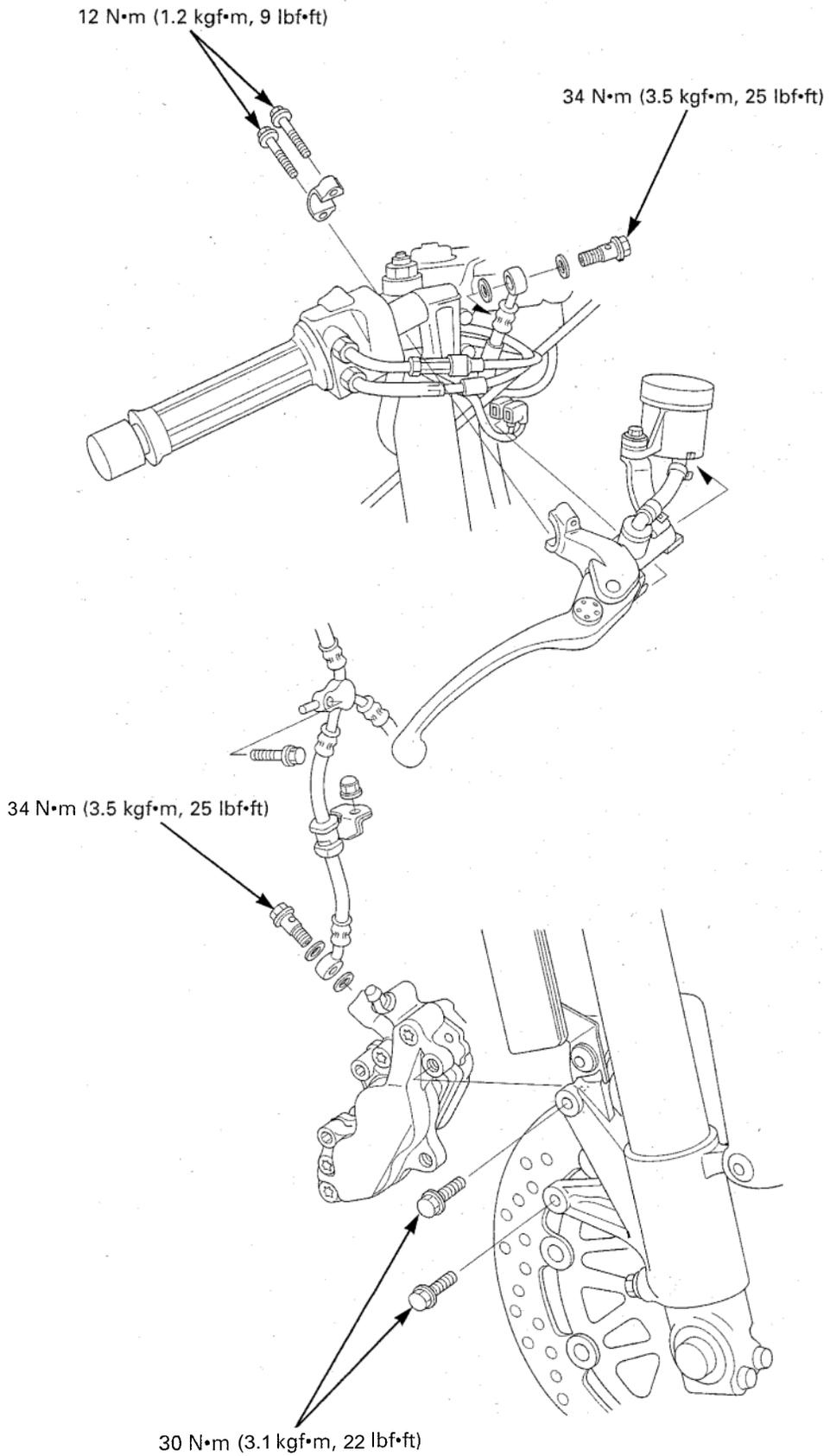


HYDRAULIC BRAKE

FRONT:



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 an OSHA-approved vacuum cleaner.

- 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.
- 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.
- 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	—	0.30 (0.012)	
	Master cylinder I.D.	17.460 – 17.503 (0.6874 – 0.6891)	17.515 (0.6896)	
	Master piston O.D.	17.321 – 17.367 (0.6819 – 0.6837)	17.309 (0.6815)	
	Caliper cylinder I.D.	Upper (Cylinder A)	32.025 – 32.035 (1.2608 – 1.2612)	32.05 (1.262)
		Lower (Cylinder B)	30.250 – 30.280 (1.1909 – 1.1921)	30.29 (1.193)
	Caliper piston O.D.	Upper (Piston A)	31.965 – 31.998 (1.2585 – 1.2598)	31.953 (1.2580)
Lower (Piston B)		30.082 – 30.115 (1.1843 – 1.1856)	30.074 (1.1840)	
Rear	Specified brake fluid	Honda DOT 4 Brake Fluid	—	
	Brake disc thickness	5.0 (0.20)	4.0 (0.16)	
	Brake disc runout	—	0.30 (0.012)	
	Master cylinder I.D.	15.870 – 15.913 (0.6248 – 0.6265)	15.925 (0.6270)	
	Master piston O.D.	15.827 – 15.854 (0.6231 – 0.6242)	15.815 (0.6226)	
	Caliper cylinder I.D.	38.180 – 38.230 (1.5031 – 1.5051)	38.24 (1.506)	
	Caliper cylinder O.D.	38.098 – 38.148 (1.4999 – 1.5019)	38.090 (1.4996)	

TORQUE VALUES

Front brake master cylinder cup mounting nut	6 N•m (0.6 kgf•m, 4.3 lbf•ft)	U-nut
Front master cylinder bracket bolt	12 N•m (1.2 kgf•m, 9 lbf•ft)	
Brake lever pivot bolt	10 N•m (1.0 kgf•m, 7 lbf•ft)	
Brake lever pivot nut	6 N•m (0.6 kgf•m, 4.3 lbf•ft)	
Front brake light switch screw	1 N•m (0.12 kgf•m, 0.9 lbf•ft)	
Front brake caliper mounting bolt	30 N•m (3.1 kgf•m, 22 lbf•ft)	ALOC bolt
Caliper body assembly torx bolt	23 N•m (2.3 kgf•m, 17 lbf•ft)	ALOC bolt
Pad pin	18 N•m (1.8 kgf•m, 13 lbf•ft)	
Pad pin plug	2 N•m (0.25 kgf•m, 1.8 lbf•ft)	
Brake caliper bleed valve	6 N•m (0.6 kgf•m, 4.3 lbf•ft)	
Rear brake hose clamp screw	4 N•m (0.4 kgf•m, 2.9 lbf•ft)	ALOC bolt
Rear master cylinder push rod nut	18 N•m (1.8 kgf•m, 13 lbf•ft)	
Rear master cylinder hose joint screw	1 N•m (0.15 kgf•m, 1.1 lbf•ft)	Apply a locking agent to the threads.
Rear brake caliper mounting bolt	27 N•m (2.8 kgf•m, 20 lbf•ft)	Apply a locking agent to the threads.
Rear brake caliper slide pin bolt	22 N•m (2.2 kgf•m, 16 lbf•ft)	Apply a locking agent to the threads.
Brake hose oil bolt	34 N•m (3.5 kgf•m, 25 lbf•ft)	
Main footpeg bracket socket bolt	39 N•m (4.0 kgf•m, 29 lbf•ft)	
Main footpeg mounting bolt	44 N•m (4.5 kgf•m, 33 lbf•ft)	ALOC bolt

TOOL

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

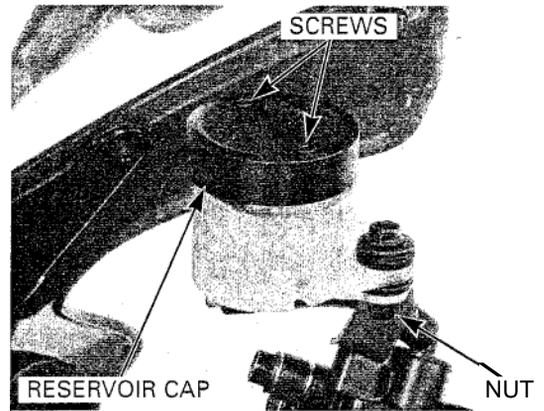
Brake drags

- 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.

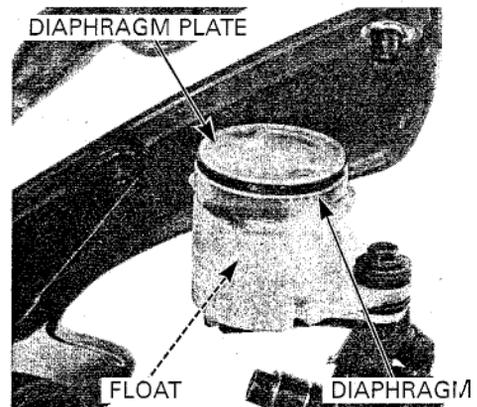


BRAKE FLUID DRAINING

For the front brake, turn the handlebar until the reservoir is parallel to the ground, before removing the reservoir cap.

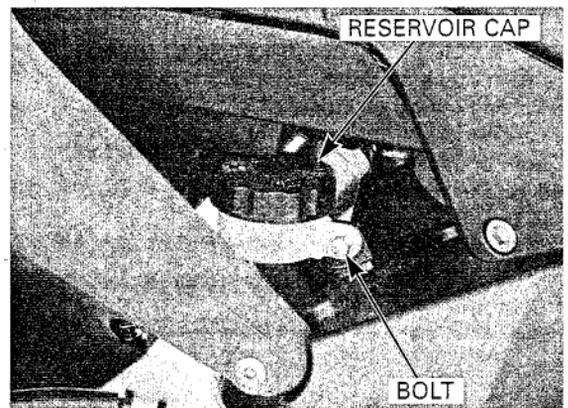
Loosen the master cylinder reservoir mounting nut. Remove the screws and reservoir cap.

Remove the diaphragm plate, diaphragm and float.

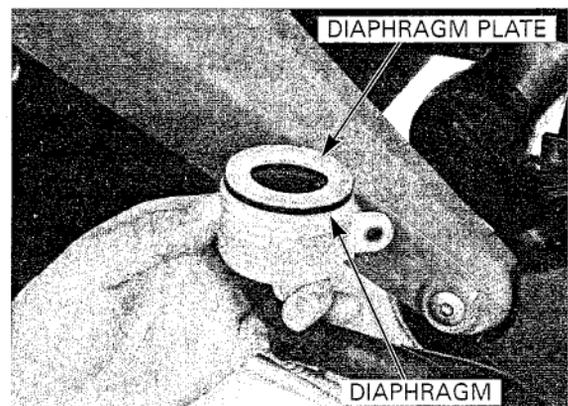


For the rear brake, remove the rear brake reservoir mounting bolt.

Remove the reservoir cap.

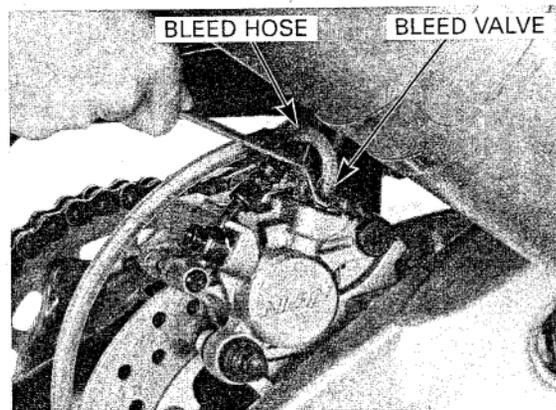
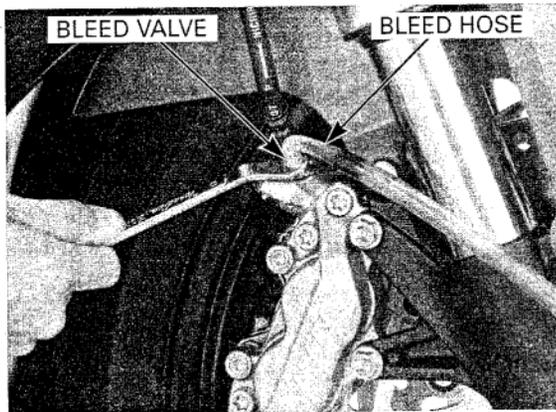


Remove the diaphragm plate and diaphragm.



Connect a bleed hose to the caliper bleed valve.

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

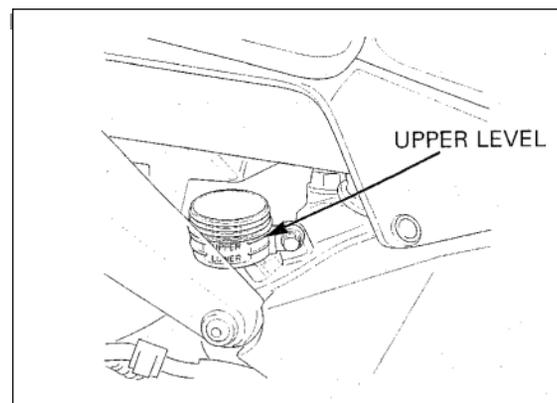
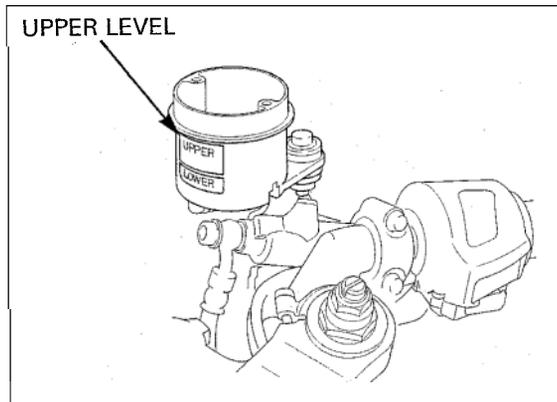


BRAKE FLUID FILLING/AIR BLEEDING

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

NOTE:

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

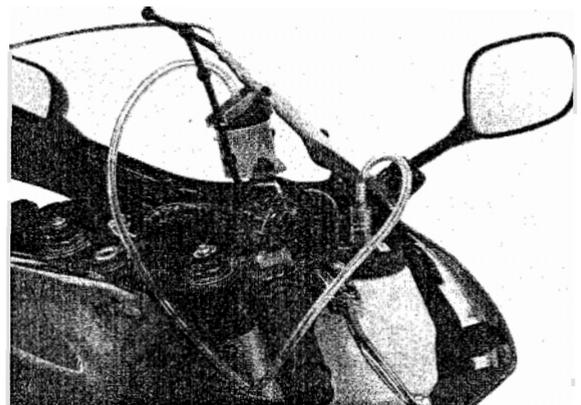
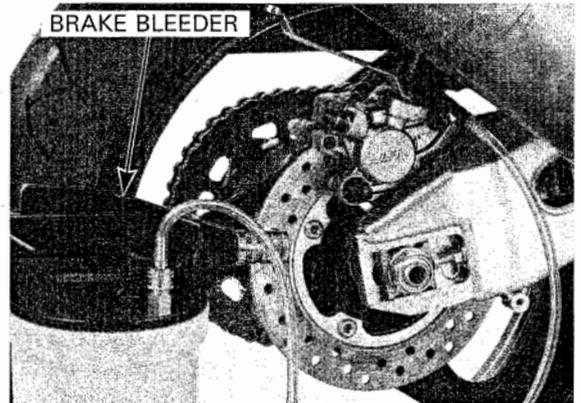
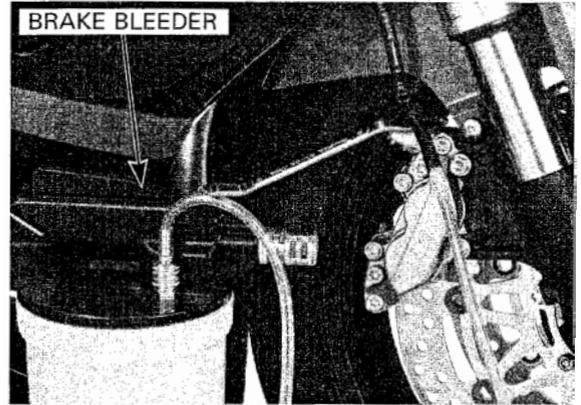


Connect a commercially available brake bleeder to the bleed valve.

Operate the brake bleeder and loosen the bleed valve.

If an automatic refill system is not used, add fluid when the fluid level in the reservoir is low. Perform the bleeding procedure until the system is completely flushed/bled.

Close the bleed valve and operate the brake lever or pedal. If it still feels spongy, bleed the system again.



If the brake bleeder is not available, perform the following procedure.

Pressurize the system with the lever or pedal until there are no air bubbles in the fluid flowing out of the reservoir small hole and lever resistance is felt.

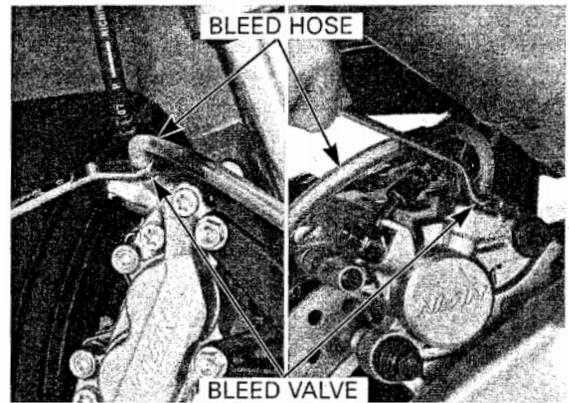


Do not release the brake lever or pedal until the bleed valve has been closed

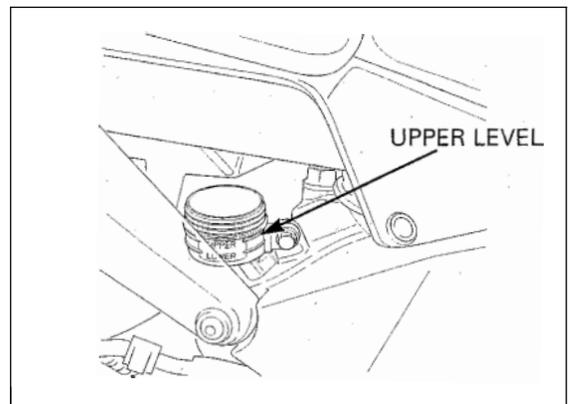
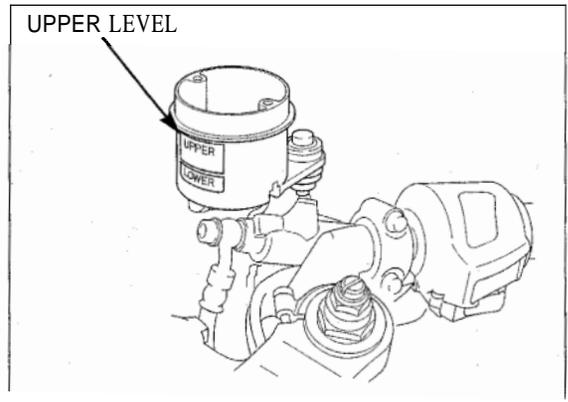
1. Squeeze the brake lever or push the brake pedal, open the bleed valve 1/2 turn and then close the valve.
2. Release the brake lever or pedal until the bleed valve has been closed.

Repeat steps 1 and 2 until bubbles cease to appear in the fluid coming out of the bleed valve.
Tighten the bleed valve.

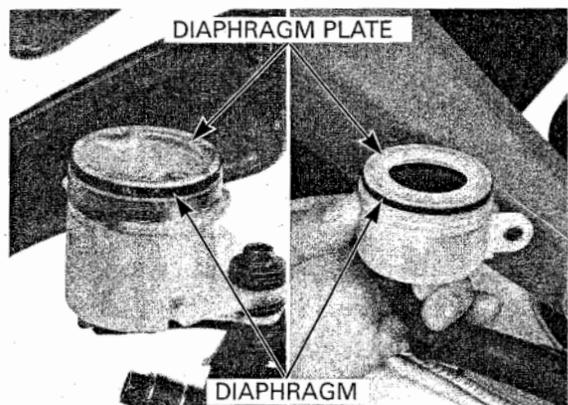
TORQUE: 6 N·m (0.6 kgf·m, 4.3 lbf·ft)



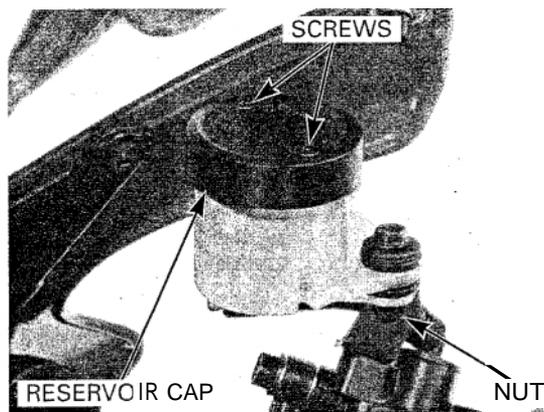
Fill the fluid reservoir to the upper level.



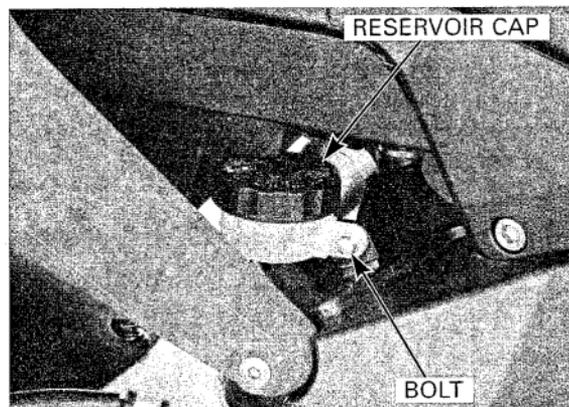
Reinstall the diaphragm and diaphragm plate.



On the front brake, install the reservoir cap, and tighten the screws.
Tighten the master cylinder reservoir mounting nut securely.



On the rear brake, install the reservoir cap securely, then install the reservoir onto the frame and tighten the mounting bolt.

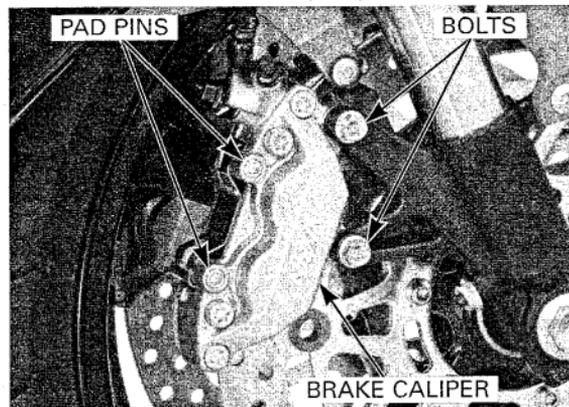


BRAKE PAD/DISC

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

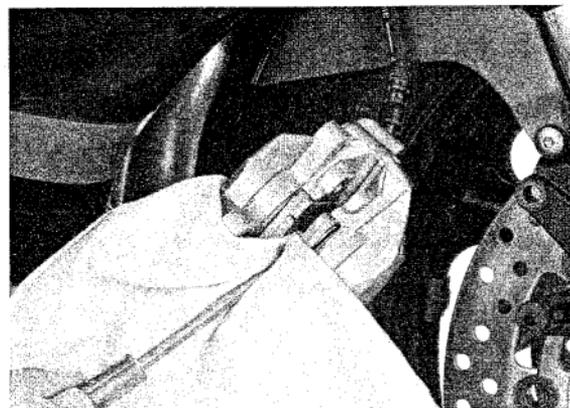
FRONT BRAKE PAD REPLACEMENT

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

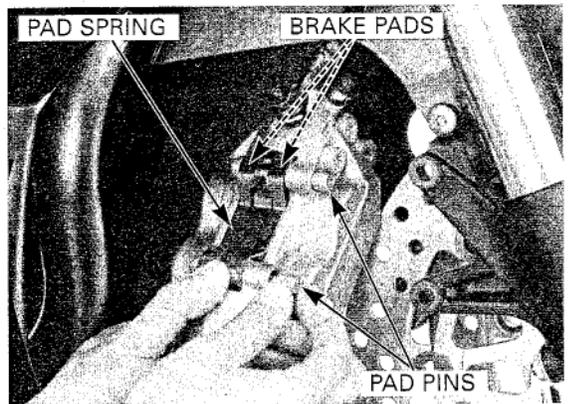


Check the brake fluid level in the brake master cylinder reservoir as this operation causes the level to rise

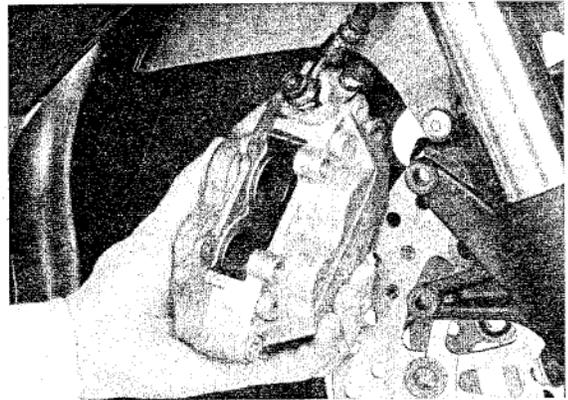
Push the caliper pistons all the way in to allow installation of new brake pads.



Remove the pad pins, pad spring and brake pads.

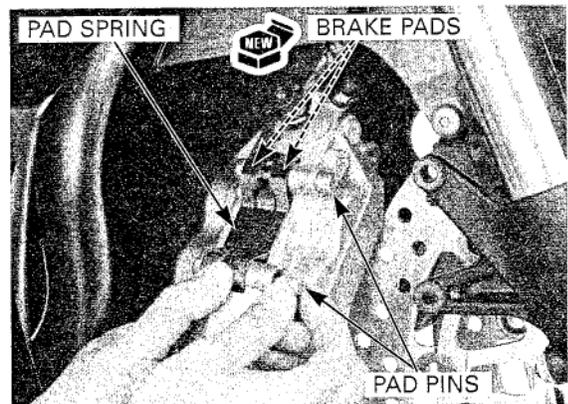


Clean the inside of the caliper especially around the caliper pistons.



Install the new brake pads.
Install the pad spring with its arrow mark facing up (page 15-23).

Push the pad spring, then install the pad pin.



Be careful not to damage the pads.

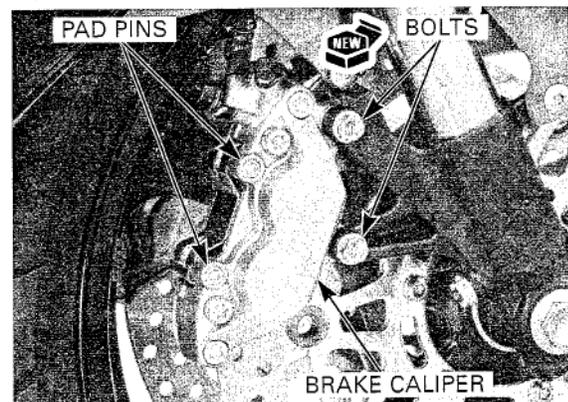
Install the brake caliper to the fork leg so the disc is positioned between the pads.

Install and tighten the new brake caliper mounting bolts.

TORQUE: 30 N•m (3.1kgf•m, 22 lbf•ft)

Tighten the pad pins.

TORQUE: 18 N•m (1.8kgf•m, 13 lbf•ft)

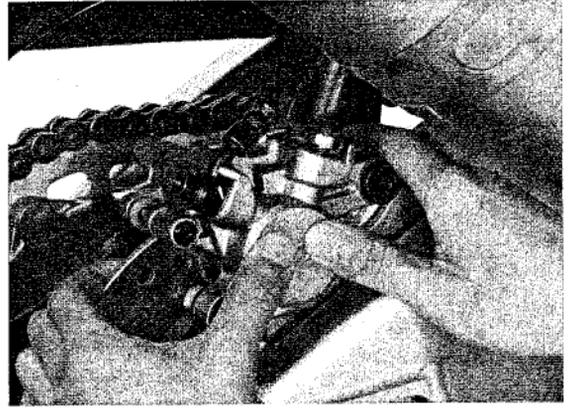


REAR BRAKE PAD REPLACEMENT

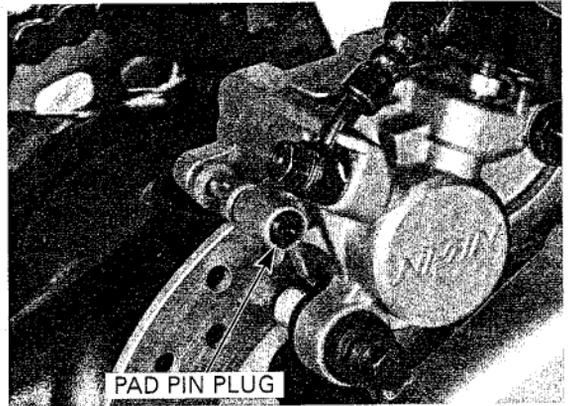
Always replace the brake pads in pairs to assure even disc pressure

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.

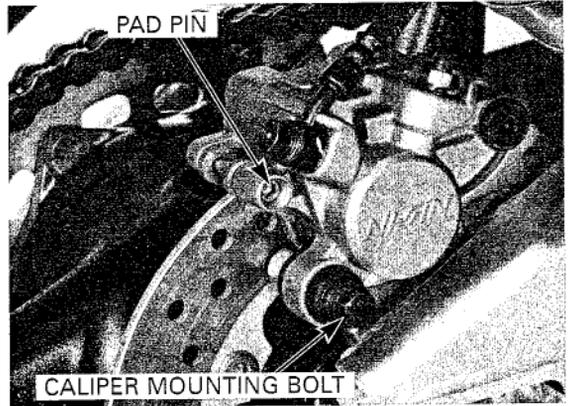


Remove the pad pin plug.



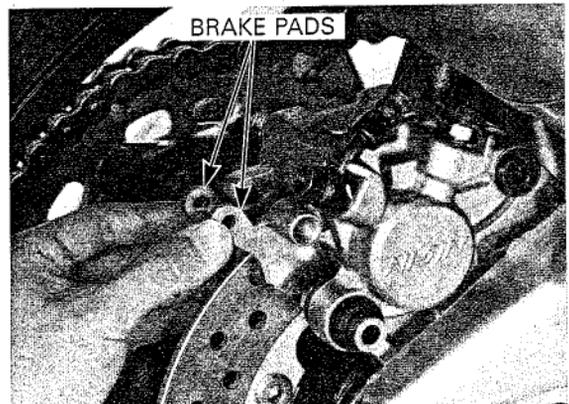
Loosen the pad pin.

Remove the caliper mounting bolt.



Pivot the caliper up.

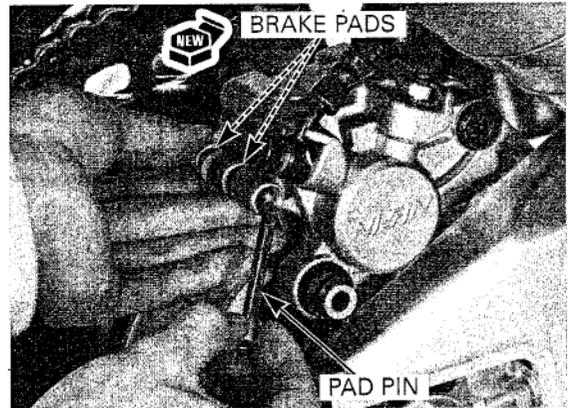
Remove the pad pin and brake pads.



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 the pad ends are positioned onto the retainer on the caliper bracket.

Install the pad pin.

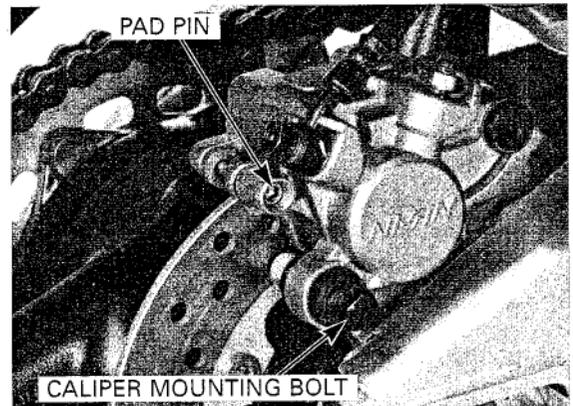


Install and tighten the caliper mounting bolt.

TORQUE: 22 N·m (2.2 kgf·m, 16 lbf·ft)

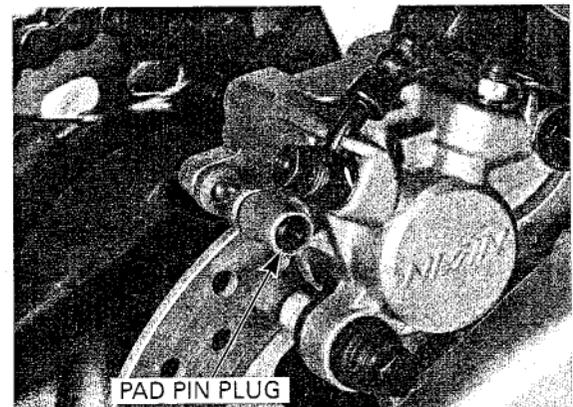
Tighten the pad pin.

TORQUE: 18 N·m (1.8 kgf·m, 13 lbf·ft)



Install and tighten the pad pin plug.

TORQUE: 2 N·m (0.25 kgf·m, 1.8 lbf·ft)



BRAKE DISC INSPECTION

Visually inspect the brake disc for damage or crack.

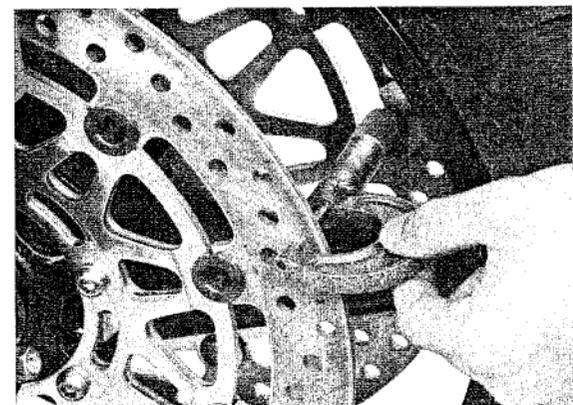
Measure the brake disc thickness with a micrometer.

SERVICE LIMITS:

FRONT: 3.5 mm (0.14 in)

REAR: 4.0 mm (0.16 in)

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

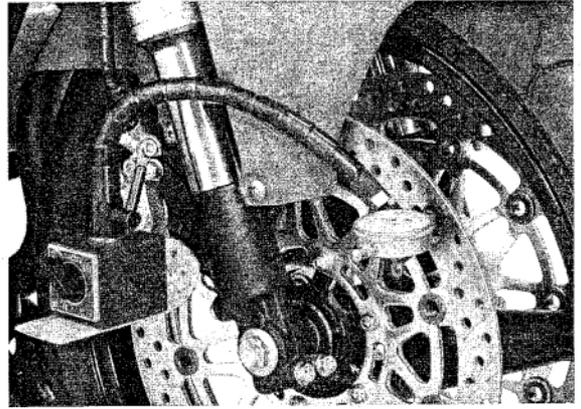


HYDRAULIC BRAKE

Measure the brake disc warpage with a dial indicator.

SERVICE LIMIT: 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.



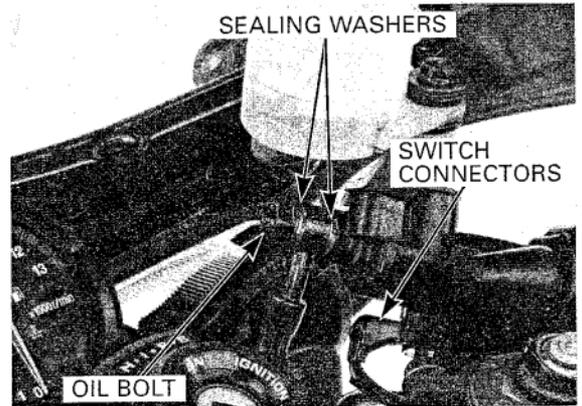
FRONT MASTER CYLINDER

REMOVAL

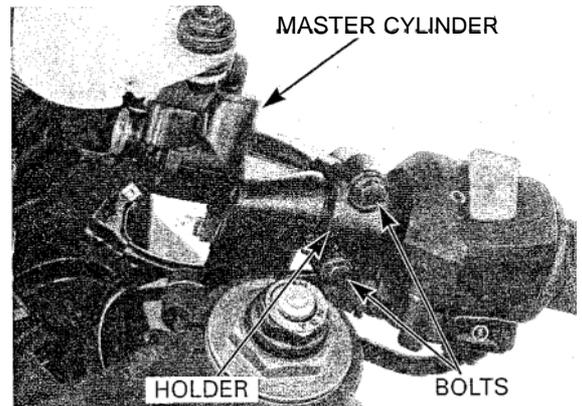
Drain the front hydraulic system (page 15-4).

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

Disconnect the brake light switch wire connectors. 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 dust cover and snap ring.

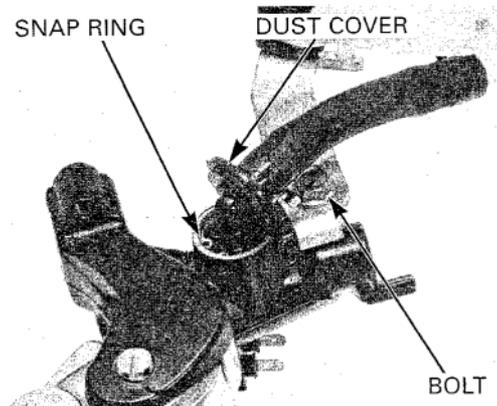
TOOL:

Snap ring pliers

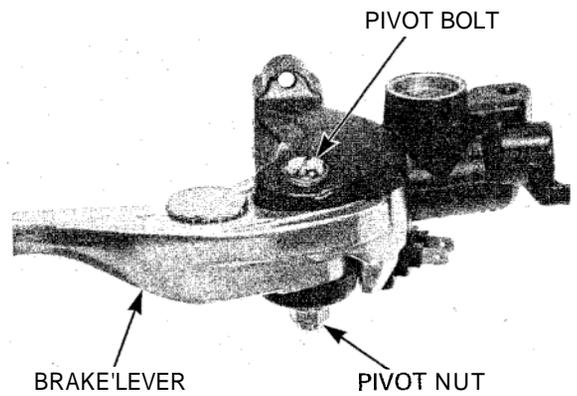
07914-SA50000

Remove the bolt and brake reservoir from the master cylinder.

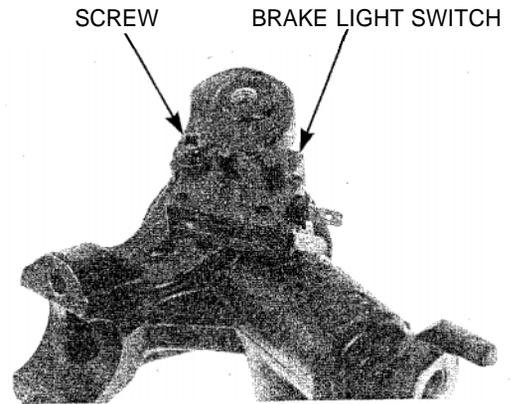
Remove the O-ring.



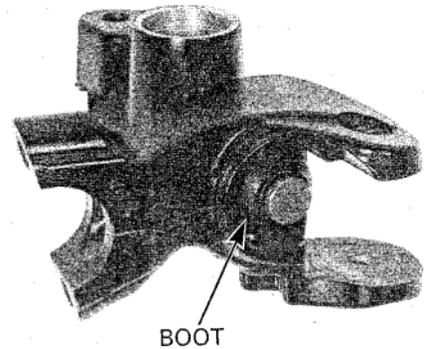
Remove the pivot bolt/nut and brake lever assembly.



Remove the screw and brake light switch.



Remove the boot.



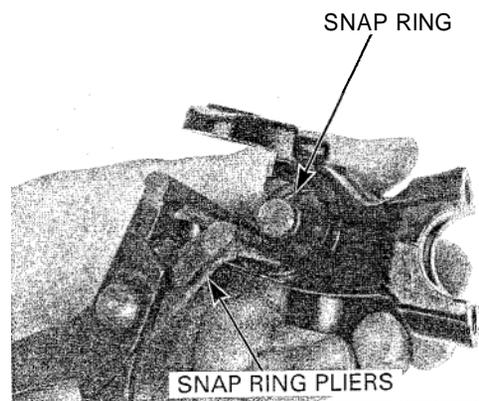
Remove the snap ring from the master cylinder body using the special tool as shown.

TOOL:
Snap ring pliers

07914-SA50000

Remove the master piston and spring.

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



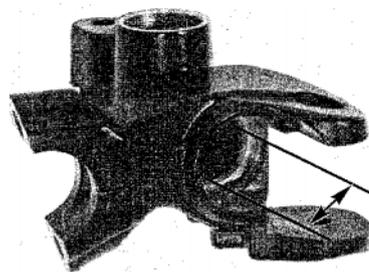
INSPECTION

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

Check the master cylinder and piston for abnormal scratches.

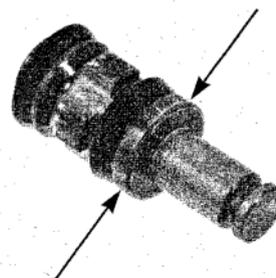
Measure the master cylinder I.D.

SERVICE LIMIT: 17.515 mm (0.6896 in)

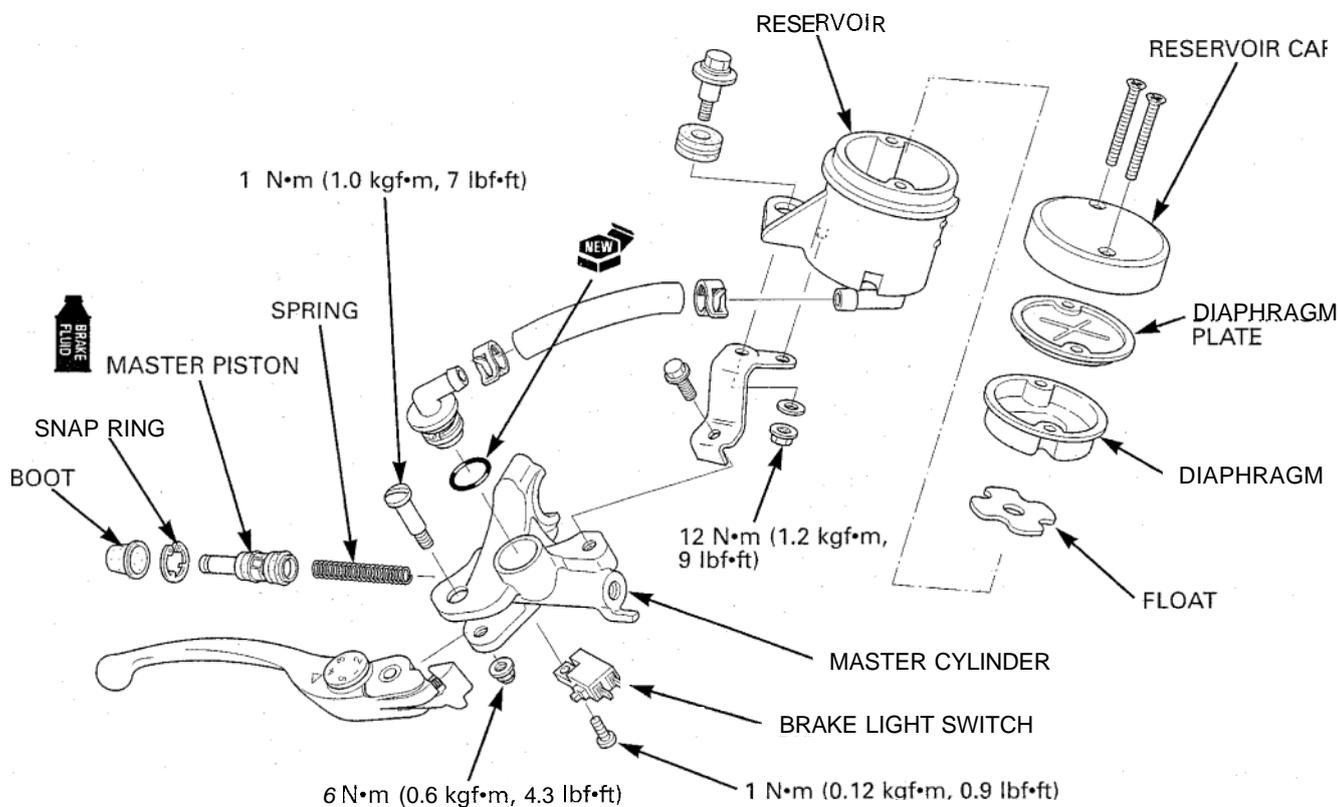


Measure the master cylinder piston O.D.

SERVICE LIMIT: 17.309 mm (0.6815 in)



ASSEMBLY

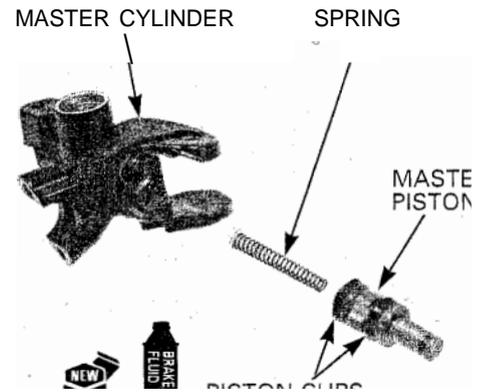


Keep the piston, cups, spring, snap ring and boot as a set do not substitute individual parts

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.

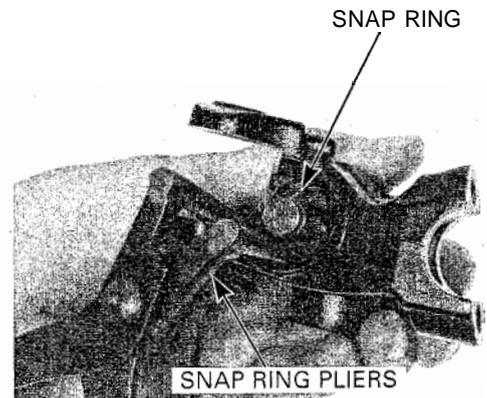


Be certain the snap ring is firmly seated in the groove

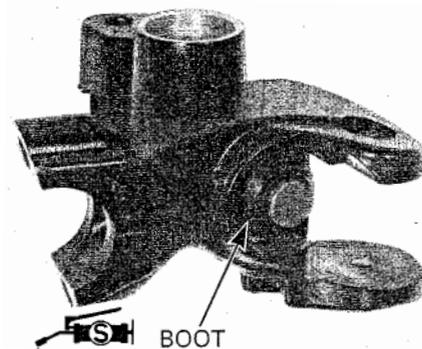
Install the snap ring.

TOOL
Snap ring pliers

07914-SA50000

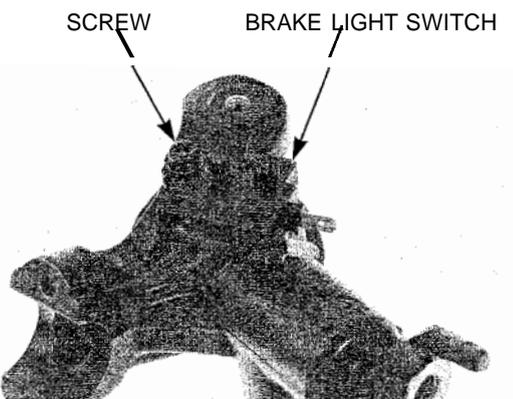


Install the boot.



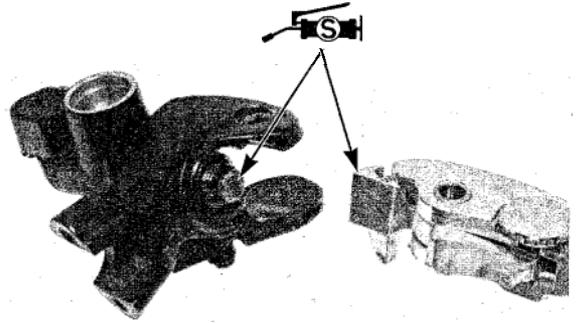
Install the brake light switch and tighten the screw to the specified torque.

TORQUE: 1 N·m (0.12 kgf·m, 0.9 lbf·ft)



HYDRAULIC BRAKE

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

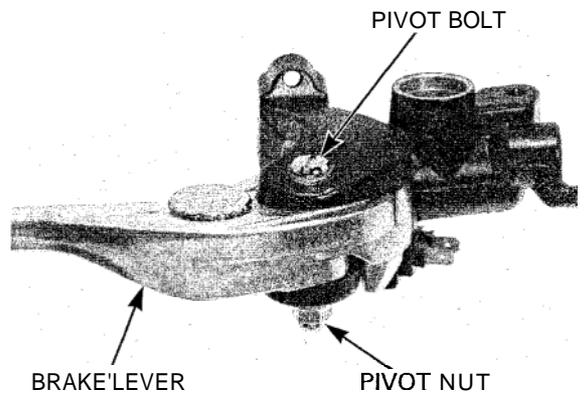


Install the brake lever assembly, tighten the pivot bolt to the specified torque.

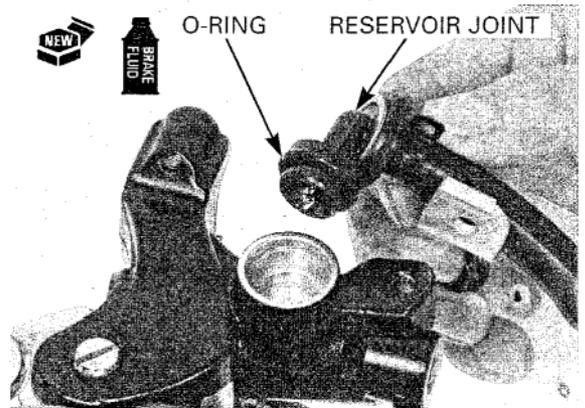
TORQUE: 10 N·m (1.0 kgf·m, 7 lbf·ft)

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)



Apply brake fluid to the new reservoir joint O-ring.

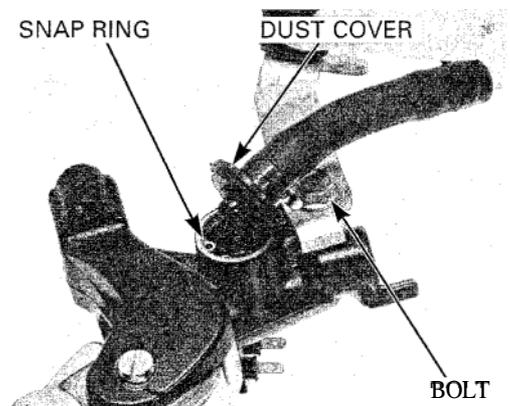


Install the master cylinder reservoir joint into the master cylinder and secure the joint with a snap ring.

TOOL:
Snap ring pliers

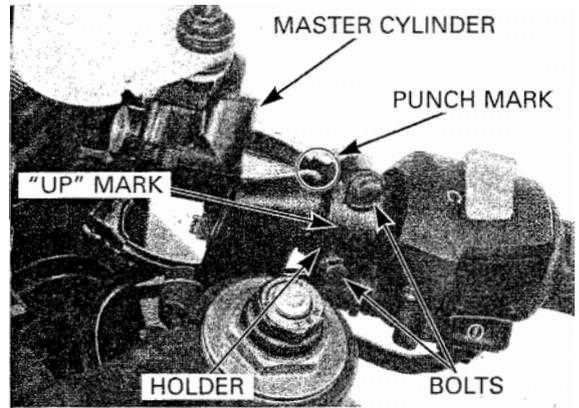
07914-SA50000

Install the dust cover.
Install and tighten the reservoir mounting bolt.



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.

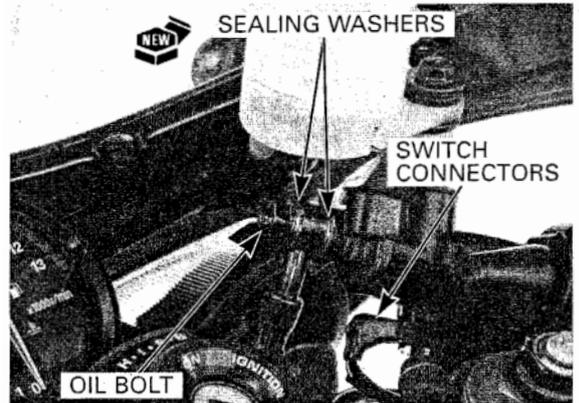


Install the brake hose eyelet with the oil bolt and new sealing washers. Push the eyelet joint against the stopper, then tighten the oil bolt to the specified torque.

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 and bleed the brake system (page 15-5).



REAR MASTER CYLINDER

REMOVAL

Drain the rear hydraulic system (page 15-4).

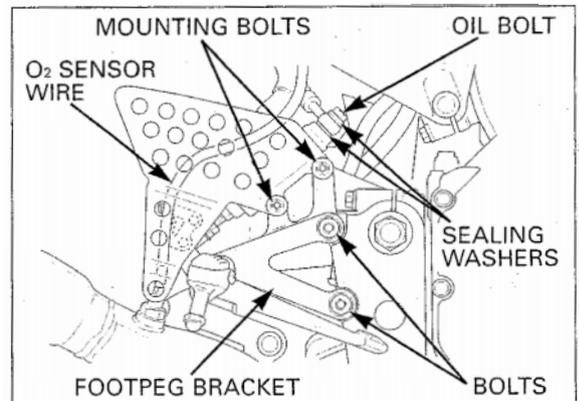
Remove the rear master cylinder reservoir mounting bolt.



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 main footpeg bracket socket bolts and main footpeg bracket assembly.



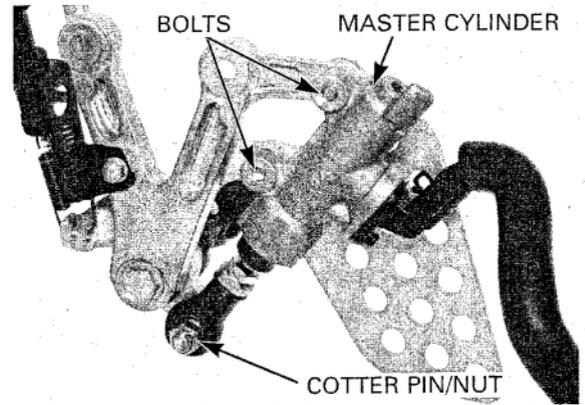
California type only

Release the O₂ sensor wire from the wire guide behind the right step guard.

HYDRAULIC BRAKE

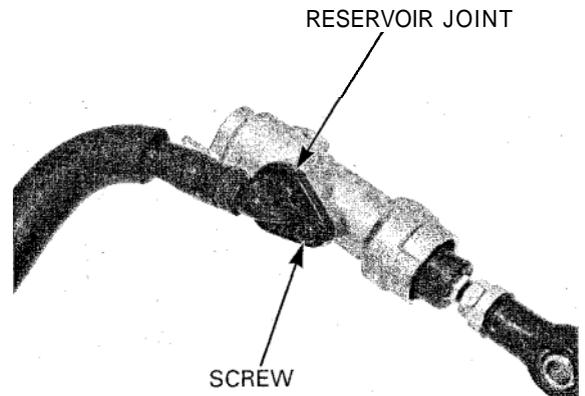
Remove and discard the brake pedal joint cotter pin.
Remove the joint pin.

Remove the master cylinder mounting bolts, collars (California type only), step guard and master cylinder.



DISASSEMBLY

Remove the screw and reservoir hose joint from the master cylinder.



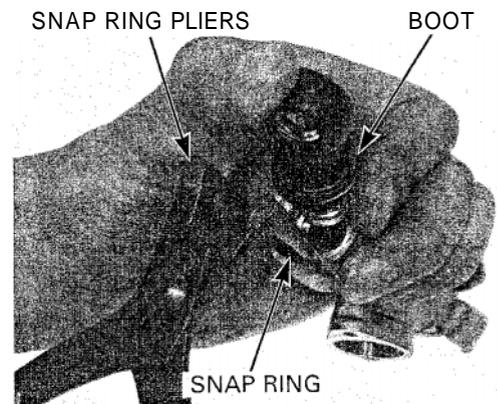
Remove the boot.

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

TOOL:

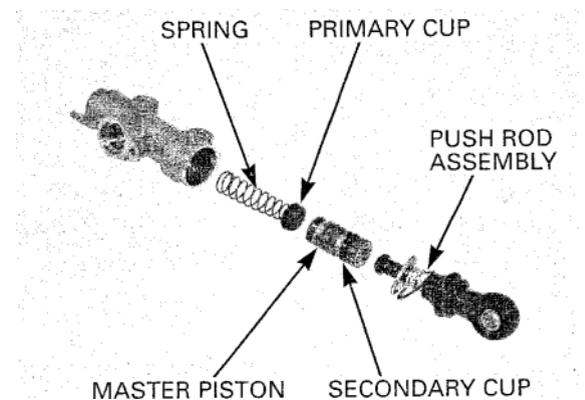
Snap ring pliers

07914-SA50000



Remove the push rod, master piston and spring.

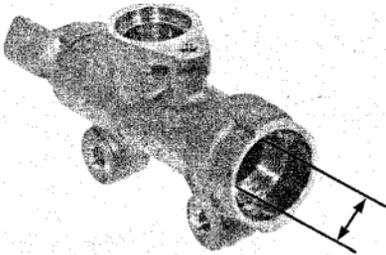
Clean the inside of the cylinder with brake fluid.



INSPECTION

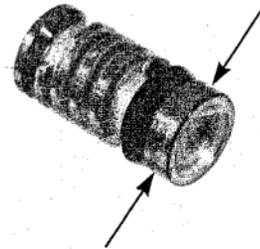
Check the piston boot, primary cup and secondary cup for fatigue or damage.
Check the master cylinder and piston for abnormal scratches.
Measure the master cylinder I.D.

SERVICE LIMIT: 15.925 mm (0.6270 in)

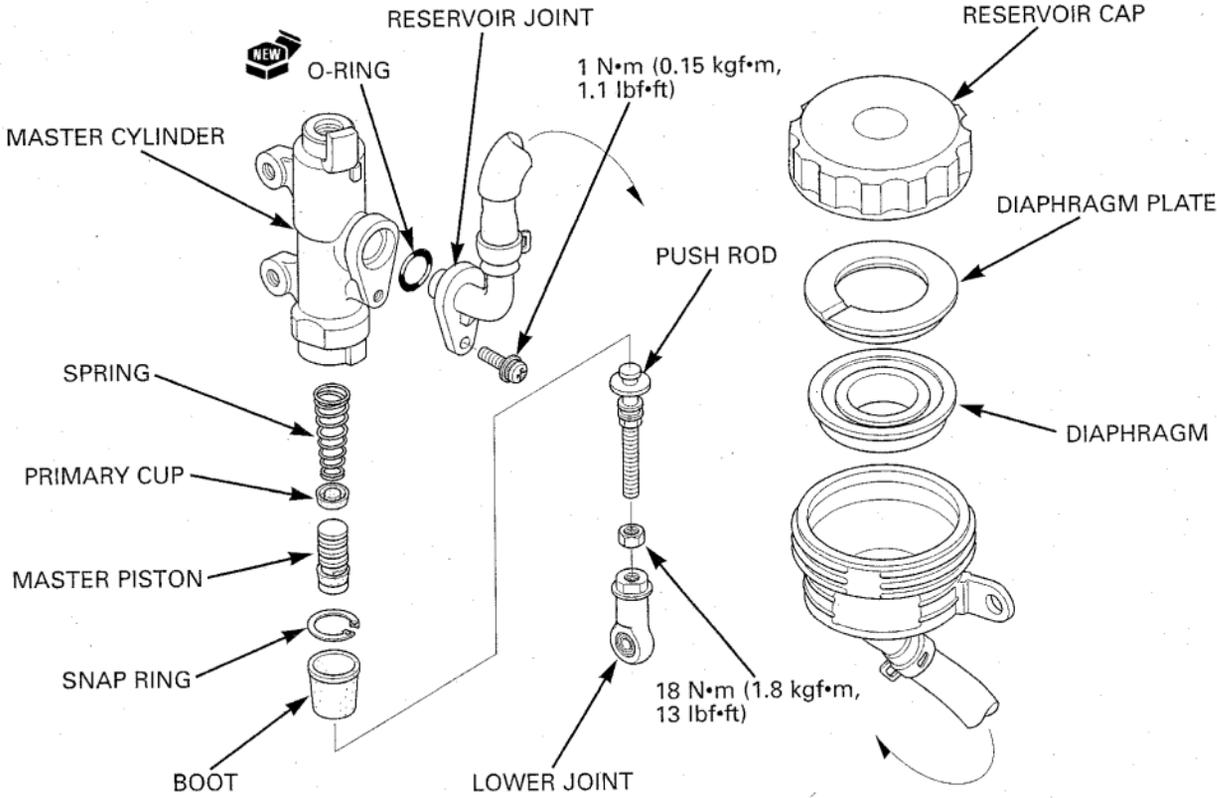


Measure the master cylinder piston O.D.

SERVICE LIMIT: 15.815 mm (0.6226 in)



ASSEMBLY



HYDRAULIC BRAKE

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

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

if the push rod is disassembled, refer to page 3-26 for push rod length adjustment

Be certain the snap ring is firmly seated in the groove

Coat all parts with clean brake fluid before assembly.

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

Install the push rod into the master cylinder.

Install the snap ring.

TOOL:
Snap ring pliers

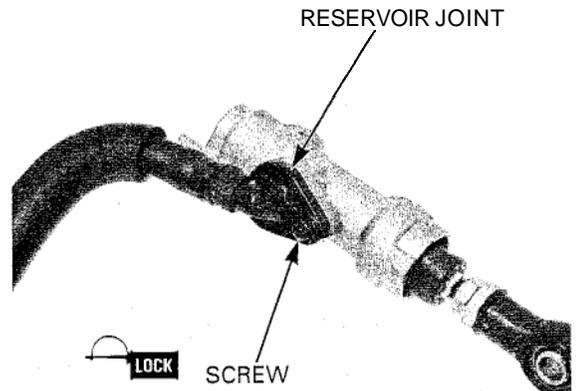
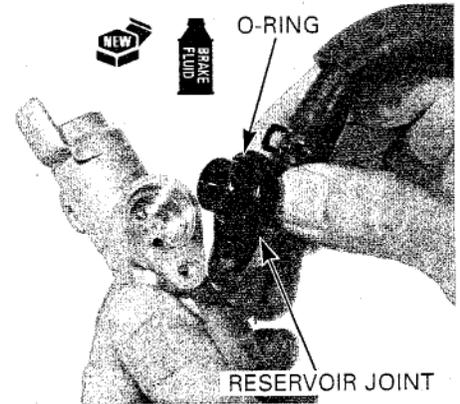
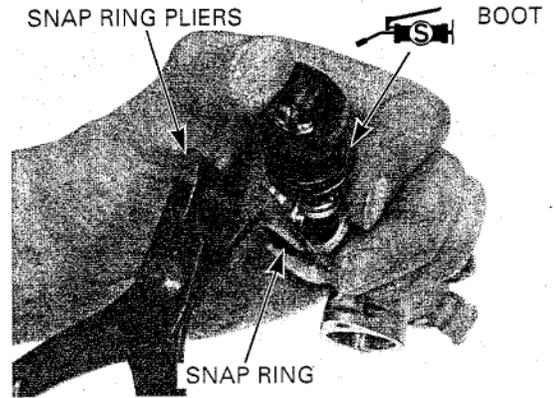
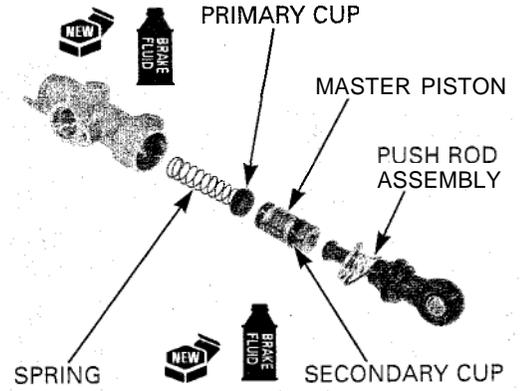
07914-SA50000

Install the boot.

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

Apply a locking agent to the reservoir joint screw threads. Install and tighten the screw to the specified torque.

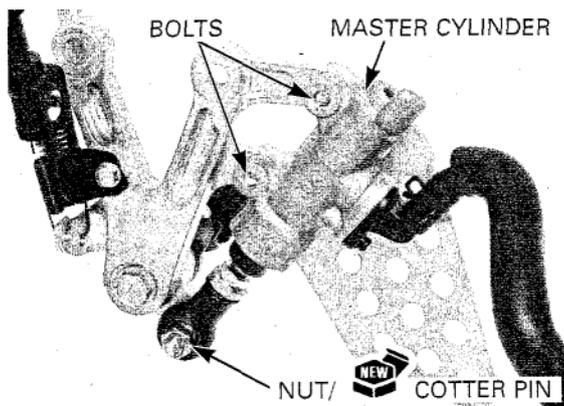
TORQUE: 1 N•m (0.1 kgf•m, 0.7 lbf•ft)



INSTALLATION

Place the master cylinder onto the main footpeg bracket, install the collars (California type only), step guard and 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.



California type only

Clamp the O₂ sensor wire to the wire guide behind the right step guard.

Install the main footpeg bracket onto the lower bracket, tighten the socket bolts to the specified torque.

TORQUE: 39 N•m (4.0 kgf•m, 29 lbf•ft)

Tighten the master cylinder mounting bolts.

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

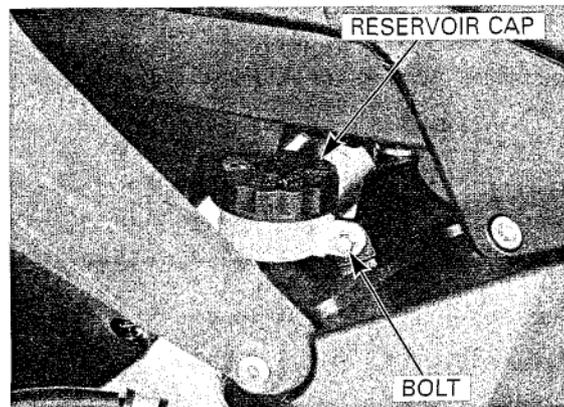
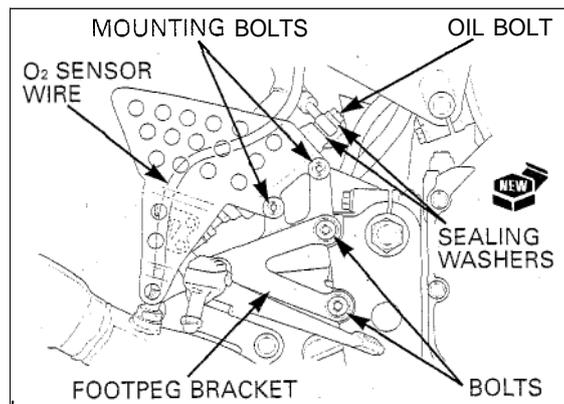
Push the eyelet joint against the stopper, then tighten the oil bolt to the specified torque.

TORQUE: 34 N•m (3.5 kgf•m, 25 lbf•ft)

Install and tighten the brake reservoir mounting bolt.

Fill the reservoir to the upper level and bleed the brake system (page 15-5).

Adjust the brake pedal height (page 3-26).



FRONT BRAKE CALIPER

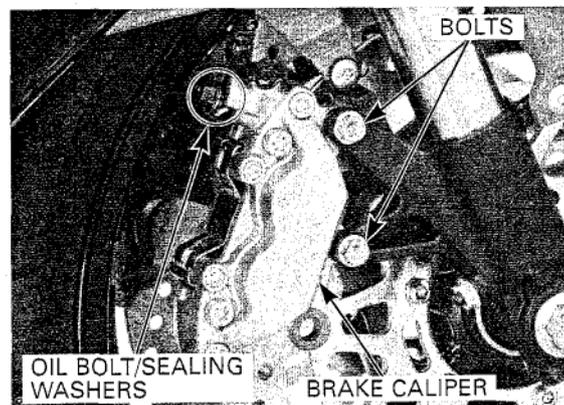
REMOVAL

Drain the front brake hydraulic system (page 15-4).

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.

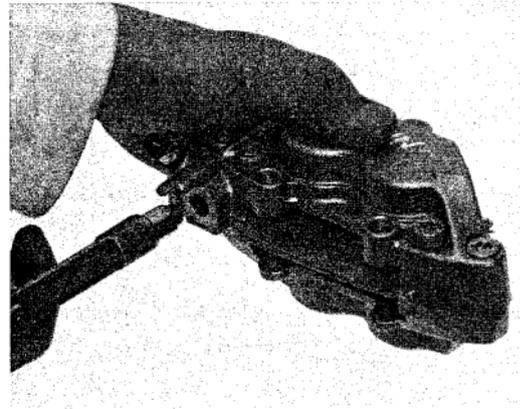
Remove the caliper mounting bolts, caliper and the brake pads (page 15-8).



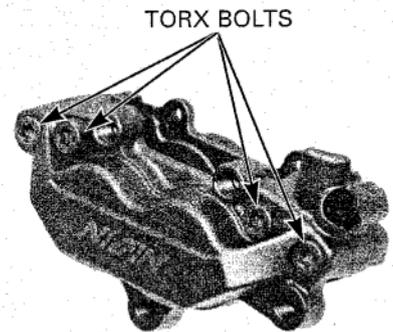
DISASSEMBLY

Install corrugated cardboard or equivalent 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.



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

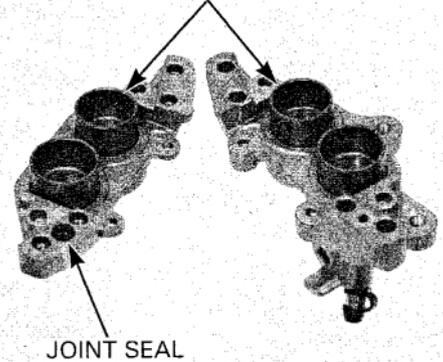


Mark the pistons to ensure correct reassembly.

Remove the following:

- Joint seals
- Caliper piston A
- Caliper piston B

CALIPER PISTONS

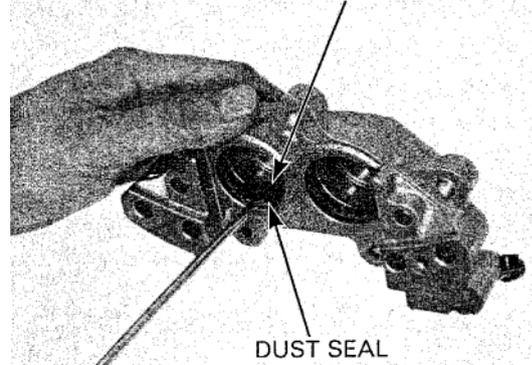


Be careful not to damage the piston sliding surface

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

Clean the seal grooves with clean brake fluid.

PISTON SEAL



INSPECTION

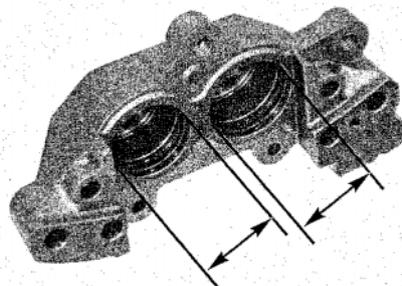
Check the caliper cylinder for scoring or other damage.

Measure the caliper cylinder I.D.

SERVICE LIMITS:

Cylinder A (Upper): 32.05 mm (1.262 in)

Cylinder B (Lower): 30.29 mm (1.193 in)



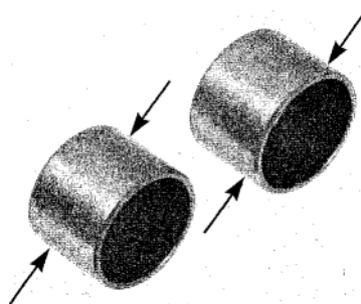
Check the caliper pistons for scratches, scoring or other damage.

Measure the caliper piston O.D.

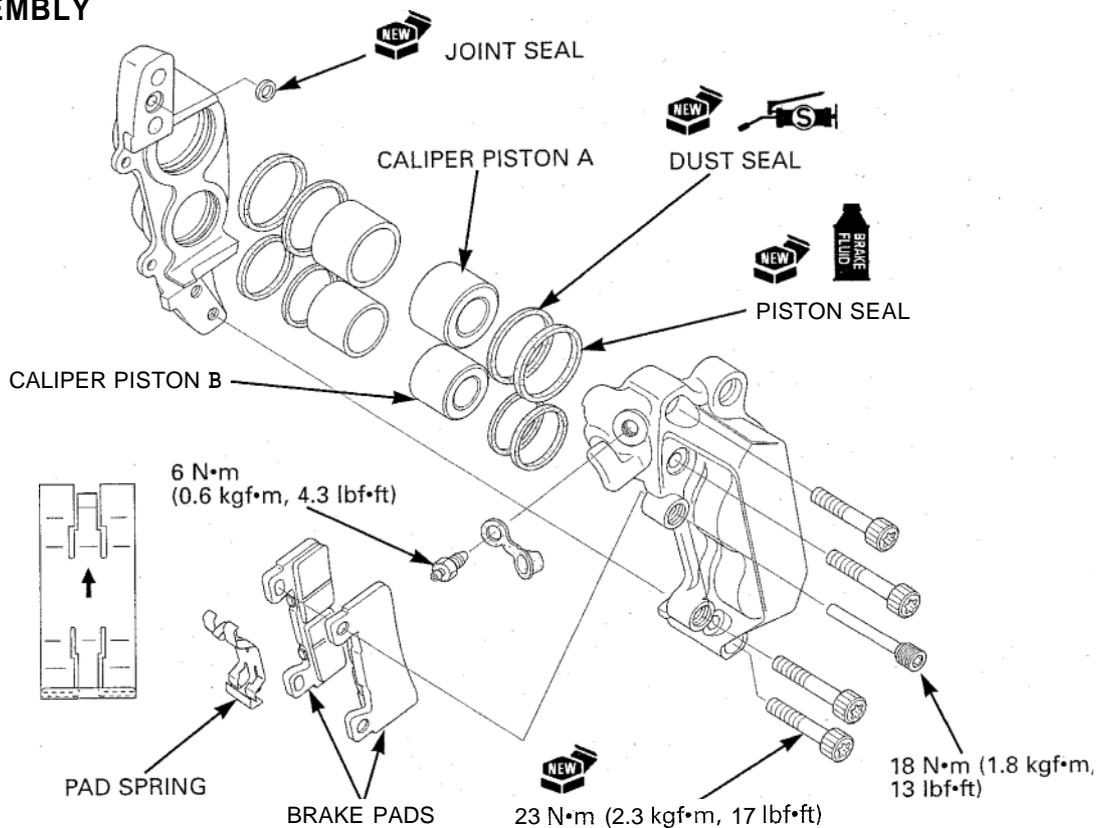
SERVICE LIMITS:

Piston A (Upper): 31.953 mm (1.2580 in)

Piston B (Lower): 30.074 mm (1.1840 in)



ASSEMBLY

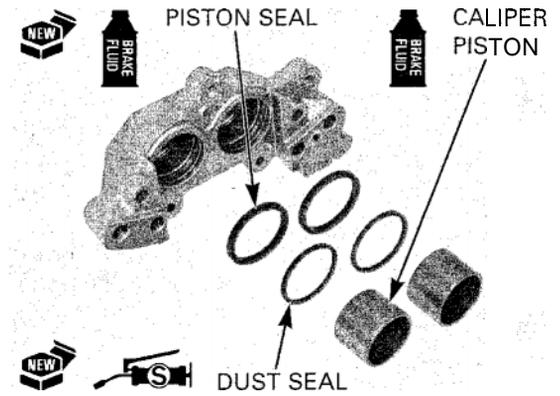


HYDRAULIC BRAKE

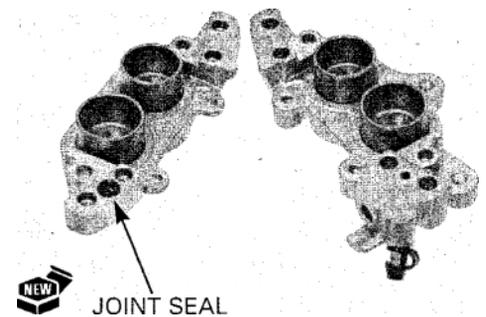
Coat the new piston seals with clean brake fluid.
Coat the new dust seals with silicone grease.

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 open ends toward the pad.

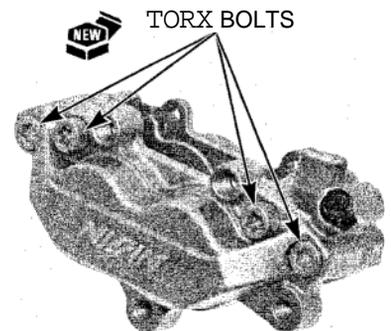


Install the new joint seal into the fluid passage on the caliper.



Assemble the caliper halves and install and tighten the new caliper assembly torx bolts to the specified torque.

TORQUE: 23 N•m (2.3kgf•m, 17 lbf•ft)



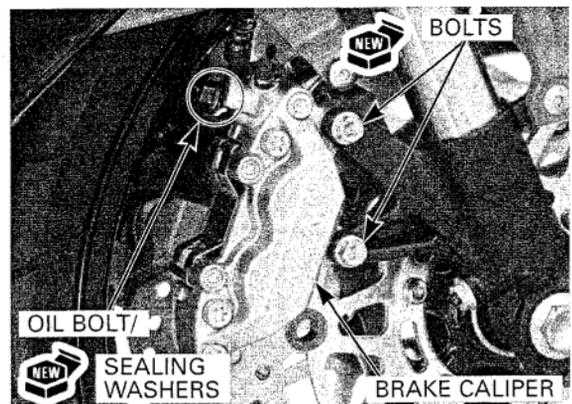
INSTALLATION

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 (3.1kgf•m, 22 lbf•ft)

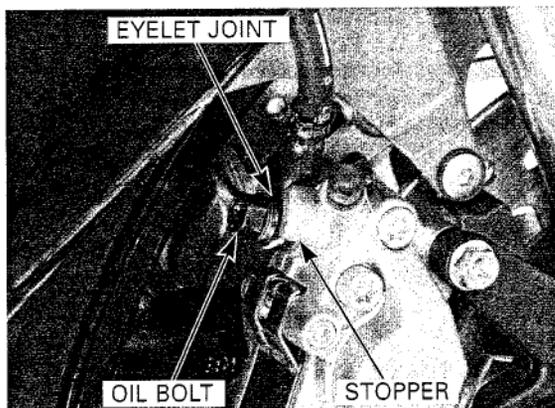
Install the brake hose eyelet to the caliper body with two new sealing washers and oil bolt.



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 15-5).



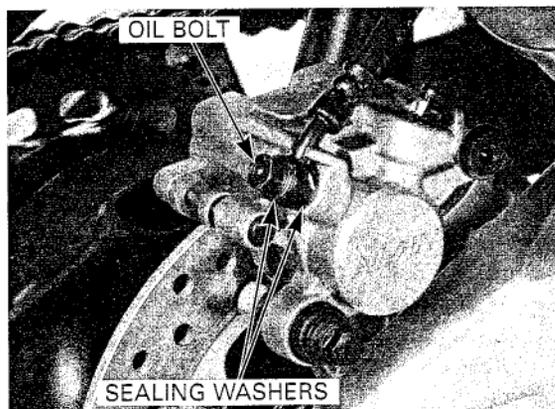
REAR BRAKE CALIPER

REMOVAL

Drain the rear brake hydraulic system (page 15-4).

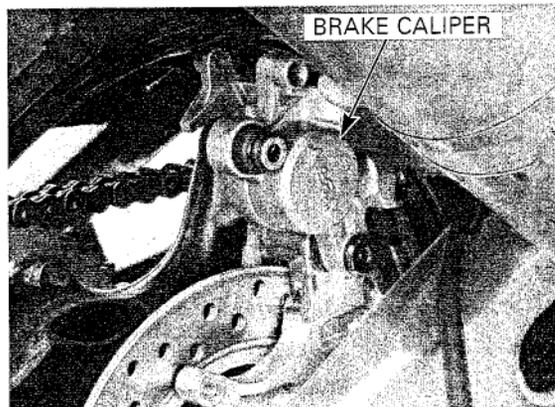
Remove the oil bolt, sealing washers and brake hose eyelet joint.

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



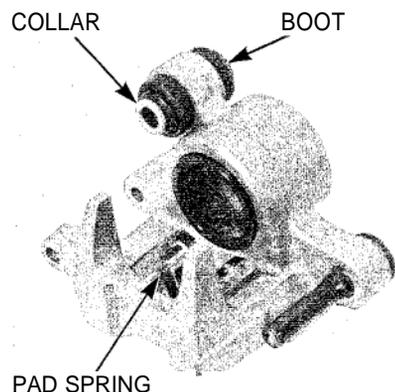
Remove the caliper bracket bolts and the brake pads (page 15-10).

Pivot the caliper up and remove it.



DISASSEMBLY

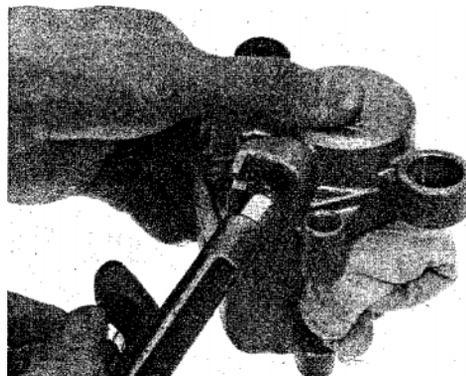
Remove the pad spring, collar and boot from the caliper body.



HYDRAULIC BRAKE

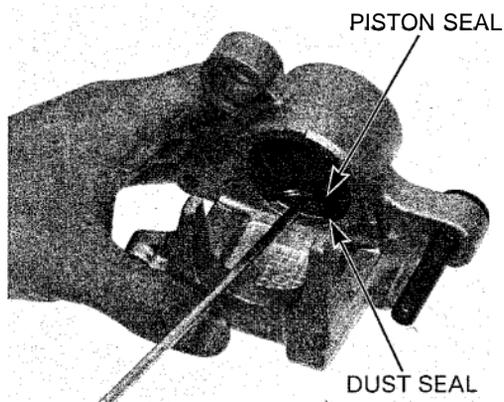
Do not use high pressure air or bring the nozzle too close to the inlet

Place a shop towel over the piston.
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.



INSPECTION

Check the caliper cylinder for scoring or other damage.

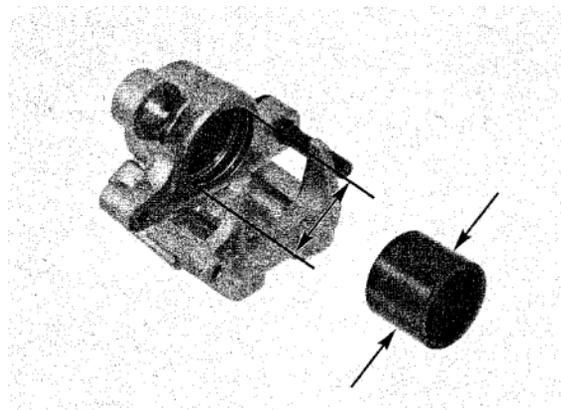
Measure the caliper cylinder I.D.

SERVICE LIMIT: 38.24 mm (1.506 in)

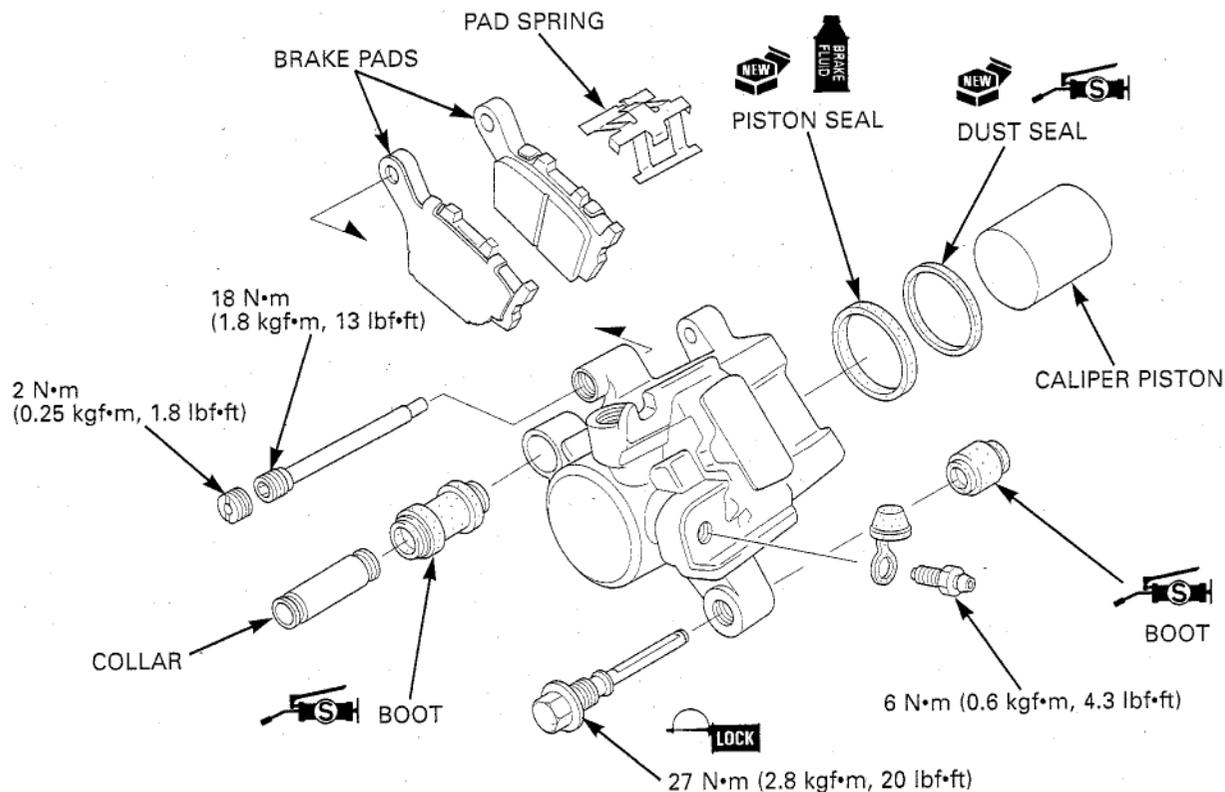
Check the caliper pistons for scratches, scoring or other damage.

Measure the caliper piston O.D.

SERVICE LIMIT: 38.090 mm (1.4996 in)



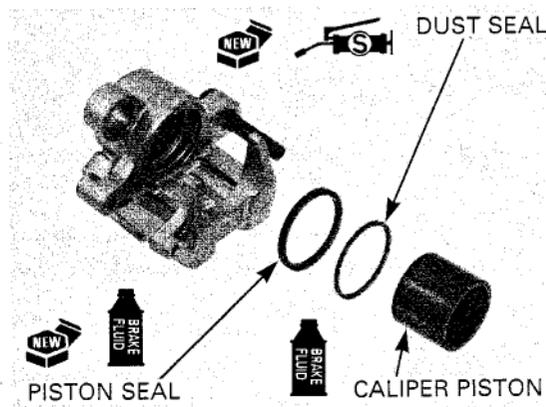
ASSEMBLY



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

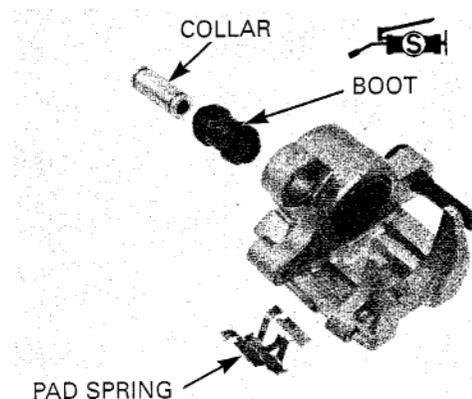
Install the piston seal and dust seal into the groove of the caliper body.

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.



HYDRAULIC BRAKE

Install the pad retainer into the bracket.

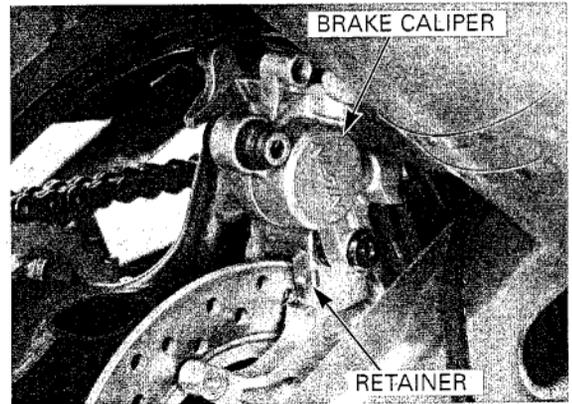
INSTALLATION

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

Install the rear brake pads (page 15-11).

Install and tighten the caliper mounting bolt to the specified torque.

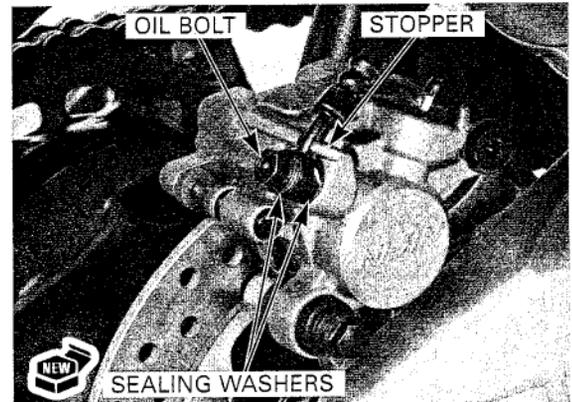
TORQUE: 22 N·m (2.2 kgf·m, 16 lbf·ft)



Install the brake hose eyelet to the caliper body with two new sealing washers and oil bolt. Align 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 rear brake hydraulic system (page 15-5).



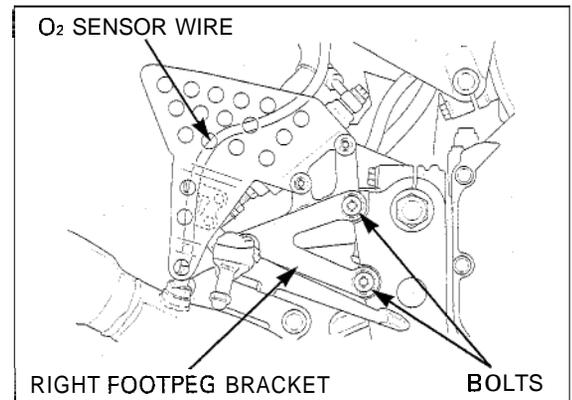
BRAKE PEDAL

REMOVAL

California type only

Release the O₂ sensor wire from the wire guide behind the right step guard.

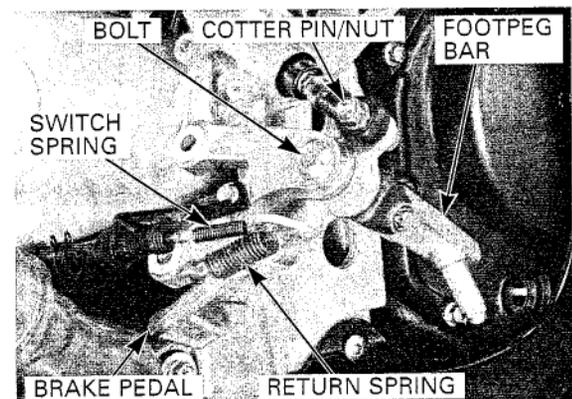
Remove the main footpeg bracket mounting bolts and bracket assembly from the lower bracket.



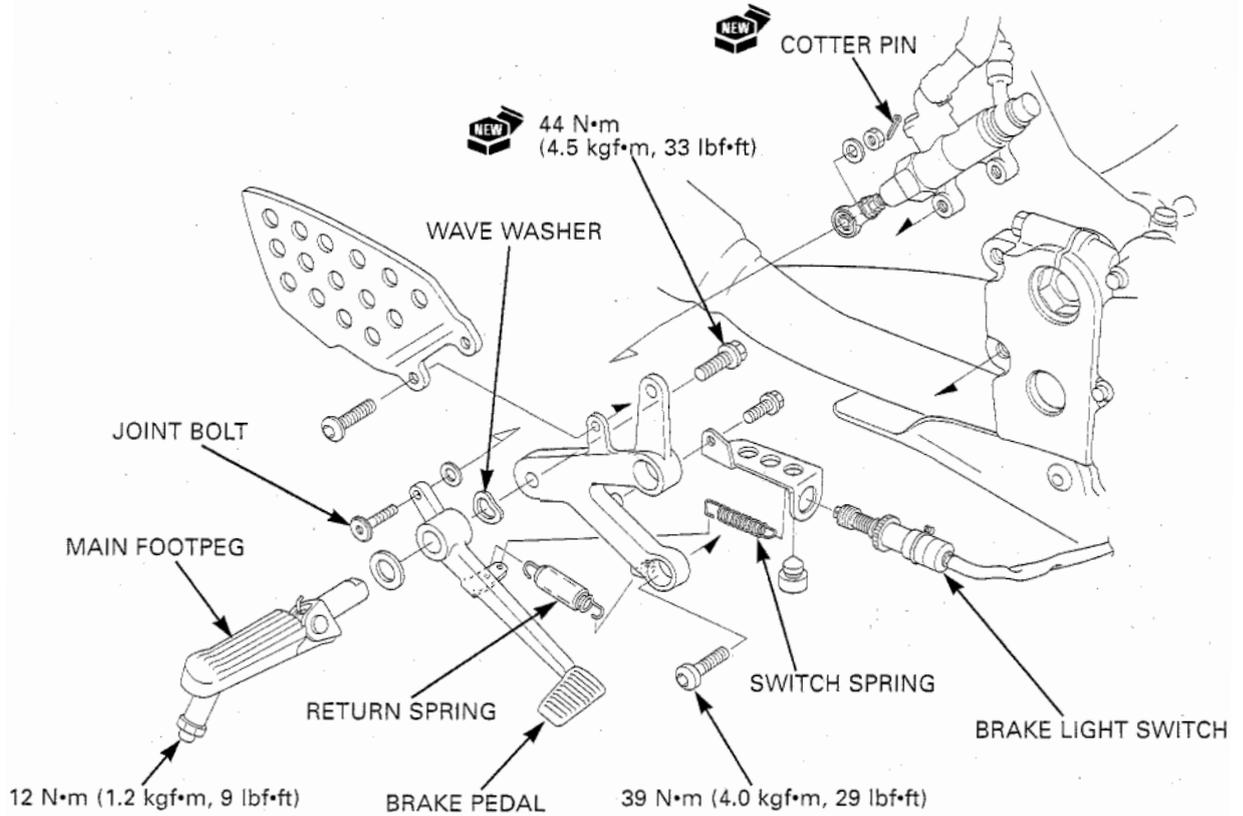
Remove and discard the brake pedal joint cotter pin. Remove the joint pin.

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

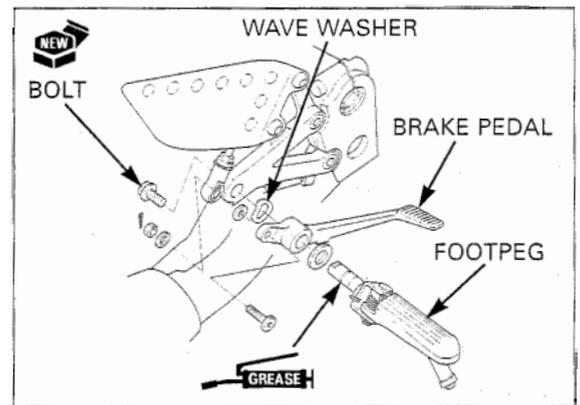
Remove the footpeg mounting bolt, footpeg, brake pedal and wave washer.



INSTALLATION



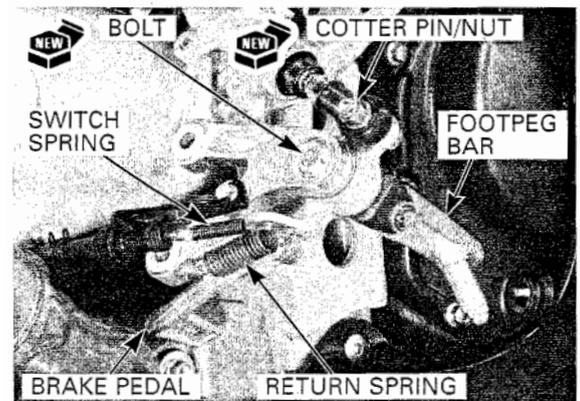
Apply grease to the sliding surface of the brake pedal and footpeg.
Assemble the brake pedal, footpeg and wave washer.



Install a new footpeg mounting bolt and tighten it to the specified torque.

TORQUE: 44 N·m (4.5 kgf·m, 33 lbf·ft)

Attach the brake pedal return spring.
Install the brake light switch and attach the switch spring.
Connect the brake pedal to the push rod lower joint.
Install the joint pin and secure it with a new cotter pin.



HYDRAULIC BRAKE

*California type
only*

Clamp the O₂ sensor wire to the wire guide behind the right step guard.

Install the right main footpeg bracket assembly onto the lower bracket.

Install and tighten the right main footpeg bracket socket bolts to the specified torque.

TORQUE: 39 N•m (4.0kgf•m, 29 lbf•ft)

