

REPLACEMENT

1. REMOVE REAR WHEEL

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

2. INSPECT PAD LINING THICKNESS

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

Minimum thickness: 1.0 mm (0.039 in.)

3. LIFT UP CALIPER

- Hold the sliding pin on the bottom and loosen the installation bolt.
- Remove the installation bolt.
- Lift up caliper and suspend it securely.

HINT:

Do not disconnect the flexible hose from the caliper.

4. REMOVE THESE PARTS:

- 2 anti-squeal springs
- 2 brake pads
- 4 anti-squeal shims
- 4 pad support plates

NOTICE:

The anti-rattle spring can be used again provided that they have sufficient rebound, no deformation, cracks or wear, and have had all rust, dirt and foreign particles cleaned off.

5. CHECK DISC THICKNESS AND RUNOUT

(See page [BR-36](#))

6. INSTALL NEW PADS

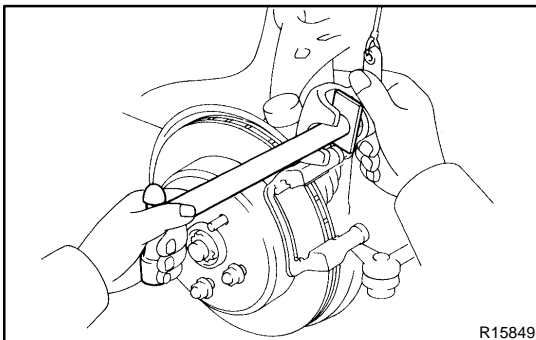
NOTICE:

When replacing worn pads, the anti-squeal shims must be replaced together with the pads.

- Apply disc brake grease to both sides of the inner anti-squeal shim (See page [BR-30](#)).
- Install the 2 anti-squeal shims on each pad.
- Install the inner pad with the pad wear indicator plates facing downward.
- Install the outer pad.

NOTICE:

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



7. INSTALL CALIPER

- Draw out a small amount of brake fluid from the reservoir.
- Press in the piston with a hammer handle or similar implement.

HINT:

If the piston is difficult to push in, loosen the bleeder plug and push in the piston while letting some brake fluid escape.

- Install the caliper.
- Hold the sliding pin and torque the installation bolt.

Torque: 34 N·m (350 kgf-cm, 25 ft-lbf)

- 8. INSTALL REAR WHEEL**
- 9. CHECK THAT FLUID LEVEL IS AT MAX LINE**