

9. Remove the circlip from the master cylinder body using the special circlip pliers (Tool No. 07914-3230000). (Fig. 14-8)
10. Next, remove 10.5 mm washer, piston, secondary cup, primary cup, spring and check valve. (Fig. 14-7)

c. Inspection

1. Brake friction pads

If the clearance between the front of the caliper and brake disc face becomes **0.06~0.08 in. (1.5~2 mm)**, friction pads should be replaced with new Honda genuine friction pads (Refer to page 185)

Both friction pads (the one which is on the caliper piston and the other on the opposite side) should be changed in set at the same time.

2. Front disc brake inspection

Raise the stand, push the motorcycle, apply the brake lever and check to make sure that the front brake is fully operational. If a large stroke of the lever is required before the braking becomes effective, the cause may be either low brake fluid in the system or air may be present in the system; in which case, check the reservoir and replenish the fluid if necessary or if air bleeding is required, refer to the section on bleeding of braking system (page 138~139). This should automatically correct the level breaking stroke.

However, if the length of the free stroke is excessively large, brake lever adjustment may be necessary.

Loosen the brake lever adjusting lock nut and turn the adjusting bolt to obtain the proper play.

After completing the adjustment, do not forget to tighten the lock nut. (Fig. 14-9)

3. Caliper cylinder piston

Accurately measure the caliper cylinder using inside dial gauge, and the piston using a micrometer. When the clearance between piston and the cylinder is greater than **0.004 in. (0.11 mm)**, the worn parts

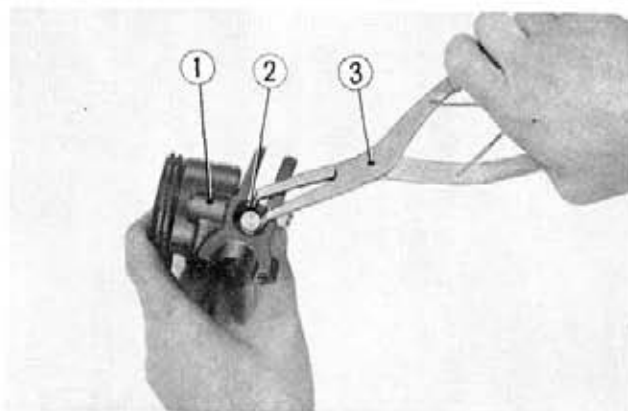


Fig. 14-8 ① Master cylinder body
② Circlip
③ Special pliers

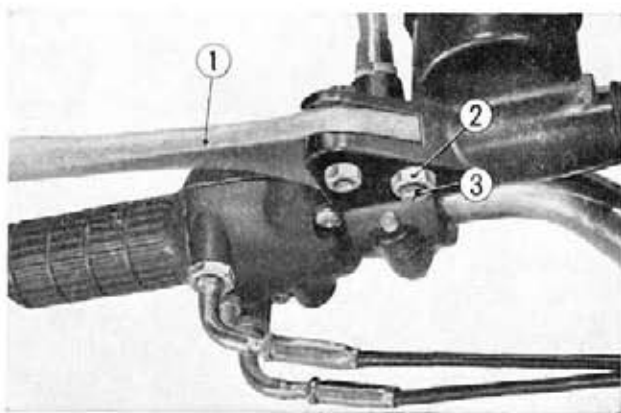


Fig. 14-9 ① Front brake lever
② Lock nut
③ Brake lever adjusting bolt