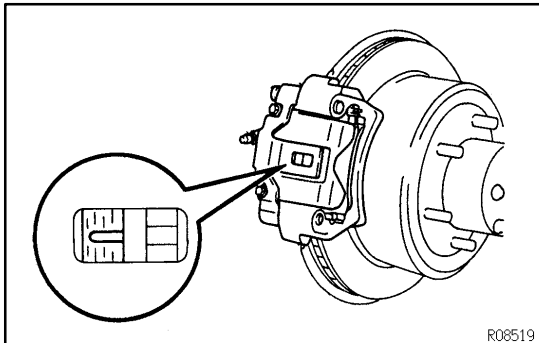


REPLACEMENT

1. REMOVE REAR WHEEL

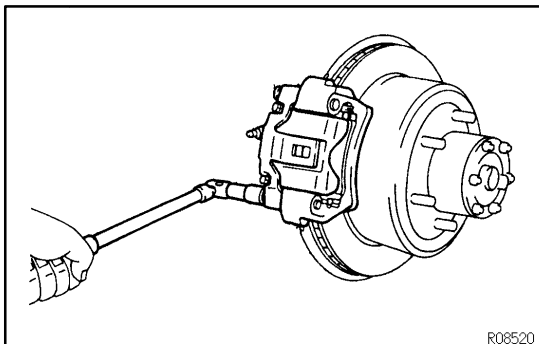
Remove the wheel and temporarily fasten the disc with the hub nuts.



2. INSPECT PAD LINING THICKNESS

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

Minimum thickness: 1.0 mm (0.039 in.)



3. REMOVE BRAKE CALIPER

- (a) Remove the sliding main pin and sliding sub pin.
- (b) Remove the caliper and suspend it so the hose is not stretched.

HINT:

Do not disconnect the flexible hose.

4. REMOVE THESE PARTS:

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

NOTICE:

The pad support plates 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

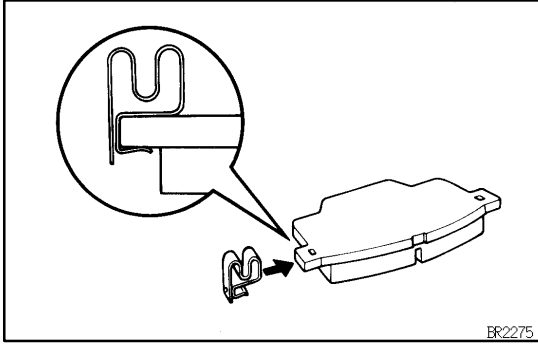
(See page [BR-36](#))

6. INSTALL PAD SUPPORT PLATES

7. INSTALL NEW PADS

NOTICE:

When replacing worn pads, the anti-squeal shim and wear indicator plates must be replaced together with the pads.



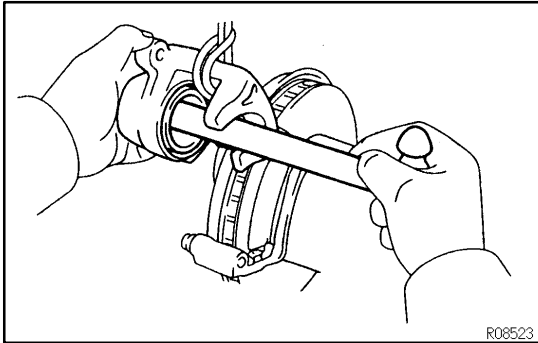
- (a) Install pad wear indicator plate to each pads.
- (b) Install the anti-squeal shim to the outer pad.
- (c) Install the 2 pads so the wear indicator plate is facing upward.

NOTICE:

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

8. INSTALL CALIPER

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



- (b) Press in piston with a hammer handle or an equivalent.
- HINT:**

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

- (c) Install the caliper carefully so the boot is not wedged.
- (d) Install and torque the sliding main pin and sub pin.

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

9. INSTALL REAR WHEEL**10. CHECK THAT FLUID LEVEL IS AT MAX LINE**