

15. HYDRAULIC BRAKE

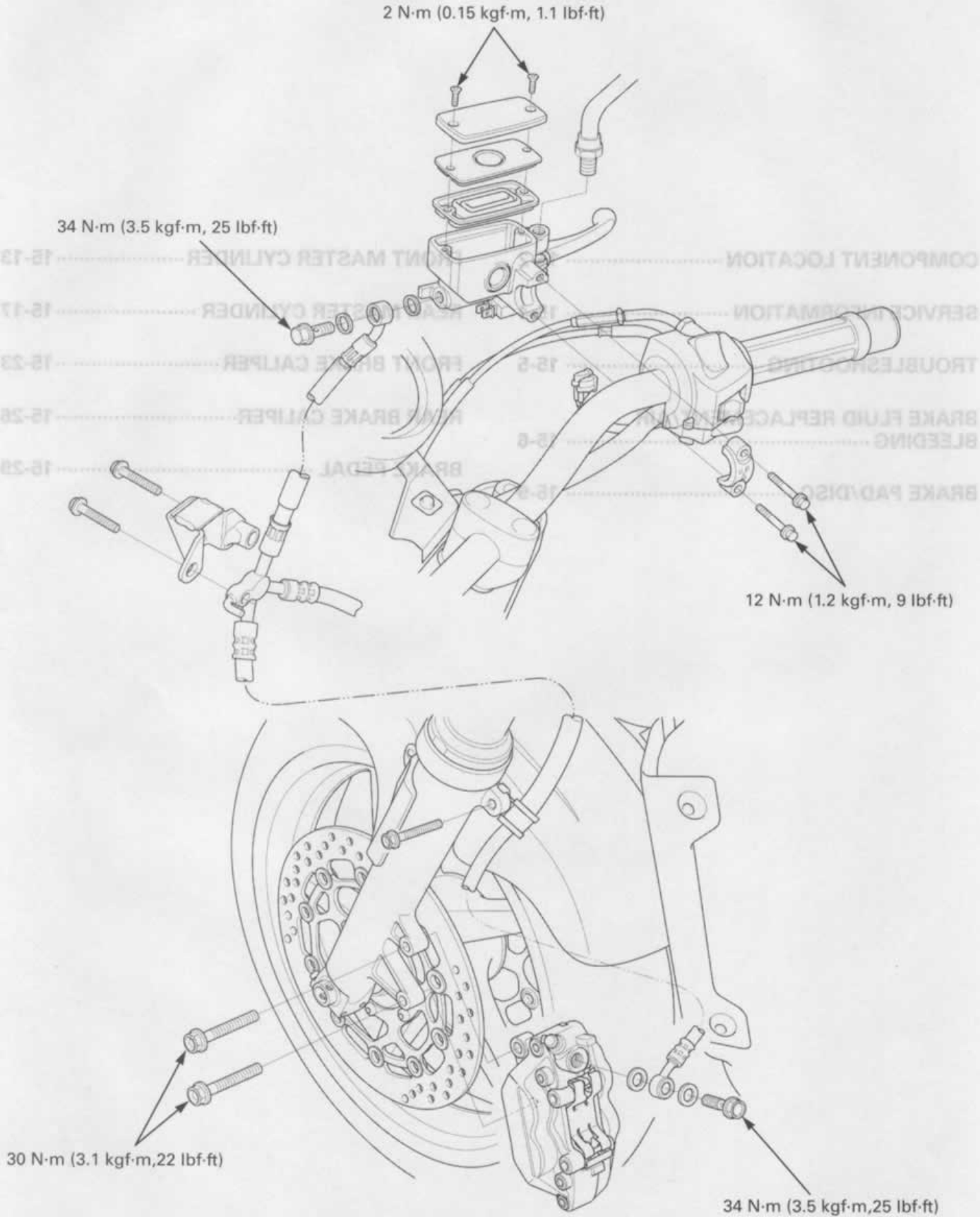
COMPONENT LOCATION

FIGURE 15-1

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COMPONENT LOCATION

FRONT:



SERVICE INFORMATION

SPECIFICATIONS

34 N·m (3.5 kgf·m,
25 lbf·ft)

34 N·m (3.5 kgf·m, 25 lbf·ft)

12 N·m (1.2 kgf·m, 9 lbf·ft)

9 N·m (0.9 kgf·m,
6.5 lbf·ft)

18 N·m (1.8 kgf·m, 13 lbf·ft)

23 N·m (2.3 kgf·m, 17 lbf·ft)

SERVICE INFORMATION

GENERAL

⚠ CAUTION

Frequent inhalation of brake pad dust, regardless of material composition could be hazardous to your health.

- Avoid breathing dust particles.
- Never use an air hose or brush to clean brake assemblies. Use and OSHA-approved vacuum cleaner.

NOTICE

Spilled brake fluid will severely damage instrument lenses and painted surfaces. It is also harmful to some rubber parts. Be careful whenever you remove the reservoir cap; make sure the front reservoir is horizontal first.

- A contaminated brake disc or pad reduces stopping power. Discard contaminated pads and clean a contaminated disc with a high quality brake degreasing agent.
- Check the brake system by applying the brake lever or pedal after the air bleeding.
- Never allow contaminants (dirt, water, etc.) to get into an open reservoir.
- Once the hydraulic system has been opened, or if the brake feels spongy, the system must be bled.
- Always use fresh DOT 4 brake fluid from a sealed container when servicing the system. Do not mix different types of fluid they may not be compatible.
- Always check brake operation before riding the motorcycle.

SPECIFICATIONS

Unit: mm (in)

ITEM		STANDARD	SERVICE LIMIT
Front	Specified brake fluid	Honda DOT 4 brake fluid	—
	Brake disc thickness	4.5 (0.18)	3.5 (0.14)
	Brake disc runout	—	0.20 (0.008)
	Master cylinder I.D.	14.0 (0.55)	—
	Caliper cylinder I.D.	30.2 (1.19)	—
Rear	Specified brake fluid	Honda DOT 4 brake fluid	—
	Brake disk thickness	6.0 (0.24)	5.0 (0.20)
	Brake disc runout	—	0.30 (0.012)
	Master cylinder I.D.	14.0 (0.55)	—
	Caliper cylinder I.D.	38.1 (1.50)	—

TOEQUE VALUES

Front brake caliper mounting bolt	30 N·m (3.1 kgf·m, 22 lbf·ft)
Brake lever pivot bolt	1 N·m (0.1 kgf·m, 0.7 lbf·ft)
Brake lever pivot nut	6 N·m (0.6 kgf·m, 4.3 lbf·ft)
Front master cylinder reservoir cap screw	2 N·m (0.15 kgf·m, 1.1 lbf·ft)
Front brake light switch screw	1 N·m (0.1 kgf·m, 0.7 lbf·ft)
Brake hose oil bolt	34 N·m (3.5 kgf·m, 25 lbf·ft)
Pad pin	18 N·m (1.8 kgf·m, 13 lbf·ft)
Brake caliper bleeder valve	6 N·m (0.6 kgf·m, 4.3 lbf·ft)
Rear master cylinder push rod joint nut	18 N·m (1.8 kgf·m, 13 lbf·ft)
Front master cylinder holder bolt	12 N·m (1.2 kgf·m, 9 lbf·ft)
Front brake caliper assembly torx bolt	23 N·m (2.3 kgf·m, 17 lbf·ft)
Rear brake hose clamp bolt (swingarm)	12 N·m (1.2 kgf·m, 9 lbf·ft)
Rear brake hose clamp bolt (caliper bracket)	9 N·m (0.9 kgf·m, 6.5 lbf·ft)
Rear brake caliper bolt	23 N·m (2.3 kgf·m, 17 lbf·ft)
Rear brake caliper pin bolt	27 N·m (2.8 kgf·m, 20 lbf·ft)
Drive footpeg bracket socket bolt	32 N·m (3.3 kgf·m, 24 lbf·ft)

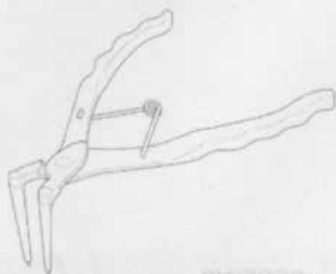
ALOC bolt

Apply a locking agent to the threads

Apply a locking agent to the threads

TOOLS

Snap ring pliers
07914-SA50001



TROUBLESHOOTING

Brake lever/pedal soft or spongy

- Air in hydraulic system
- Leaking hydraulic system
- Contaminated brake pad/disc
- Worn caliper piston seal
- Worn master cylinder piston cups
- Worn brake pad/disc
- Contaminated caliper
- Caliper not sliding properly (rear)
- Low brake fluid level
- Clogged fluid passage
- Warped/deformed brake disc
- Sticking/worn caliper piston
- Sticking/worn master cylinder piston
- Contaminated master cylinder
- Bent brake lever/pedal

Brake lever/pedal hard

- Clogged/restricted brake system
- Sticking/worn caliper piston
- Caliper not sliding properly (rear)
- Clogged/restricted fluid passage
- Worn caliper piston seal
- Sticking/worn master cylinder piston
- Bent brake lever/pedal

Brake drags

- Contaminated brake pad/disc
- Misaligned wheel
- Clogged/restricted brake hose joint
- Warped/deformed brake disc
- Caliper not sliding properly (rear)
- Clogged/restricted brake hydraulic system
- Sticking/worn caliper piston
- Clogged master cylinder port

BRAKE FLUID REPLACEMENT/AIR BLEEDING

NOTICE

- Do not allow foreign material to enter the system when filling the reservoir.
- Avoid spilling fluid on painted, plastic or rubber parts. Place a rag over these parts whenever the system is serviced.

BRAKE FLUID DRAINING

FRONT:

Support the motorcycle securely using a hoist or equivalent.
Turn the handlebar until the reservoir is parallel to the ground, before removing the reservoir cap.
Remove the screw, reservoir cap, seal plate and the piston.

Connect a bleed hose to the caliper bleed valve.

Loosen the bleed valve and pump the brake lever.
Stop pumping the lever or pedal when no more fluid flows out of the bleed valve.

BRAKE FLUID REPLACEMENT/AIR BLEEDING

NOTICE

- Do not allow foreign material to enter the system when filling the reservoir.
- Avoid spilling fluid on painted, plastic, or rubber parts. Place a rag over these parts whenever the system is serviced.

BRAKE FLUID DRAINING

FRONT:

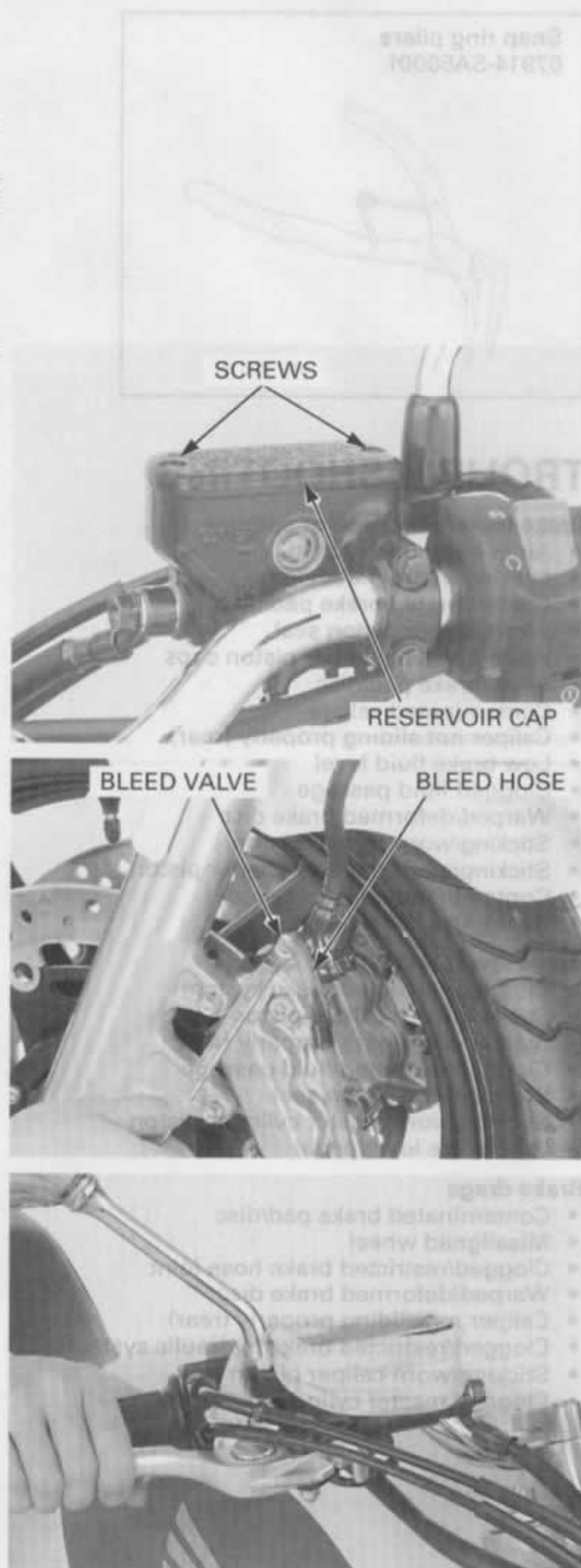
Support the motorcycle securely using a hoist or equivalent.

Turn the handlebar until the reservoir is parallel to the ground, before removing the reservoir cap.

Remove the screws, reservoir cap, set plate and diaphragm.

Connect a bleed hose to the caliper bleed valve.

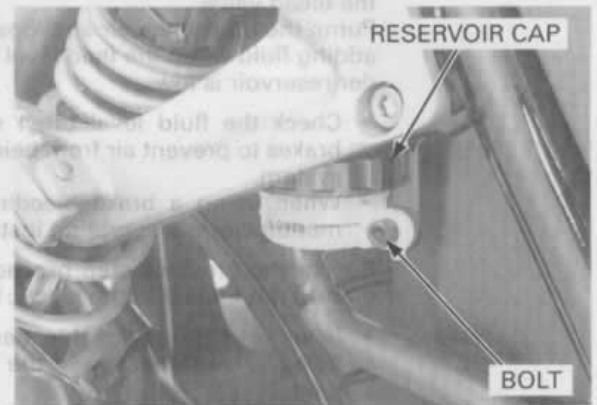
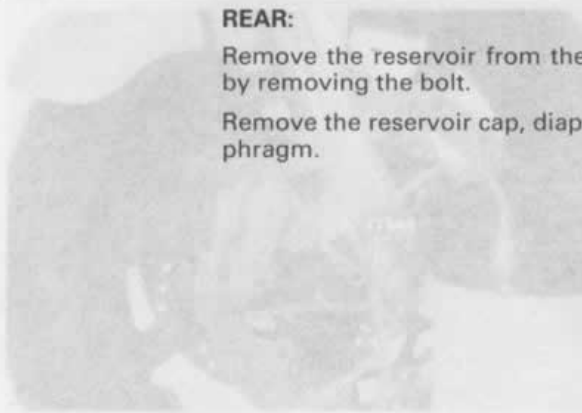
Loosen the bleed valve and pump the brake lever. Stop pumping the lever or pedal when no more fluid flows out of the bleed valve.



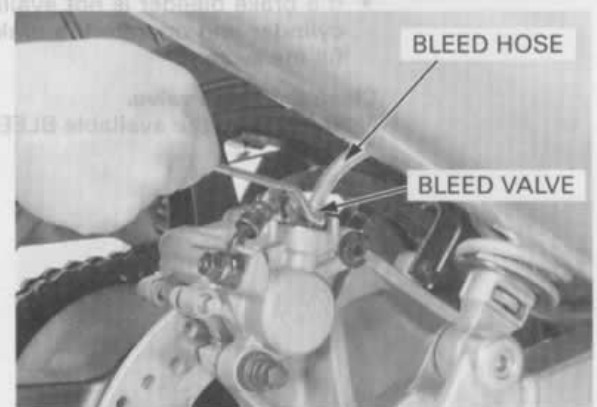
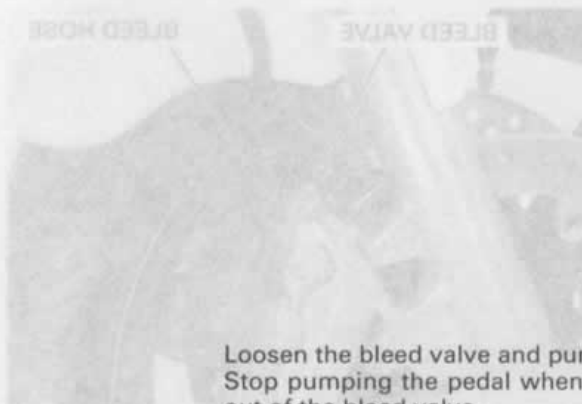
REAR:

Remove the reservoir from the air cleaner housing by removing the bolt.

Remove the reservoir cap, diaphragm plate and diaphragm.



Connect a bleed hose to the caliper bleed valve.



Loosen the bleed valve and pump the brake pedal. Stop pumping the pedal when no more fluid flows out of the bleed valve.

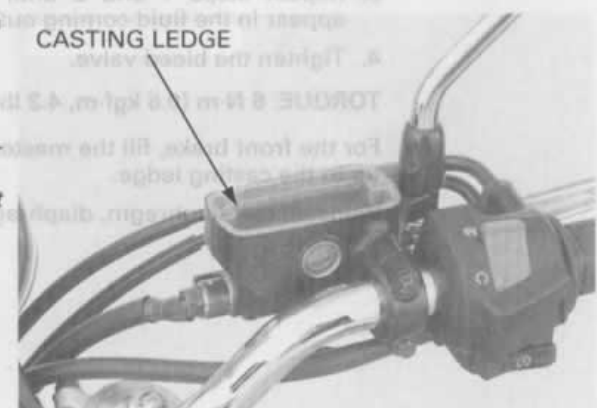
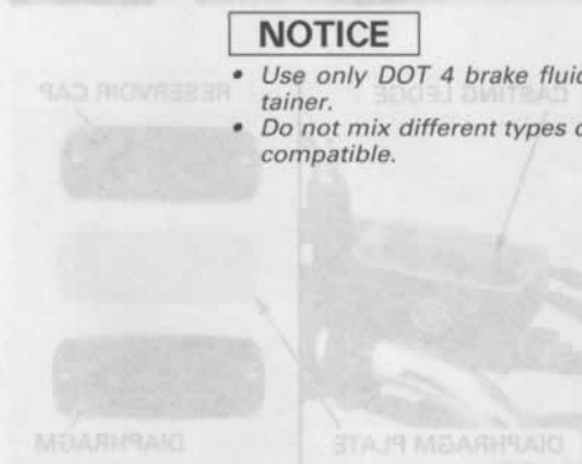


BRAKE FLUID FILLING

Fill the reservoir with DOT 4 brake fluid from a sealed container.

NOTICE

- Use only DOT 4 brake fluid from a sealed container.
- Do not mix different types of fluid. There are not compatible.



Connect a commercially available brake bleeder to the bleed valve.

Pump the brake bleeder and loosen the bleed valve, adding fluid when the fluid level in the master cylinder reservoir is low.

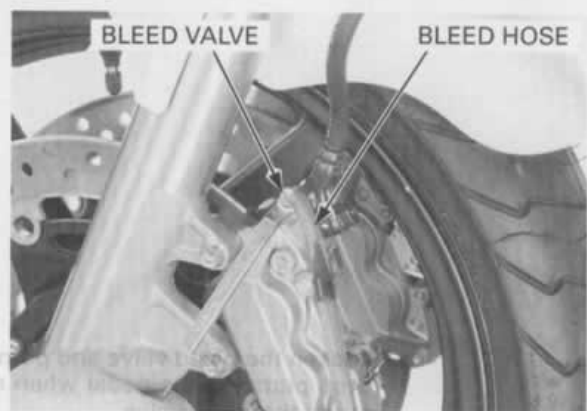
- Check the fluid level often while bleeding the brakes to prevent air from being pumped into the system.
- When using a brake bleeding tool, follow the manufacturer's operating instructions.

Repeat the previous step procedures until air bubbles do not appear in the plastic hose.

- If air is entering the bleeder from around the bleed valve threads, seal the threads with teflon tape.
- If a brake bleeder is not available, fill the master cylinder and operate the brake lever or pedal to fill the system.

Close the bleed valve.

Next, perform the available BLEEDING procedure.

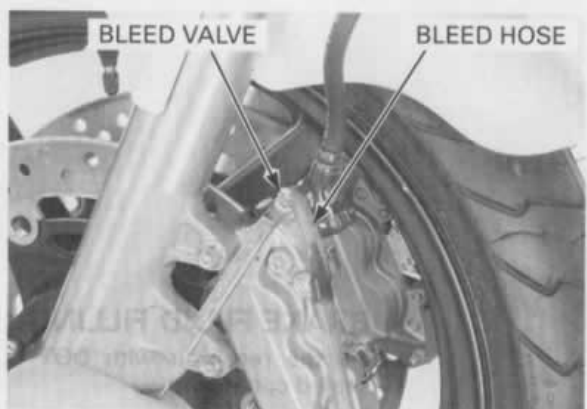


AIR BLEEDING

Connect a clear bleed hose to the bleed valve. Pump up the system pressure with the lever or pedal until there are no air bubbles in the fluid flowing out of the master cylinder and lever or pedal resistance is felt.

Do not release the brake lever or pedal until the bleed valve has been closed.

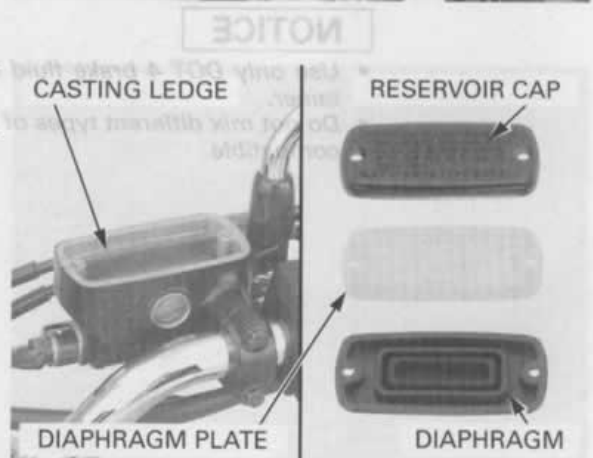
1. Squeeze the brake lever or push the brake pedal, open the bleed valve 1/2 turn and then close the valve.
2. Release the brake lever or pedal until the bleed valve has been closed.
3. Repeat steps 1 and 2 until bubbles cease to appear in the fluid coming out of the bleed valve.
4. Tighten the bleed valve.



TORQUE: 6 N·m (0.6 kgf·m, 4.3 lbf·ft)

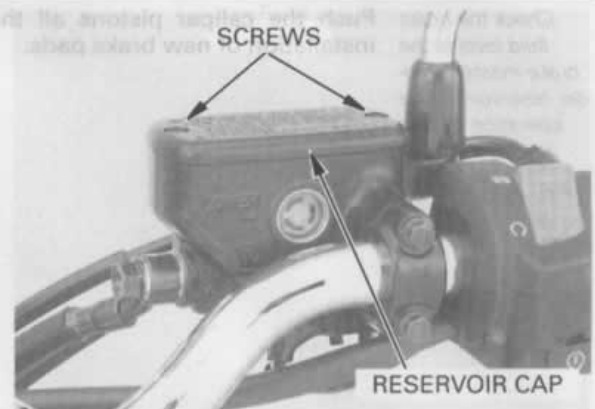
For the front brake, fill the master cylinder reservoir up to the casting ledge.

Reinstall the diaphragm, diaphragm plate and reservoir cap.



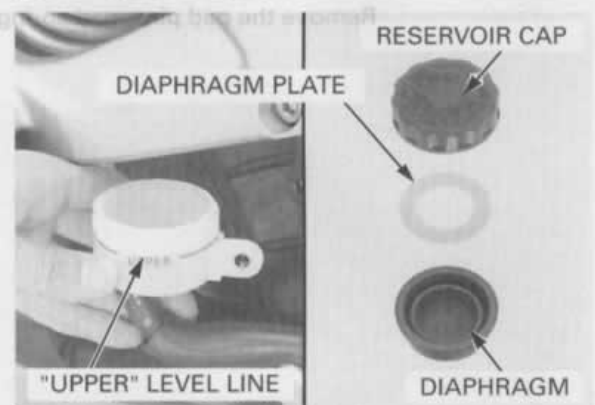
Install and tighten the reservoir cap screws to the specified torque.

TORQUE: 2 N·m (0.15 kgf-m, 1.1 lbf-ft)



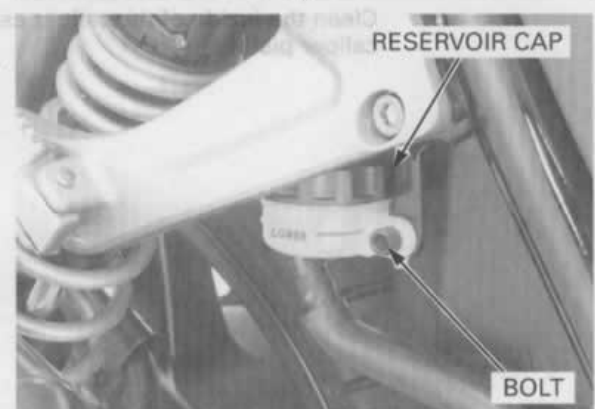
For the rear brake, fill the reservoir tank up to the "UPPER" level line.

Reinstall the diaphragm, diaphragm plate and reservoir cap.



Tighten the reservoir cap securely.

Install the brake reservoir onto the air cleaner housing and tighten the bolt.

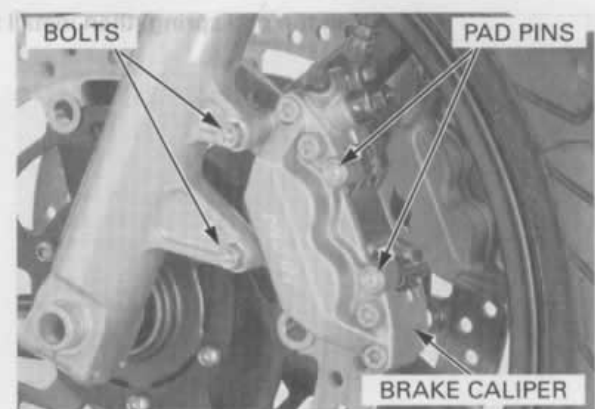


BRAKE PAD/DISC

Always replace the brake pads in pairs to assure even disc pressure.

FRONT BRAKE PAD REPLACEMENT

Loosen the pad pins.
Remove the bolts and brake caliper.



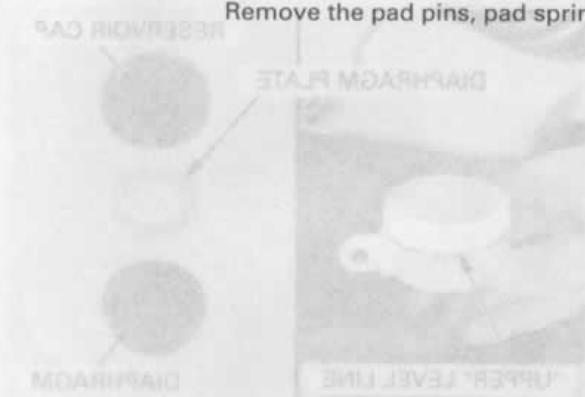
HYDRAULIC BRAKE

Check the brake fluid level in the brake master cylinder reservoir as this operation causes the level to rise.

Push the caliper pistons all the way in to allow installation of new brake pads.



Remove the pad pins, pad spring and brake pads.

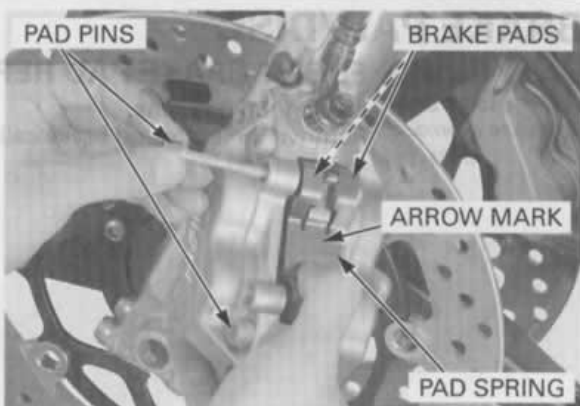
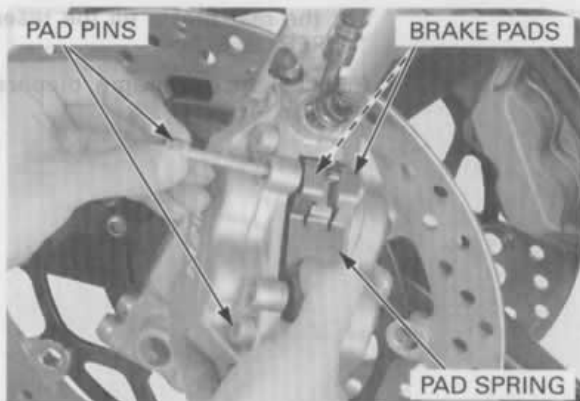
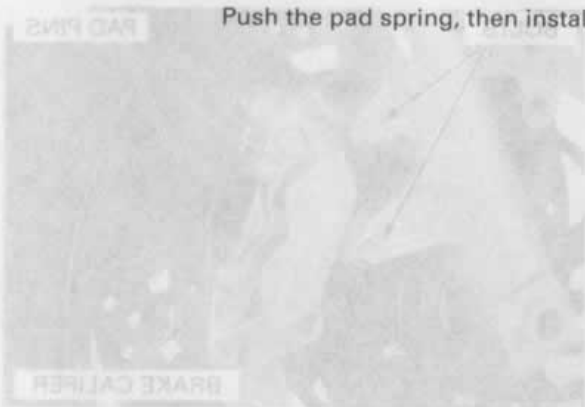


Clean the inside of the caliper especially around the caliper pistons.



Install the new brake pads.
Install the pad spring with its arrow mark facing up as shown.

Push the pad spring, then install the pad pin.



Be careful not to damage the pads.

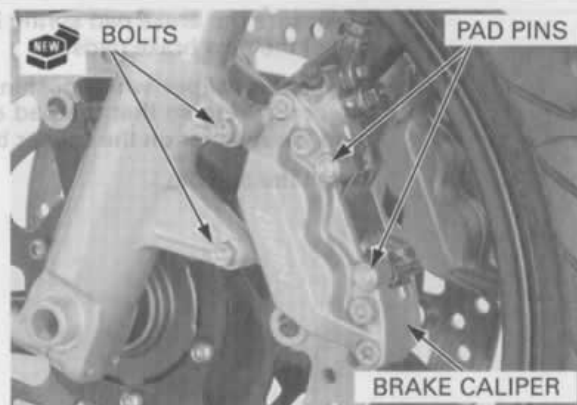
Install the brake caliper to the fork leg so that the disc is positioned between the pads.

Install and tighten the new brake caliper mounting bolts.

TORQUE: 30 N·m (3.1 kgf·m, 22 lbf·ft)

Tighten the pad pins.

TORQUE: 18 N·m (1.8 kgf·m, 13 lbf·ft)



Always replace the brake pads in pairs to assure even disc pressure.

REAR BRAKE PAD REPLACEMENT

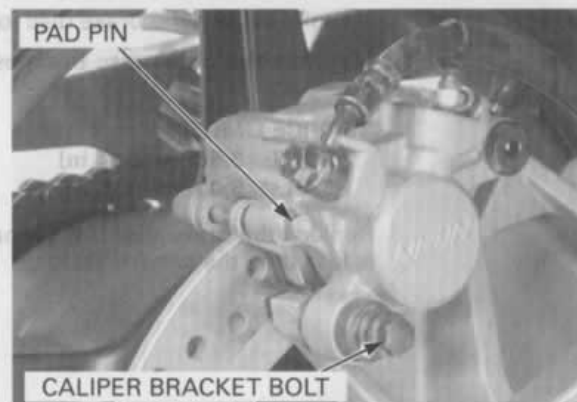
Check the brake fluid level in the brake master cylinder reservoir as this operation causes the level to rise.

Push the caliper pistons all the way in by pushing the caliper body inward to allow installation of new brake pads.



Loosen the pad pin.

Remove the caliper bracket bolt.



Pivot the caliper up.

Remove the pad pin and brake pads.

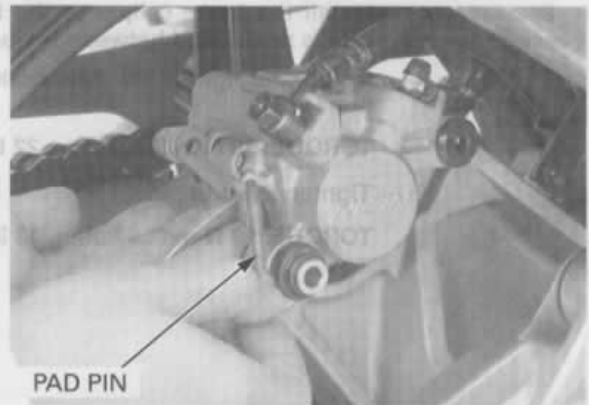


HYDRAULIC BRAKE

Make sure the brake pad spring is in place.
Install the new brake pads.

Lower the caliper while pushing the pads against the pad spring so that the pad ends are positioned onto the retainer on the caliper bracket.

Install the pad pin.

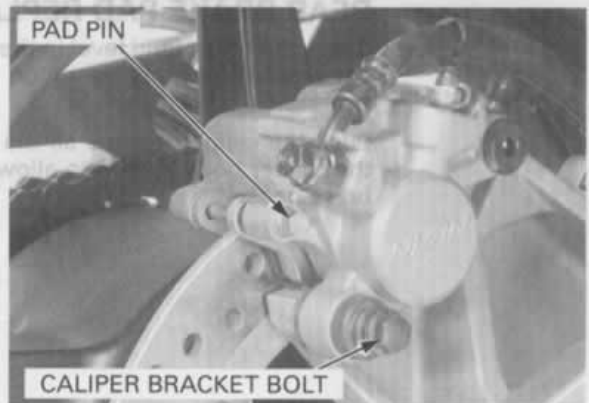


Install and tighten the caliper bracket bolt.

TORQUE: 23 N·m (2.3 kgf·m, 17 lbf·ft)

Tighten the pad pin.

TORQUE: 18 N·m (1.8 kgf·m, 13 lbf·ft)



BRAKE DISC INSPECTION

Visually inspect the brake disc for damage or crack.

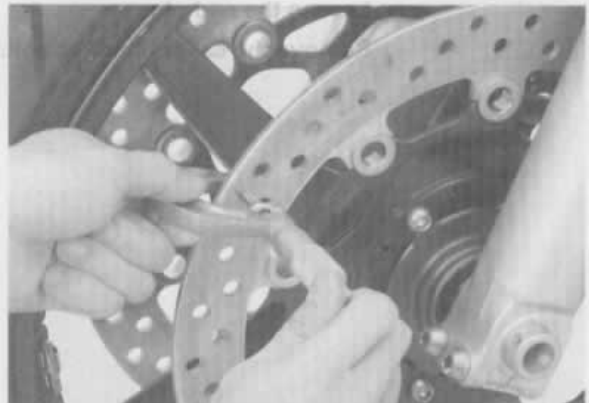
Measure the brake disc thickness with a micrometer.

SERVICE LIMITS:

FRONT: 3.5 mm (0.14 in)

REAR: 5.0 mm (0.20 in)

Replace the brake disc if the smallest measurement is less than the service limit.



Measure the brake disc warpage with a dial indicator.

SERVICE LIMITS:

FRONT: 0.20 mm (0.008 in)

REAR: 0.30 mm (0.012 in)

Check the wheel bearings for excessive play, if the warpage exceeds the service limit.

Replace the brake disc if the wheel bearings are normal.



FRONT MASTER CYLINDER

REMOVAL

Drain the front hydraulic system (page 15-6).

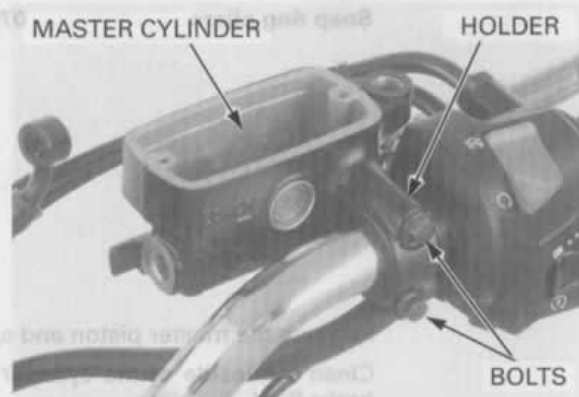
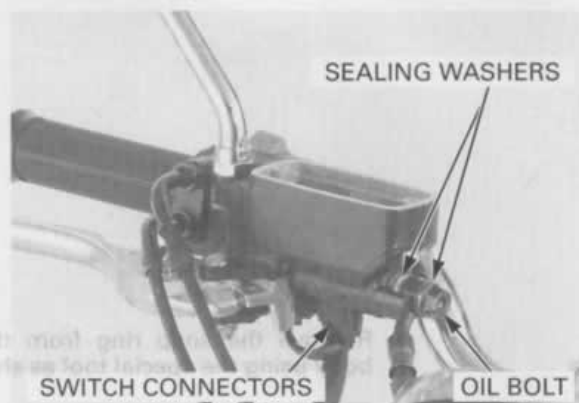
Remove the rearview mirror.

Disconnect the brake light switch wire connectors.

Avoid spilling fluid on painted, plastic, or rubber parts. Place a rag over these parts whenever the system is serviced.

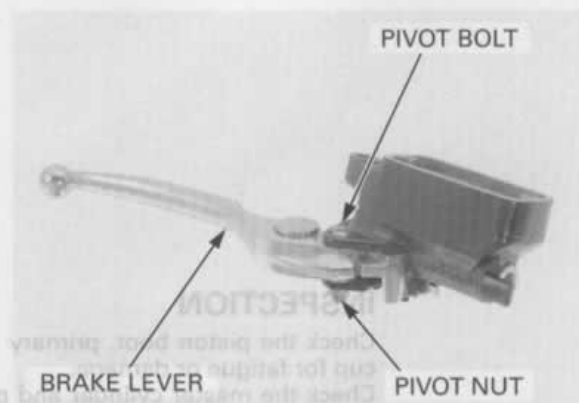
Remove the brake hose oil bolt, sealing washers and brake hose eyelet.

Remove the bolts from the master cylinder holder and remove the master cylinder assembly.

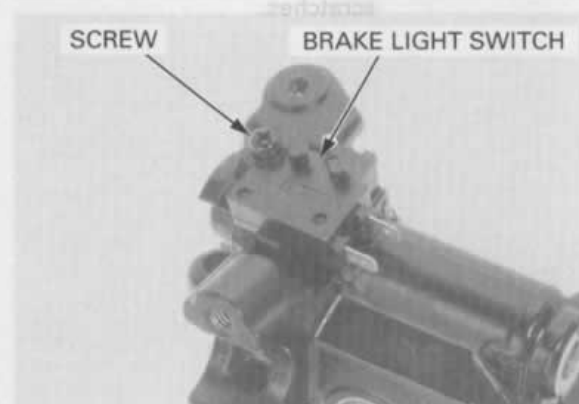


DISASSEMBLY

Remove the pivot bolt/nut and brake lever assembly.

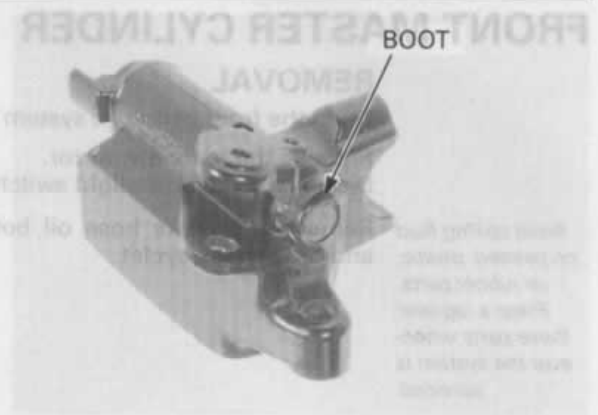


Remove the screw and brake light switch.



HYDRAULIC BRAKE

Remove the boot.

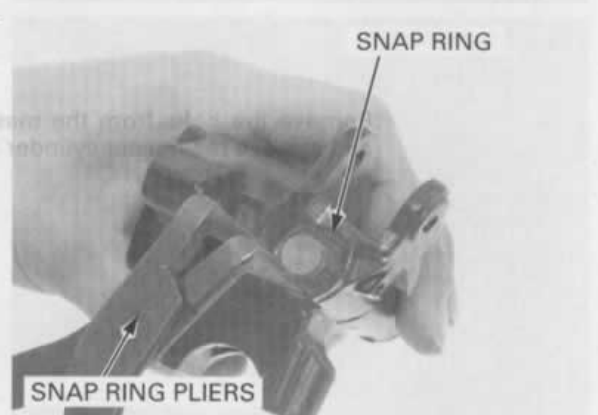


Remove the snap ring from the master cylinder body using the special tool as shown.

TOOL:

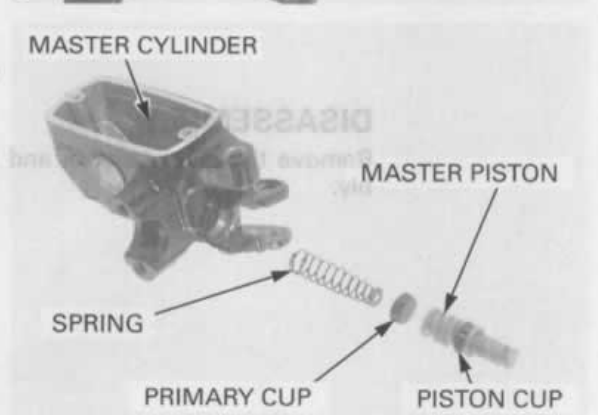
Snap ring pliers

07914-SA50000



Remove the master piston and spring.

Clean the inside of the cylinder and reservoir with brake fluid.

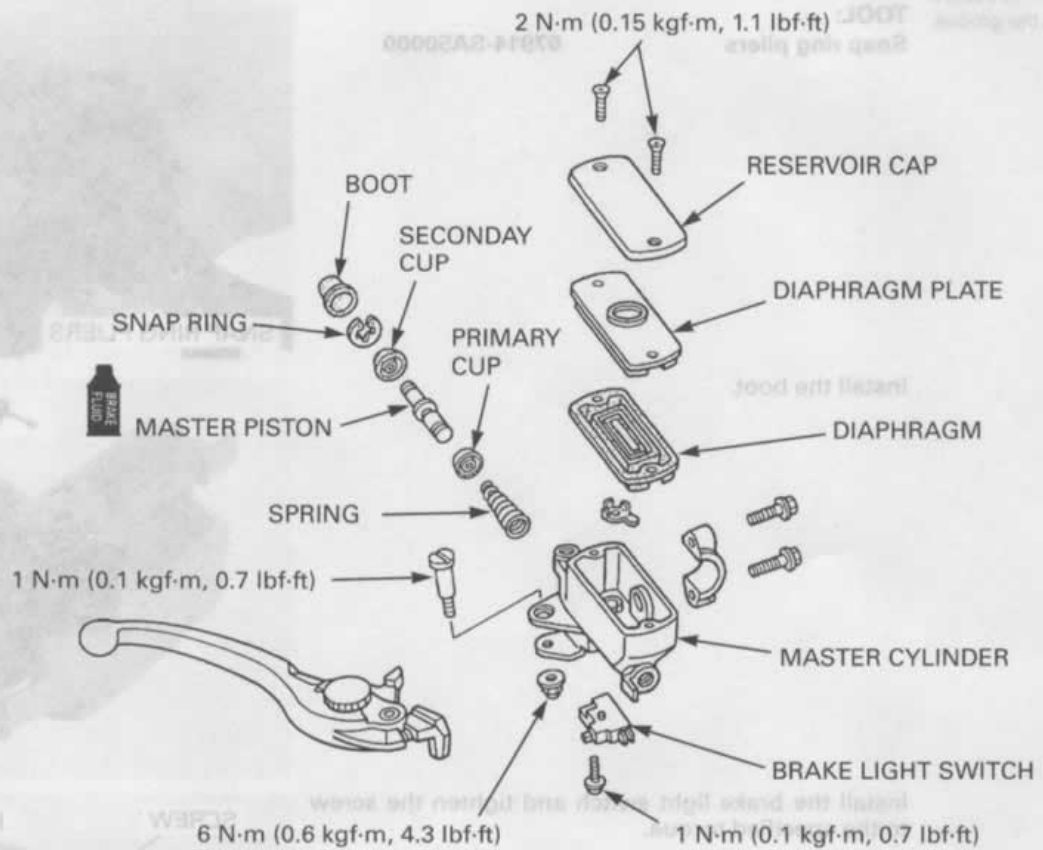


INSPECTION

Check the piston boot, primary cup and secondary cup for fatigue or damage. Check the master cylinder and piston for abnormal scratches.

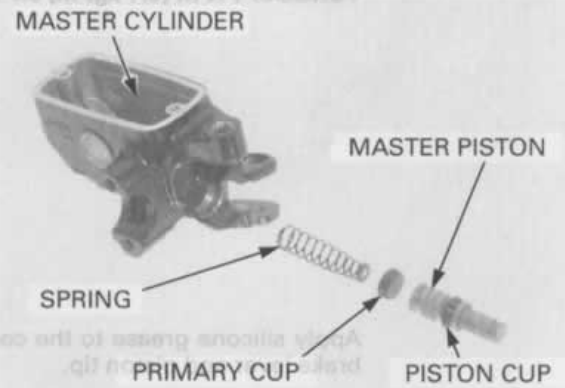


ASSEMBLY



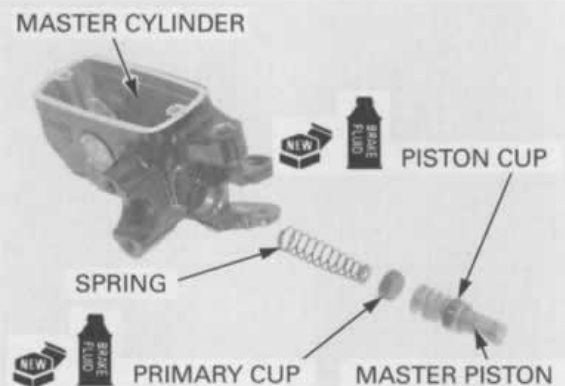
Keep the piston, cups, spring, snap ring and boot as a set; do not substitute individual parts.

Coat all parts with clean brake fluid before assembly.



When installing the cups, do not allow the lips to turn inside out.

Dip the piston in brake fluid. Install the spring into the piston. Install the piston assembly into the master cylinder.



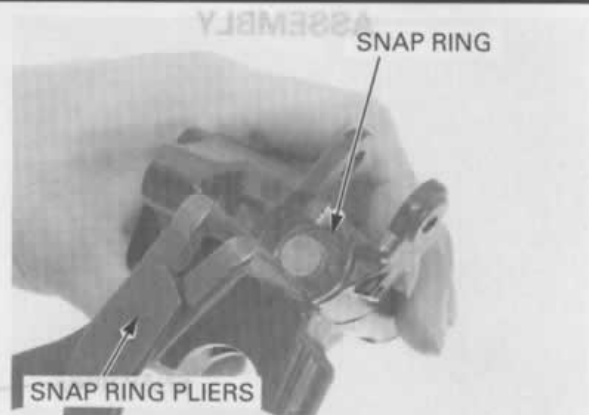
HYDRAULIC BRAKE

Be certain the snap ring is firmly seated in the groove.

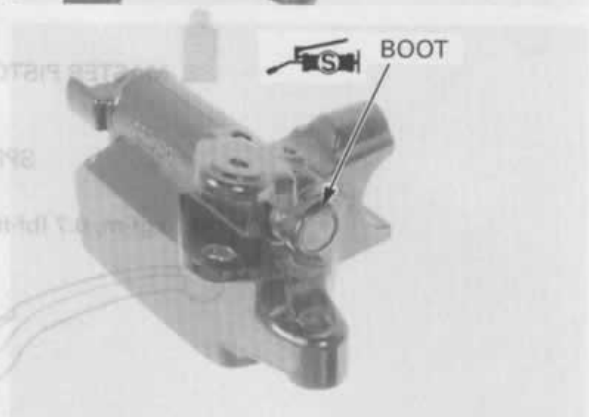
Install the snap ring.

TOOL:
Snap ring pliers

07914-SA50000

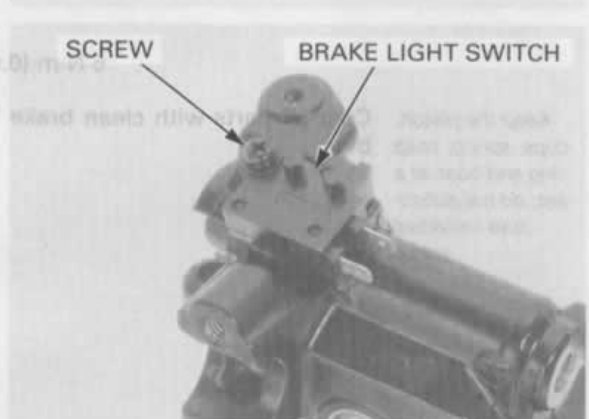


Install the boot.



Install the brake light switch and tighten the screw to the specified torque.

TORQUE: 1 N·m (0.1 kgf·m, 0.7 lbf·ft)



Apply silicone grease to the contact surfaces of the brake lever and piston tip.



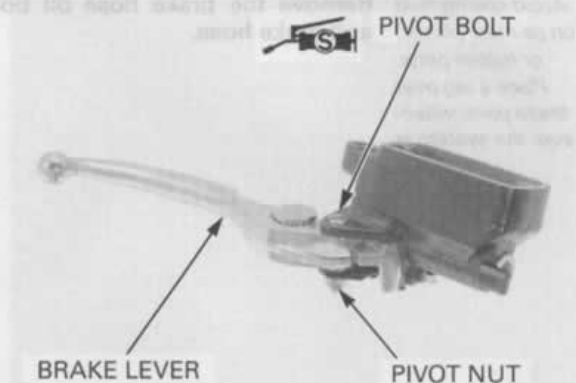
Apply silicone grease to the brake lever pivot sliding surface.

Install the brake lever assembly, tighten the pivot bolt to the specified torque.

TORQUE: 1 N·m (0.1 kgf·m, 0.7 lbf·ft)

Hold the pivot bolt and tighten the pivot nut to the specified torque.

TORQUE: 6 N·m (0.6 kgf·m, 4.3 lbf·ft)



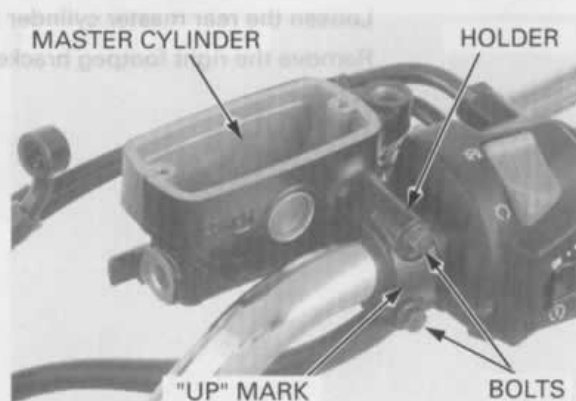
Place the master cylinder assembly on the handlebar.

Align the end of the master cylinder with the punch mark on the handlebar.

Install the master cylinder holder with the "UP" mark facing up.

Tighten the upper bolt first, then the lower bolt to the specified torque.

TORQUE: 12 N·m (1.2 kgf·m, 9 lbf·ft)



Install the brake hose eyelet with the oil bolt and new sealing washers.

Push the eyelet joint against the stopper, then tighten the oil bolt to the specified torque.

TORQUE: 34 N·m (3.5 kgf·m, 25 lbf·ft)

Connect the brake light switch wire connectors.

Fill the reservoir to the upper level (page 15-7) and bleed the brake system (page 15-8).



REAR MASTER CYLINDER REMOVAL

Drain the rear hydraulic system (page 15-6).

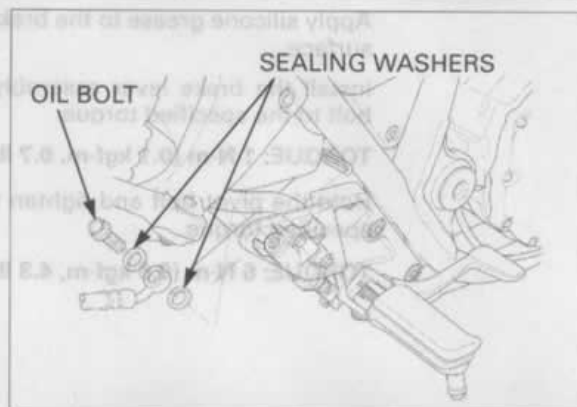
Remove the rear brake reservoir mounting bolt.



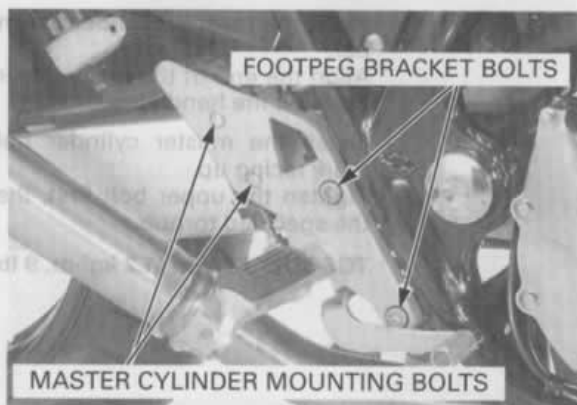
HYDRAULIC BRAKE

Avoid spilling fluid on painted, plastic, or rubber parts. Place a rag over these parts whenever the system is serviced.

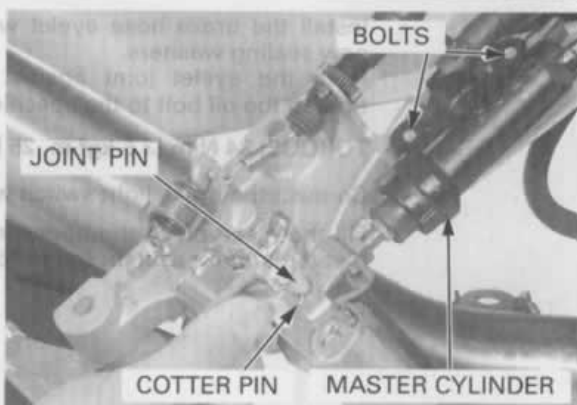
Remove the brake hose oil bolt, sealing washers and brake hose.



Loosen the rear master cylinder mounting bolts. Remove the right footpeg bracket mounting bolts.

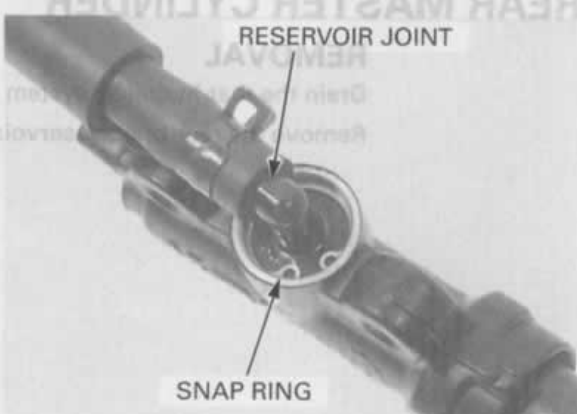


Remove and discard the brake pedal joint cotter pin. Remove the joint pin.



DISASSEMBLY

Remove the snap ring and reservoir hose joint from the master cylinder. Remove the O-ring.



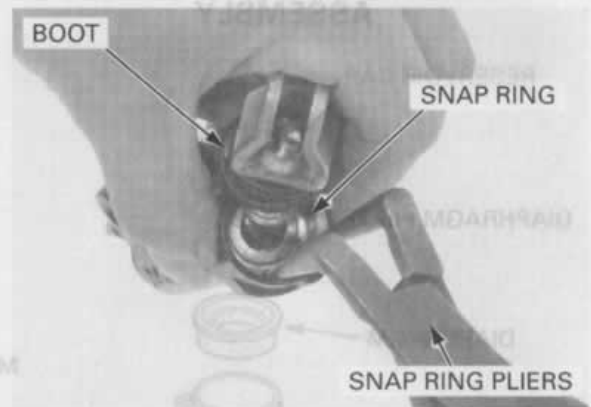
Remove the boot.

Remove the snap ring from the master cylinder body using the special tool as shown.

TOOL:

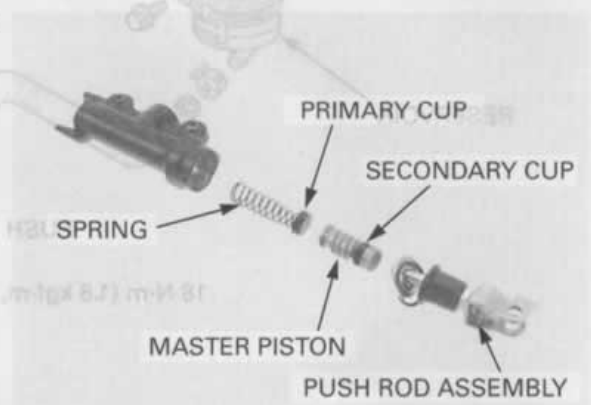
Snap ring pliers

07914-SA50000



Remove the push rod, master piston, primary cup and spring.

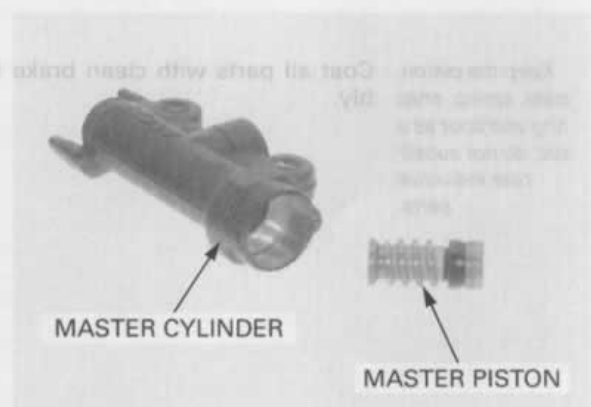
Clean the inside of the cylinder with brake fluid.



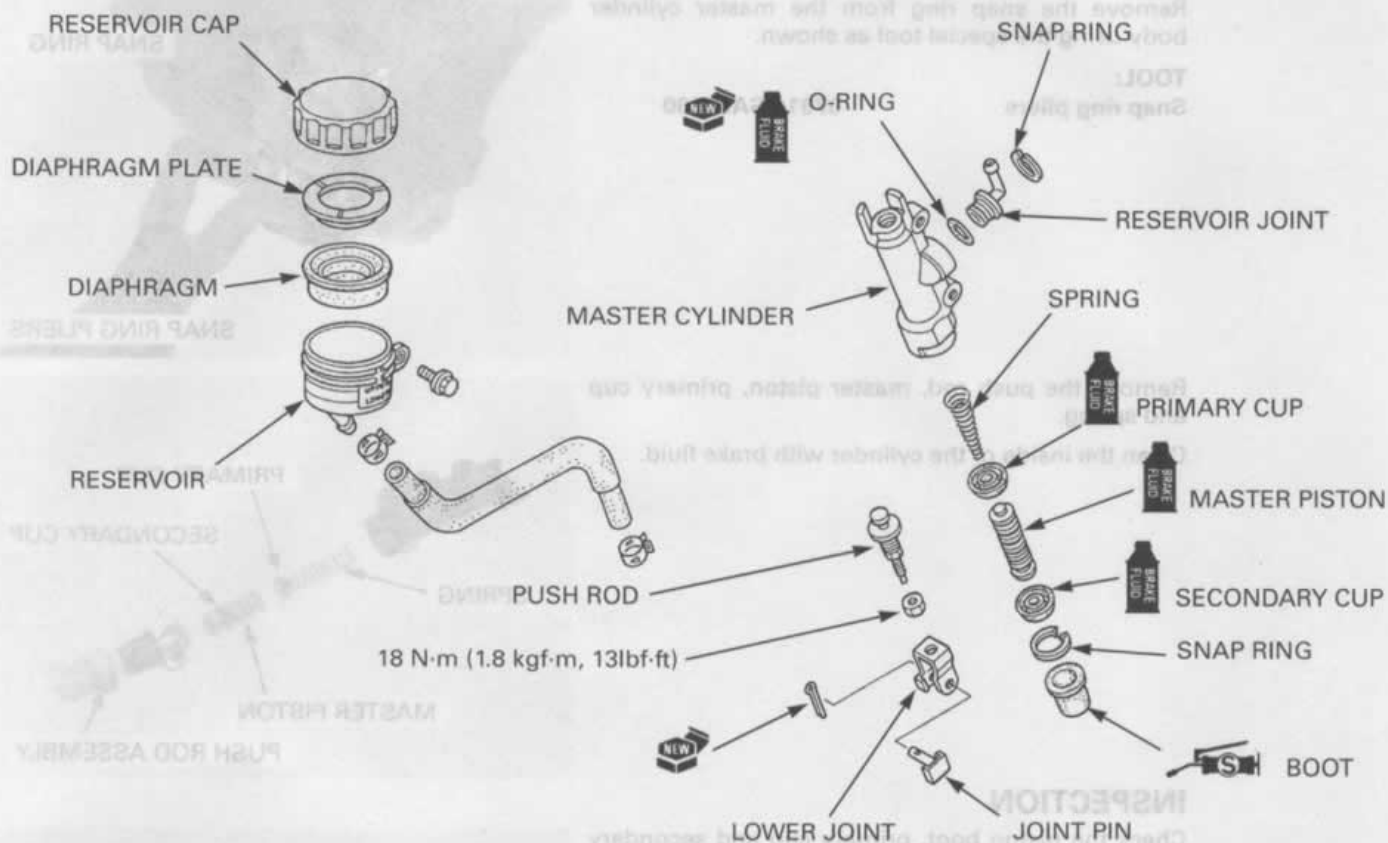
INSPECTION

Check the piston boot, primary cup and secondary cup for fatigue or damage.

Check the master cylinder and piston for abnormal scratches.

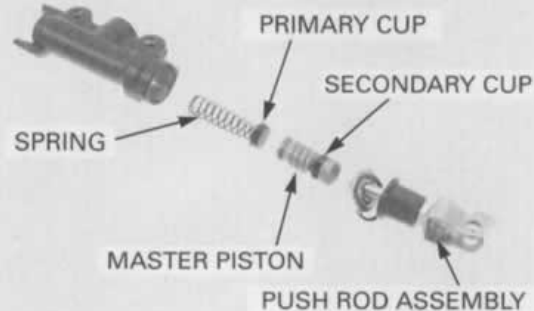


ASSEMBLY



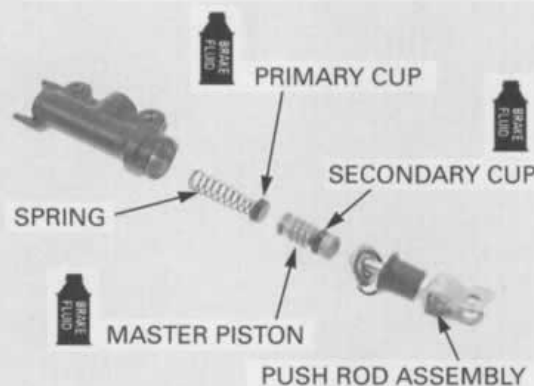
Keep the piston, cups, spring, snap ring and boot as a set; do not substitute individual parts.

Coat all parts with clean brake fluid before assembly.



When installing the cups, do not allow the lips to turn inside out.

Dip the piston in brake fluid. Install the spring to the primary cup. Apply silicone grease to the piston contact area of the push rod. Install the spring/primary cup and master piston assembly.



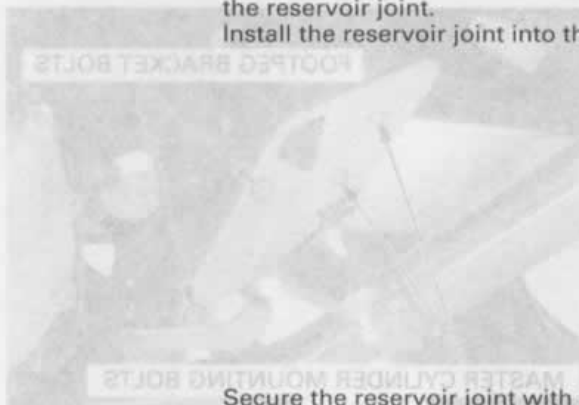
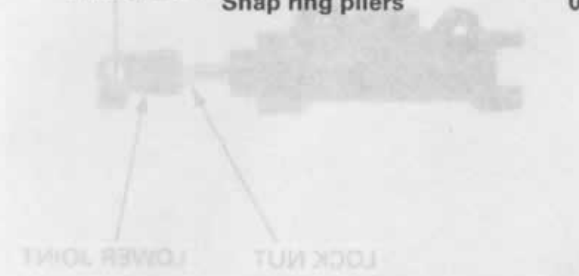
Install the push rod into the master cylinder.

Be certain the snap ring is firmly seated in the groove.

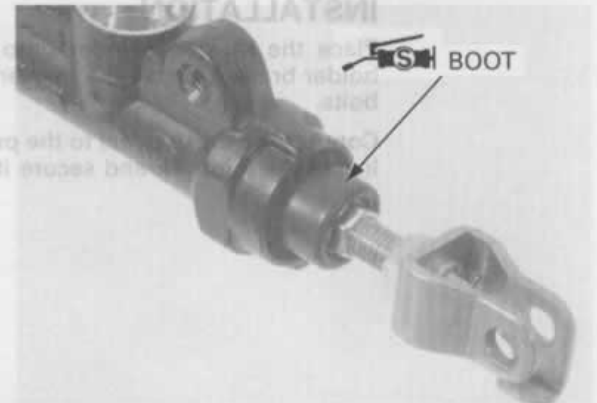
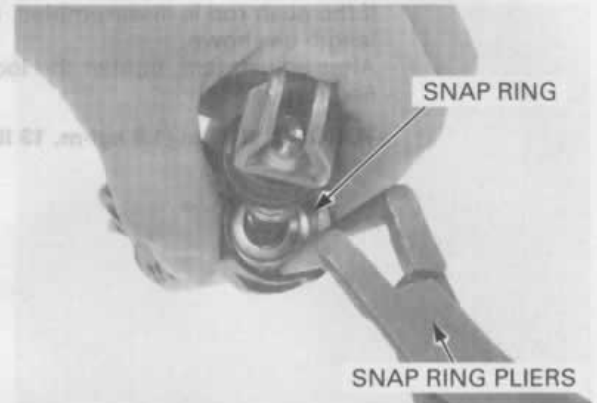
Install the snap ring.

TOOL:
Snap ring pliers

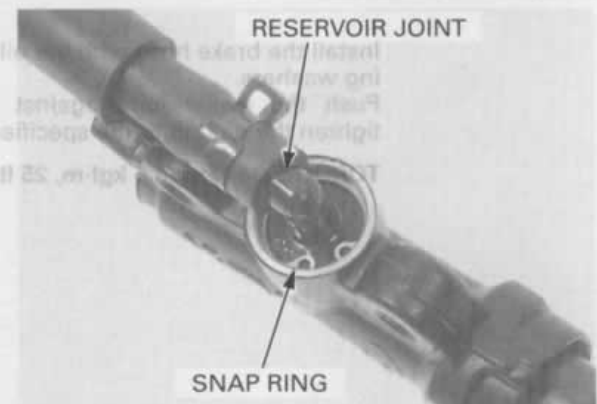
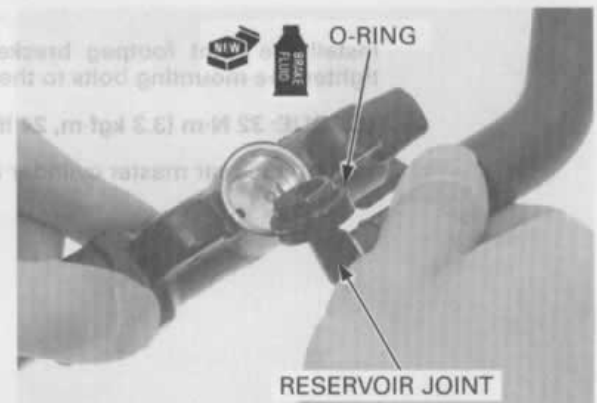
07914-SA50000



Apply silicone grease to inside of the boot.
Install the boot into the master cylinder properly.



Apply brake fluid to a new O-ring and install it onto the reservoir joint.
Install the reservoir joint into the master cylinder.

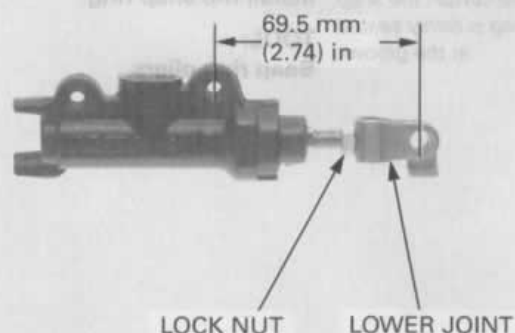


HYDRAULIC BRAKE

If the push rod is disassembled, adjust the push rod length as shown.

After adjustment, tighten the lock nut to the specified torque.

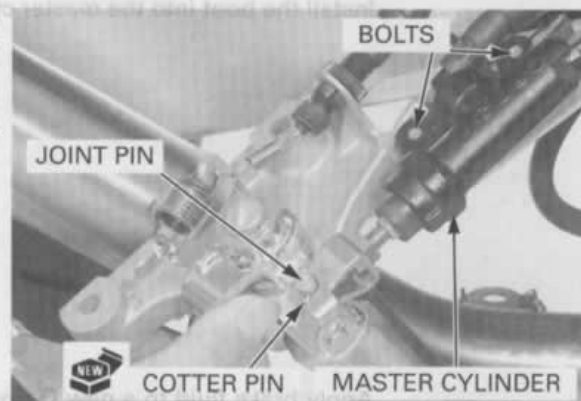
TORQUE: 18 N·m (1.8 kgf·m, 13 lbf·ft)



INSTALLATION

Place the master cylinder onto the main footpeg holder bracket, install the master cylinder mounting bolts.

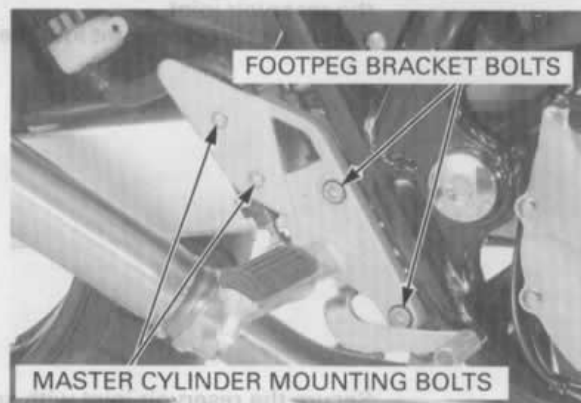
Connect the brake pedal to the push rod lower joint. Install the joint pin and secure it with a new cotter pin.



Install the right footpeg bracket onto the frame, tighten the mounting bolts to the specified torque.

TORQUE: 32 N·m (3.3 kgf·m, 24 lbf·ft)

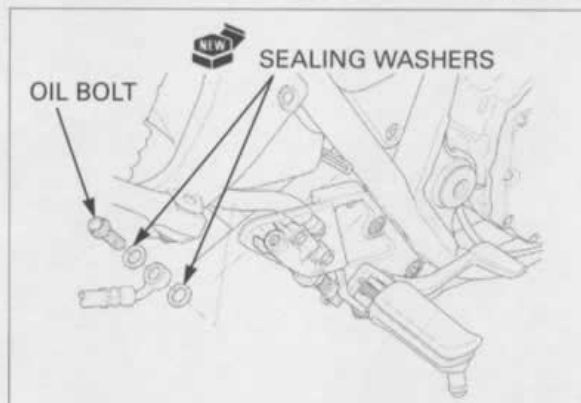
Tighten the rear master cylinder mounting bolts.



Install the brake hose with the oil bolt and new sealing washers.

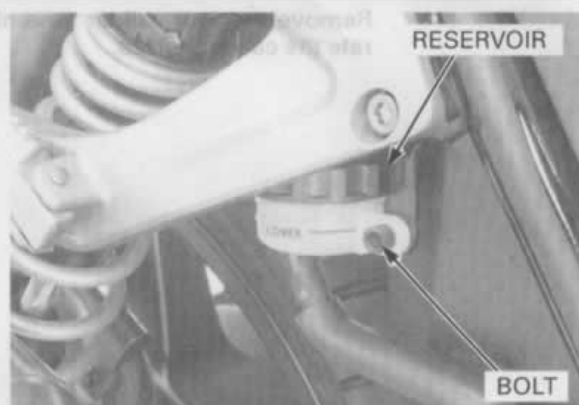
Push the eyelet joint against the stopper, then tighten the oil bolt to the specified torque.

TORQUE: 34 N·m (3.5 kgf·m, 25 lbf·ft)



Install and tighten the brake reservoir mounting bolt securely.

Fill the reservoir to the upper level (page 15-7) and bleed the brake system (page 15-8).



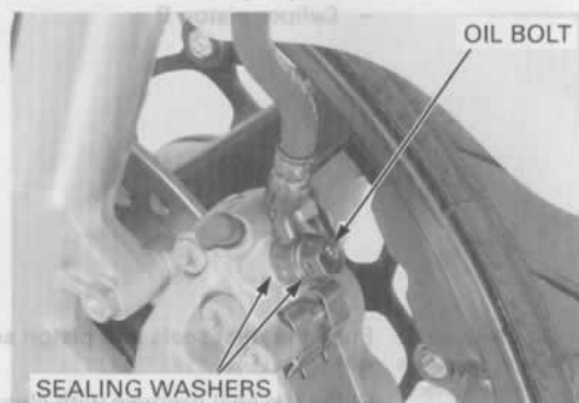
FRONT BRAKE CALIPER

REMOVAL

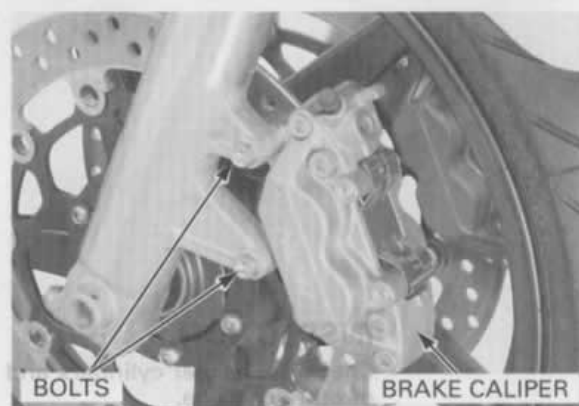
Drain the front brake hydraulic system (page 15-6).

Avoid spilling fluid on painted, plastic, or rubber parts. Place a rag over these parts whenever the system is serviced.

Remove the oil bolt, sealing washers and brake hose eyelet joint.



Remove the caliper mounting bolts, caliper and the brake pads (page 15-9).

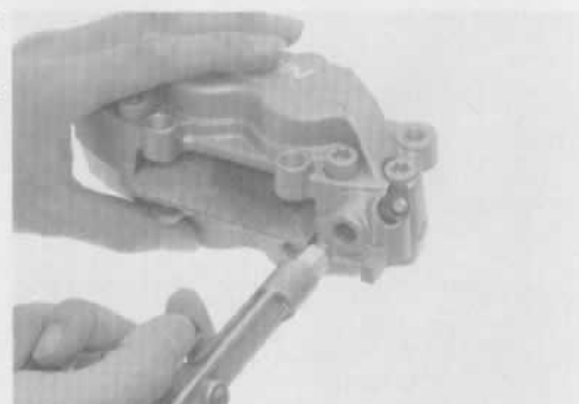


DISASSEMBLY

Install corrugated cardboard or soft wood sheet between the pistons.

Do not use high pressure air or bring the nozzle too close to the inlet.

Apply small squirts of air pressure to the fluid inlet to remove the pistons.



HYDRAULIC BRAKE

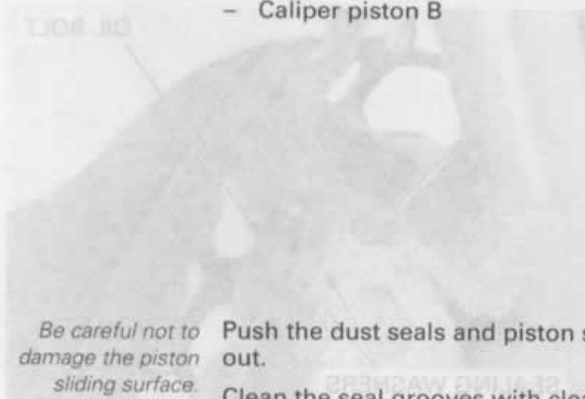
Remove the four caliper assembly bolts and separate the caliper halves.



Mark the pistons to ensure correct reassembly.

Remove the following:

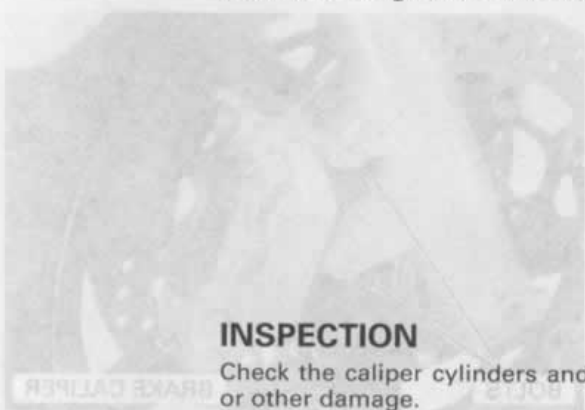
- Joint seals
- Caliper piston A
- Caliper piston B



Be careful not to damage the piston sliding surface.

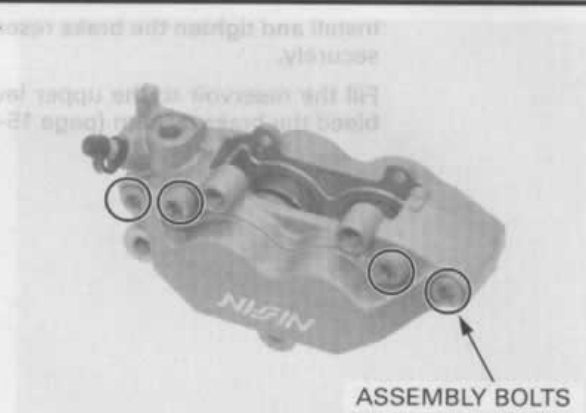
Push the dust seals and piston seals in and lift them out.

Clean the seal grooves with clean brake fluid.

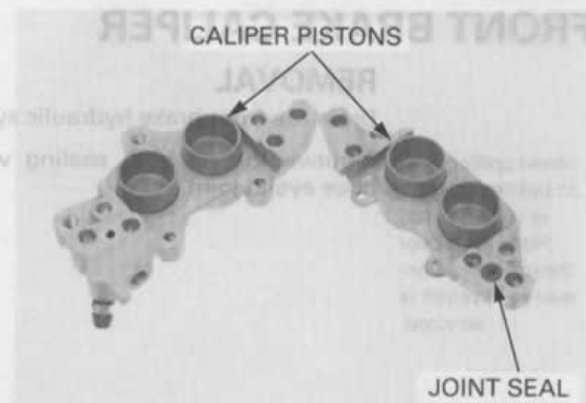


INSPECTION

Check the caliper cylinders and pistons for scoring or other damage.

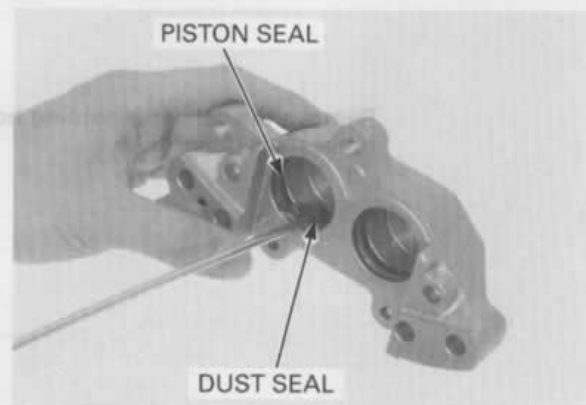


ASSEMBLY BOLTS



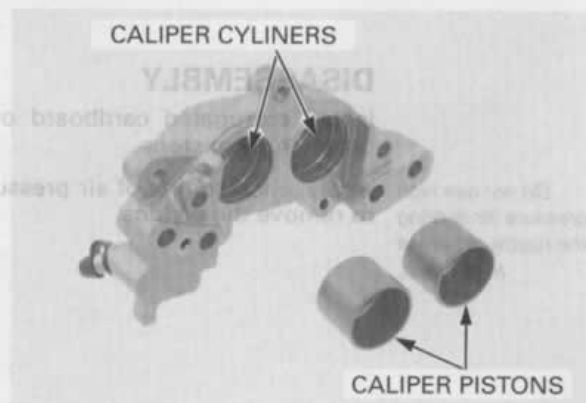
CALIPER PISTONS

JOINT SEAL



PISTON SEAL

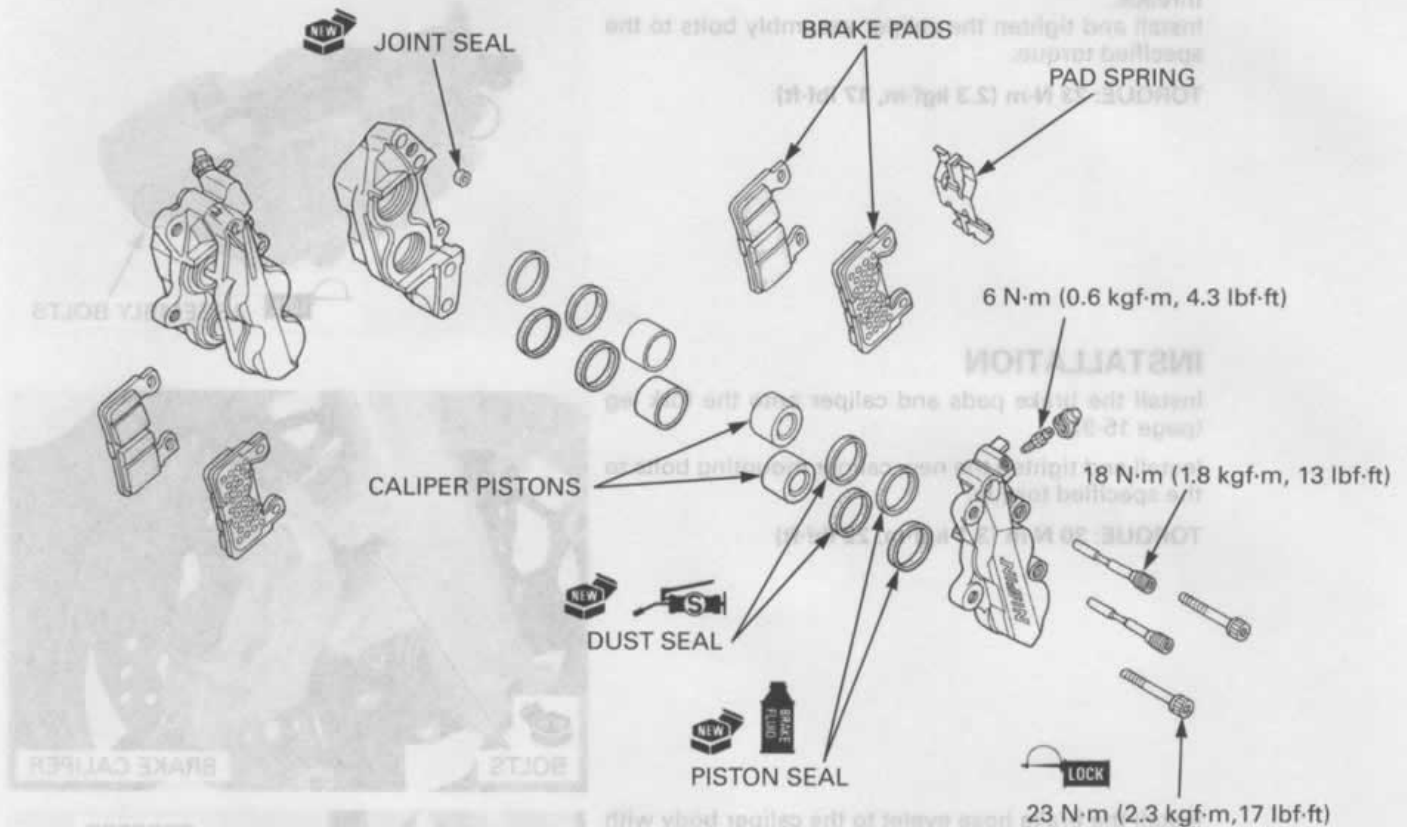
DUST SEAL



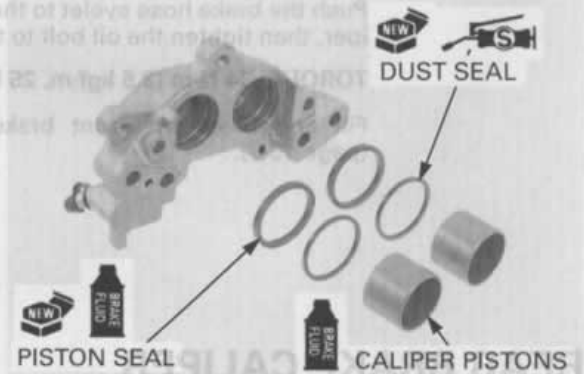
CALIPER CYLINDERS

CALIPER PISTONS

ASSEMBLY



Coat the new piston seals with clean brake fluid.
 Coat the new dust seals with silicone grease.
 Install the piston and dust seal into the groove of the caliper body.
 Coat the caliper pistons with clean brake fluid and install them into the caliper cylinder with their opening ends toward the pad.

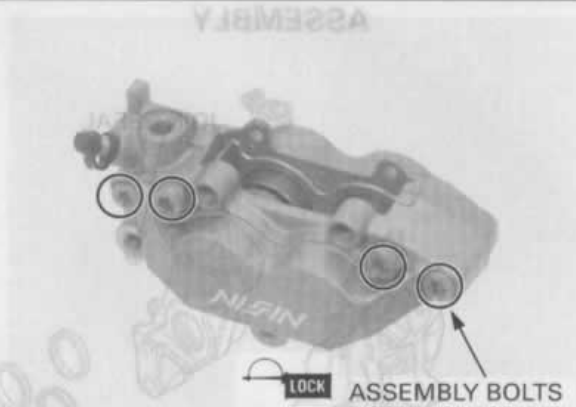


Install the new joint seal into the fluid passage on caliper.



Assemble the caliper halves.
Apply a locking agent to the caliper assembly bolt threads.
Install and tighten the caliper assembly bolts to the specified torque.

TORQUE: 23 N·m (2.3 kgf·m, 17 lbf·ft)

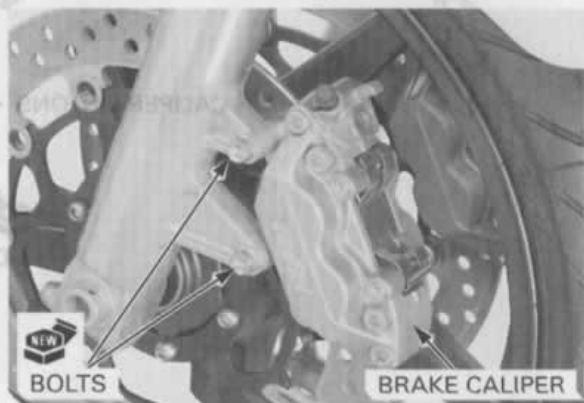


INSTALLATION

Install the brake pads and caliper onto the fork leg (page 15-9).

Install and tighten the new caliper mounting bolts to the specified torque.

TORQUE: 30 N·m (3.1 kgf·m, 22 lbf·ft)

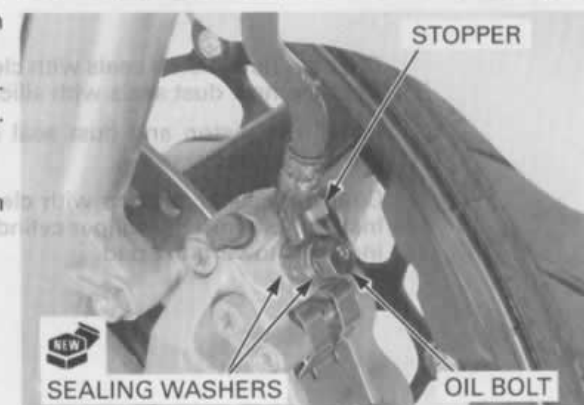


Install the brake hose eyelet to the caliper body with two new sealing washers and oil bolt.

Push the brake hose eyelet to the stopper on the caliper, then tighten the oil bolt to the specified torque.

TORQUE: 34 N·m (3.5 kgf·m, 25 lbf·ft)

Fill and bleed the front brake hydraulic system (page 15-7).



REAR BRAKE CALIPER

REMOVAL

Drain the rear brake hydraulic system (page 15-6).

Avoid spilling fluid on painted, plastic, or rubber parts. Place a rag over these parts whenever the system is serviced.

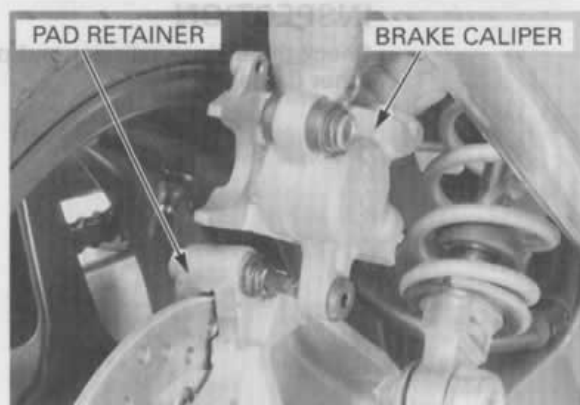
Remove the oil bolt, sealing washers and brake hose eyelet joint.



Remove the caliper bracket bolt and the brake pads (page 15-11).

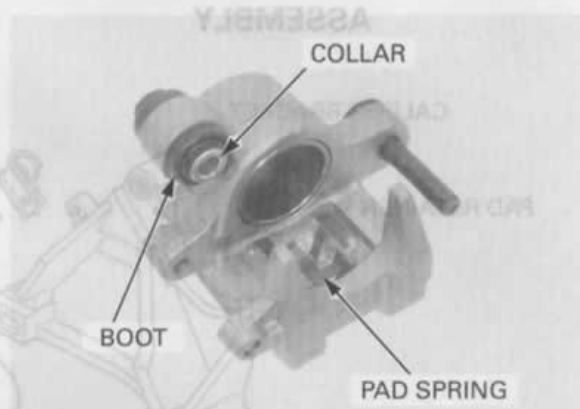
Pivot the caliper up and remove it.

Remove the pad retainer from the caliper bracket.



DISASSEMBLY

Remove the pad spring, collar and boot from the caliper body.



Place a shop towel over the piston.

Do not use high pressure air or bring the nozzle too close to the inlet.

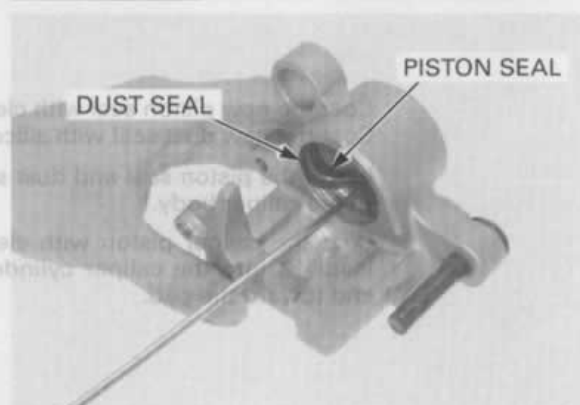
Position the caliper body with the piston down and apply small squirts of air pressure to the fluid inlet to remove the piston.



Be careful not to damage the piston sliding surface.

Push the dust seal and piston seal in and lift them out.

Clean the seal grooves with clean brake fluid.



HYDRAULIC BRAKE

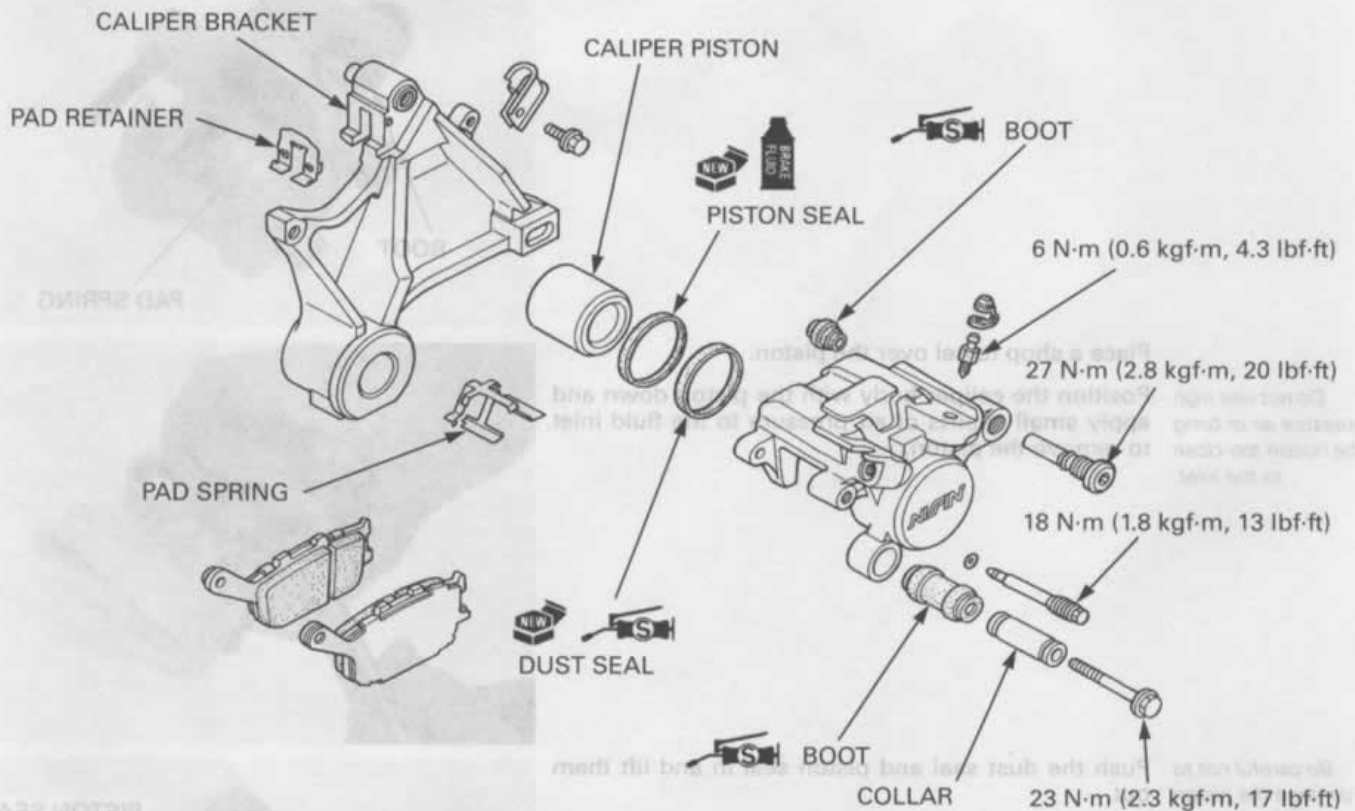
INSPECTION

Check the caliper cylinder and piston for scoring or other damage.

CALIPER CYLINDER

CALIPER PISTON

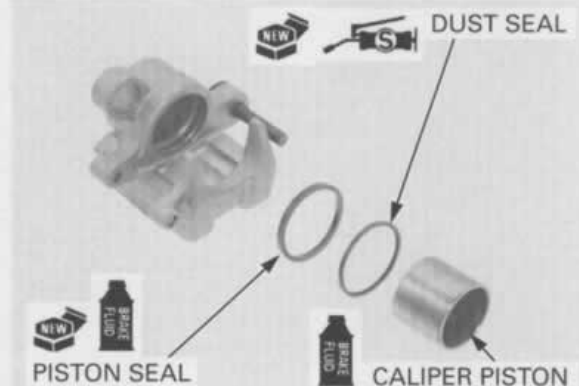
ASSEMBLY



Coat the new piston seal with clean brake fluid.
Coat the new dust seal with silicone grease.

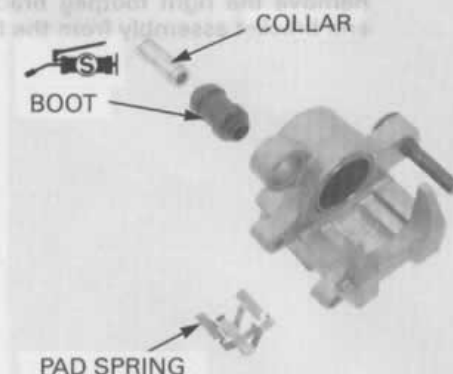
Install the piston seal and dust seal into the groove of the caliper body.

Coat the caliper piston with clean brake fluid and install it into the caliper cylinder with its opening end toward the pad.



Install the pad spring into the caliper body. If the caliper and bracket pin boots are hard or deteriorated, replace them with new ones.

Apply silicone grease to the inside of the bracket pin boot. Install the bracket pin boot and collar into the caliper.

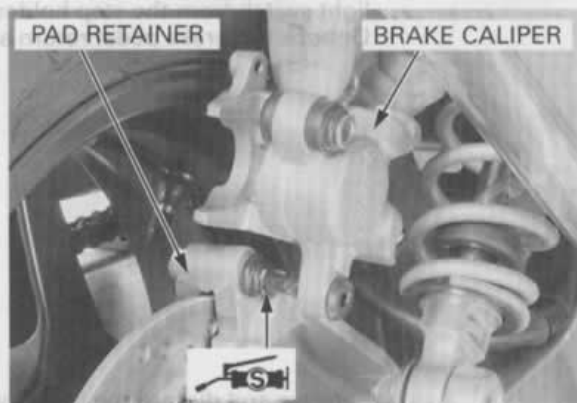


INSTALLATION

Install the pad retainer into the bracket.

Apply silicone grease to the caliper pin and install the caliper onto the bracket.

Install the brake pads and caliper bracket bolt (page 15-11).



Install the brake hose eyelet to the caliper body with two new sealing washers and oil bolt. Align the brake hose eyelet between the stoppers on the caliper, then tighten the oil bolt to the specified torque.

TORQUE: 34 N·m (3.5 kgf·m, 25 lbf·ft)

Fill and bleed the rear brake hydraulic system (page 15-6).



BRAKE PEDAL

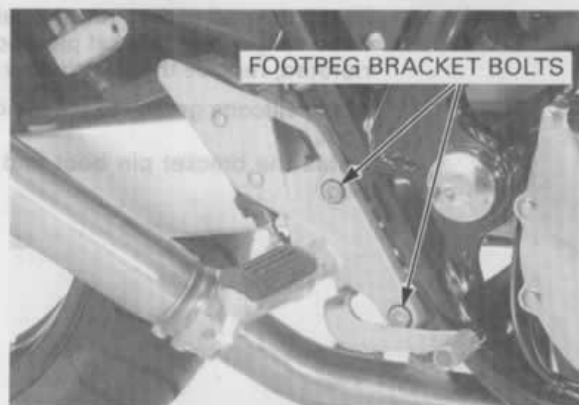
REMOVAL

Remove the rear brake reservoir mounting bolt.

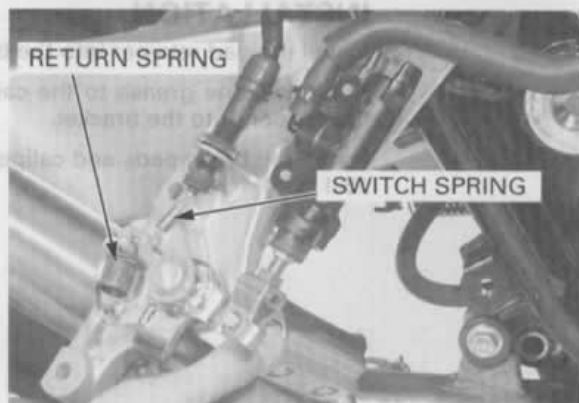


HYDRAULIC BRAKE

Remove the right footpeg bracket mounting bolts and bracket assembly from the frame.

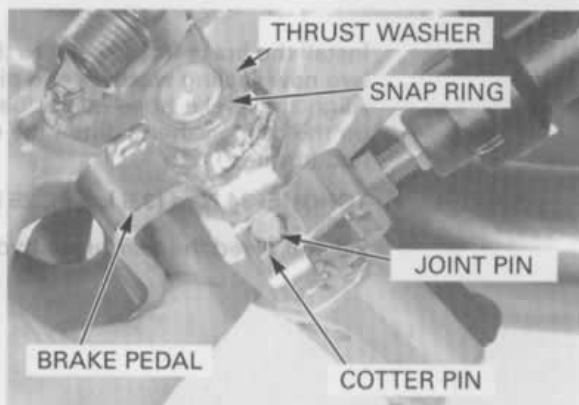


Unhook the return spring and remove the brake light switch from the step holder.
Unhook the brake pedal return spring.



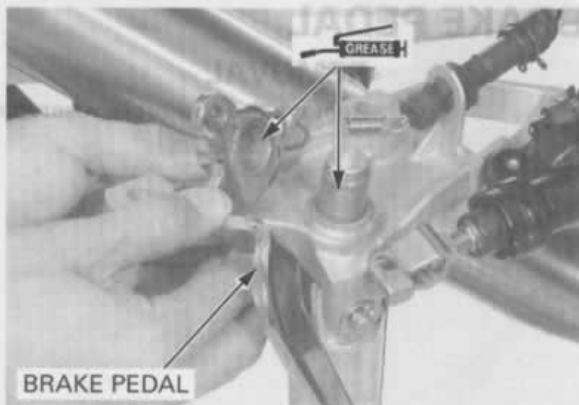
Remove and discard the brake pedal joint cotter pin.
Remove the joint pin.

Remove the snap ring, thrust washer, and wave washer.
Remove the brake pedal from the pivot.



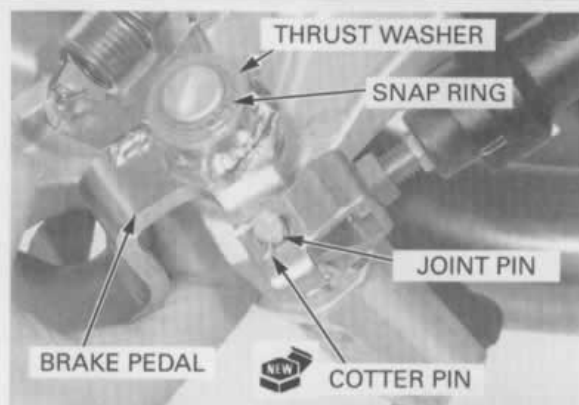
INSTALLATION

Apply grease to the sliding surface of the brake pedal and footpeg.
Install the brake pedal, wave washer and thrust washer to the pedal pivot.



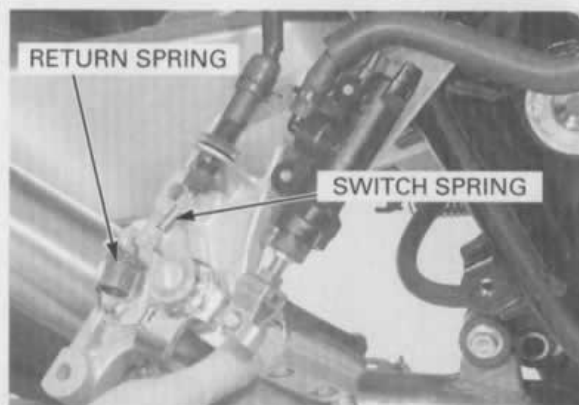
Install a thrust washer and secure the pedal pivot with a snap ring.

Connect the brake pedal to the push rod lower joint. Install the joint pin and secure it with a new cotter pin.



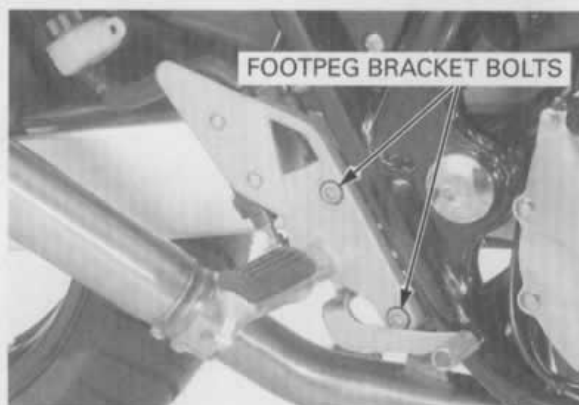
Hook the brake pedal return spring.

Install the brake light switch and hook the switch spring.



Install the right footpeg bracket onto the frame, tighten the mounting bolts to the specified torque.

TORQUE: 32 N·m (3.3 kgf·m, 24 lbf·ft)



Install the rear brake reservoir and tighten the mounting bolt securely.

