2-11.)**