

Fig. 5.28 Free play of brake lever

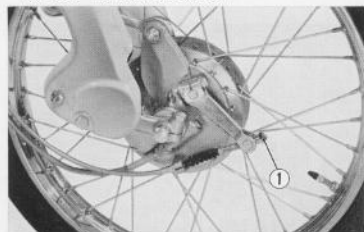
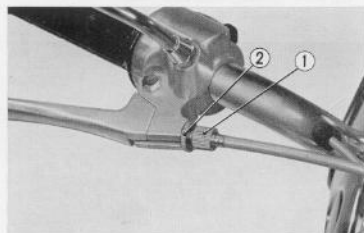
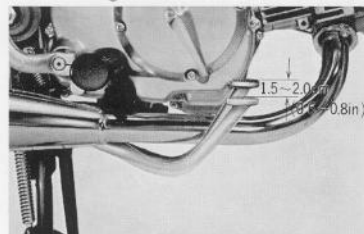
Fig. 5.29 Adjusting front brake lever
① Adjusting nutFig. 5.30 Adjusting front brake lever
① Front brake adjusting bolt
② Lock nut

Fig. 5.31 Free play of brake pedal

CAUTION:

The adjusters should be at the same alignment marks for both the right and left sides after the adjustment has been completed.

- c. Periodically clean and lubricate the chain.

Lack of oil will cause the chain links to bind and resulting in excessive wear effect to the sprocket.

D. Brake Adjustment

Brakes are the life-line to the rider, therefore, do not neglect to perform the periodic inspection and correct any discrepancies no matter how minor.

1. Front brake adjustment**1. Lever free play (Fig. 5.28)**

- a. The free play of the brake lever, that is, the distance between the normal attitude and the point where the brake starts to take hold should be 1~1.5 cm (0.4~0.6 in).

- b. Adjustment is made by the adjuster nut, ① (Fig. 5.29)

Turn to the right to decrease the free play.

Turn to the left to increase the free play.

- c. Front brake adjustment can also be made at the front brake lever end. (Fig. 5.30)

Turn the adjusting bolt ① into the grip holder to increase the lever play and screw the adjusting bolt out to, decrease the play.

Tighten the lock nut ② after adjustment.

2. Rear brake adjustment**1. Pedal free play**

- a. The free play of the brake pedal, that is the distance between the normal attitude and the point where the brake starts to take hold should be 1.5~2.0 cm (0.6~0.8 in). (Fig. 5.31)

- b. Adjustment is made by the adjuster nut. ① (Fig. 5.32)

Turn to the right to decrease pedal play.

Turn to the left to increase pedal play.

- c. When the braking stroke is small, the following condition is apparent.

- (1) Too small a clearance between brake panel and shoe.
- (2) Loss of tension in the brake spring.
- (3) Brake lining damaged due to overheating.