

- Fill the reservoir with brake fluid, screw on the cap and check the following.

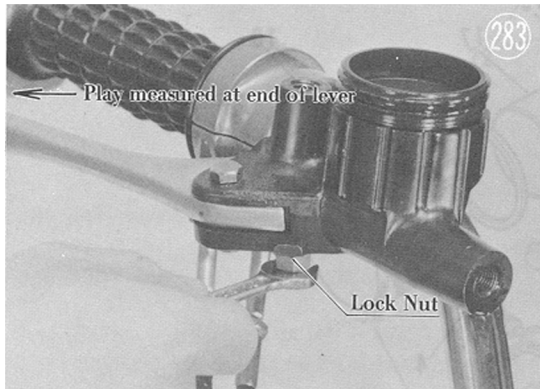
(a) Squeeze and release the lever several times and see if fluid starts being pumped from the outlet opening.

(b) Squeeze the lever, cover the outlet with a finger and release the lever suddenly. The lever should return quickly and smoothly to its original position.

CAUTION: Do not squeeze the lever as far as it will go as the secondary cup will be damaged.

- Mount the assembly on the handlebars, tightening the top mounting bolts first.

- Loosen the lock nut and turn the adjuster bolt to set brake lever play to less than 3/16 inch (5 mm), measured at the tip of the brake lever.

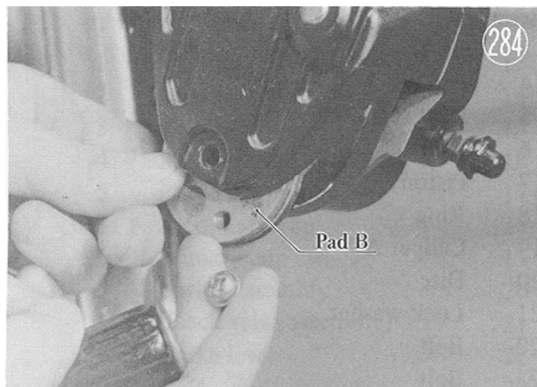


- Attach the brake line to the cylinder assembly fill the reservoir with brake fluid and bleed the line (page 78).

BRAKE PADS

1. Disassembly

Remove the front wheel (page 58). Remove the screw and take out pad B.

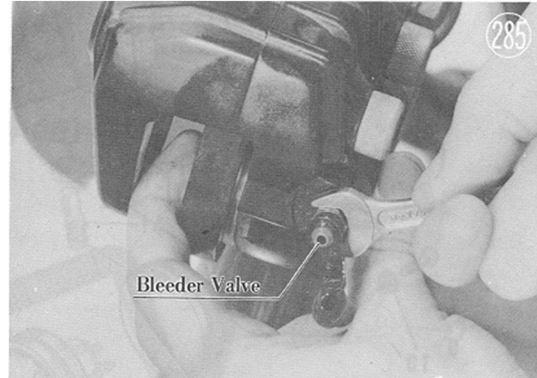


Squeeze the brake lever to push out pad A and remove the pad.

2. Assembly

- Wipe off the pads and clean them with alcohol.

- Open the bleeder valve slightly to release oil pressure, push in the piston fully and close the valve.



- Insert pad A, aligning its groove with the positioning pin to insert it. Check that the pad moves in and out easily.

NOTE: If pad A of KH500 has a shim, fit pad A into the caliper mounting so that the shim is toward the front of the motorcycle (Fig. 282 b).



- Insert pad B, apply a small amount of "loc-tite" to the screw and screw it into place.

- Remount the front wheel. Because the bleeder valve was opened check whether or not air has entered the brake line by squeezing the brake lever. If it pulls too easily, bleed the air from the line (page 78).

- Spin the front wheel lightly and make sure the pads are not rubbing against the disc. If they are, it is possible that (a) pad A has not been fully pushed into place; (b) the oil seal around the piston has been damaged or knocked out of place; or (c) the disc is warped.