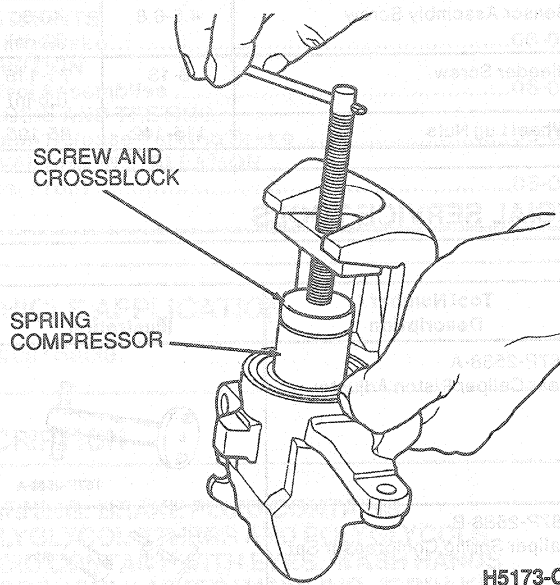


OVERHAUL (Continued)

9. Position spring compressor and screw and crossblock on push rod, and lightly screw tool clockwise to compress spring. Install snap ring (circlip).



CAUTION: Snap ring should click into place. Do not overcompress spring.

10. Install new piston seal in groove in caliper housing after lubricating seal with Heavy-Duty Brake Fluid C6AZ-19542-AA (ESA-M6C25-A) or equivalent.
11. Coat piston and piston dust boot with Heavy Duty Brake Fluid C6AZ-19542-AA (ESA-M6C25-A) or equivalent. Install dust boot into piston bore of caliper. Spread dust boot over piston and seat dust boot in piston groove. Rotate piston clockwise using Rear Caliper Piston Adjuster T87P-2588-A or equivalent until piston is fully seated.
- NOTE:** Ensure one slot in piston face is positioned so it will engage with nib on brake pad shoe.
12. Install caliper assembly as outlined.

Rotor Refinishing

Tools Required:

- Rotunda Rotor Mounting Adapter 054-0032

The rear disc rotor is a solid full cast. A simplified method of measuring maximum allowable stock removal using a standard hand micrometer eliminates the need for special tools as on previous rear disc rotors. However, a Rotunda Rotor Mounting Adapter 054-00032 or equivalent will be required for use on the brake lathe for refinishing.

All rotor refinishing must adhere to the rule that equal amounts of rotor stock are removed from each braking surface each time a rotor is refinished.

The minimum allowable overall rotor thickness continues to be stamped on the rotor and must not be exceeded.

1. With a suitable micrometer, measure overall thickness of rotor braking surface at four equally spaced points around rotor.

NOTE: Using a micrometer to measure rotor thickness simplifies the previous rotor measurement procedure, but it is mandatory that an equal amount of material be removed from each side of the rotor each time the rotor is turned.

2. Using lowest reading from Step 1, subtract minimum allowable thickness stamped into rotor. The difference, if any, represents the total amount of material available for machining. A thickness reading less than the minimum rotor thickness requires rotor replacement.
3. After measuring rotor, install rotor in lathe arbor using the special adapter that is required for proper rotor alignment. Never use a lathe that cuts only one face of the rotor at a time. It must be a simultaneous straddle cut. Install a dial indicator to read rotor lateral runout near center of rotor face. If runout is 0.050mm (0.002 inch) or below, proceed to machine rotor. If runout is over 0.050mm (0.002 inch), loosen rotor on arbor, and rotate rotor 90 degrees. Read runout, and if it is below 0.050mm (0.002 inch), proceed to machine the rotor. If runout is still over 0.050mm (0.002 inch), again loosen rotor, and rotate it an additional 90 degrees. Check runout. If runout is 0.050mm (0.002 inch) or less, proceed to machine the rotor. If the runout still exceeds 0.050mm (0.002 inch), return rotor to best runout position obtained. If rotor runout can be brought below 0.050mm (0.002 inch), proceed to machine rotor. If rotor cannot be brought below 0.050mm (0.002 inch) runout, it must be replaced.
4. Set cutting tool to just contact high spots on rotor, then adjust cutting tool to minimum depth required to clean up rotor face. Equal material must be removed from each side. Do not exceed allowable stock removal. Clean all cuttings and chips from rotor and lubricate the hub pilot diameter with Disc Brake Caliper Slide Grease D7AZ-19590-A, (ESA-M1C172-A) or equivalent grease prior to installing rotor. Lubrication is required to ease future removal of rotor.

SPECIFICATIONS

BRAKE DIMENSIONS

Description	Specification Metric (USA) ¹
Lining Material	Nuturn 90-085
Lining Size Inner and Outer	93 x 34.5 x 12 (3.66 x 1.36 x 0.47)

(Continued)