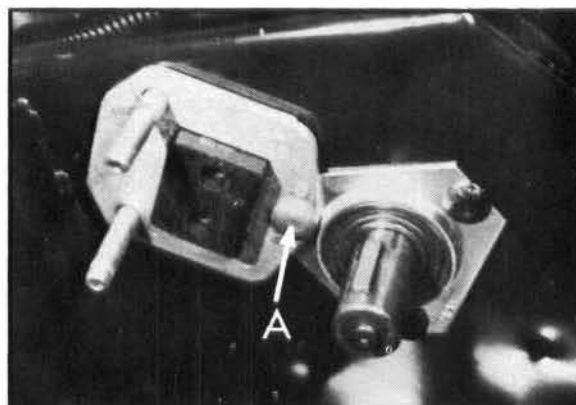


BRAKES / FINAL DRIVE

Type M1 Brake Overhaul and Pad Replacement

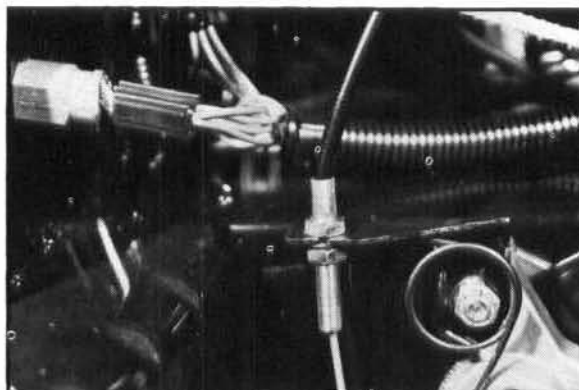
6. Slide brake disc off front drive shaft. Check disc condition and mounting. Replace if necessary.
7. Clean drive shaft in brake disc area. Lightly lubricate with anti-seize.
8. Remove carriage bolt (A). Remove pad assembly and replace with new assembly.
9. Install brake disc. The disc must float or slide freely on the front drive shaft.



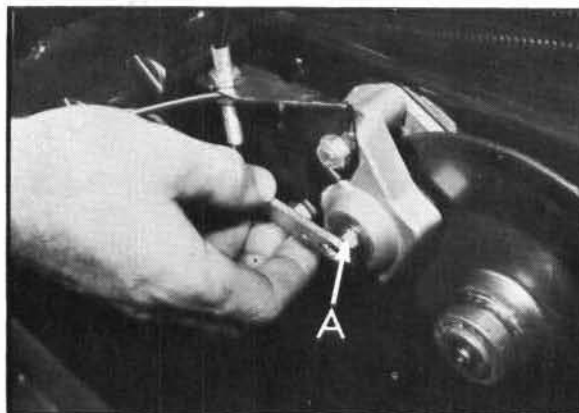
10. Replace moveable pad assembly and install caliper onto attaching bolts.
11. Install brake cable bracket and torque attaching nuts to 30 ft. lbs. (4.14 kg/m).
12. Loosen cable sleeve jam nuts and adjust brake cable sleeve to its shortest position.

CAUTION: The following step is critical for proper positioning of the actuating arm to the caliper helix shaft.

13. With brake lever bottomed on handlebar, and helix shaft (A) bottomed in caliper, install actuating arm, jam nut locking tab, jam nut, and adjuster bolt.



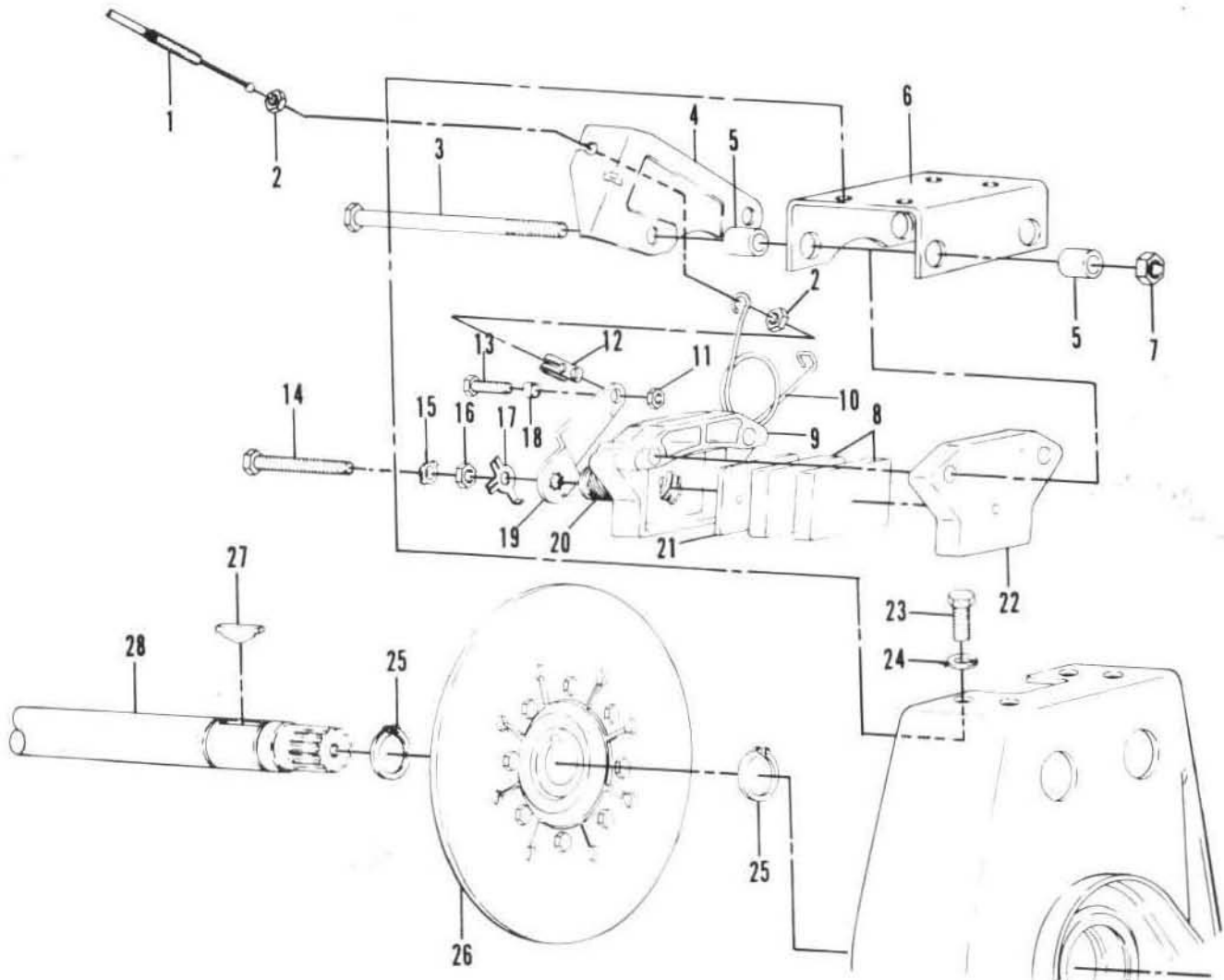
14. Insert a .015" feeler gauge between the brake disc and moveable brake pad. Release brake lever. Install return spring and finger tighten bolt. Set adjuster bolt jam nut, bend locking tab, and remove feeler gauge.



15. Field test unit for proper braking action.



BRAKES / FINAL DRIVE **Type M2 Exploded View**

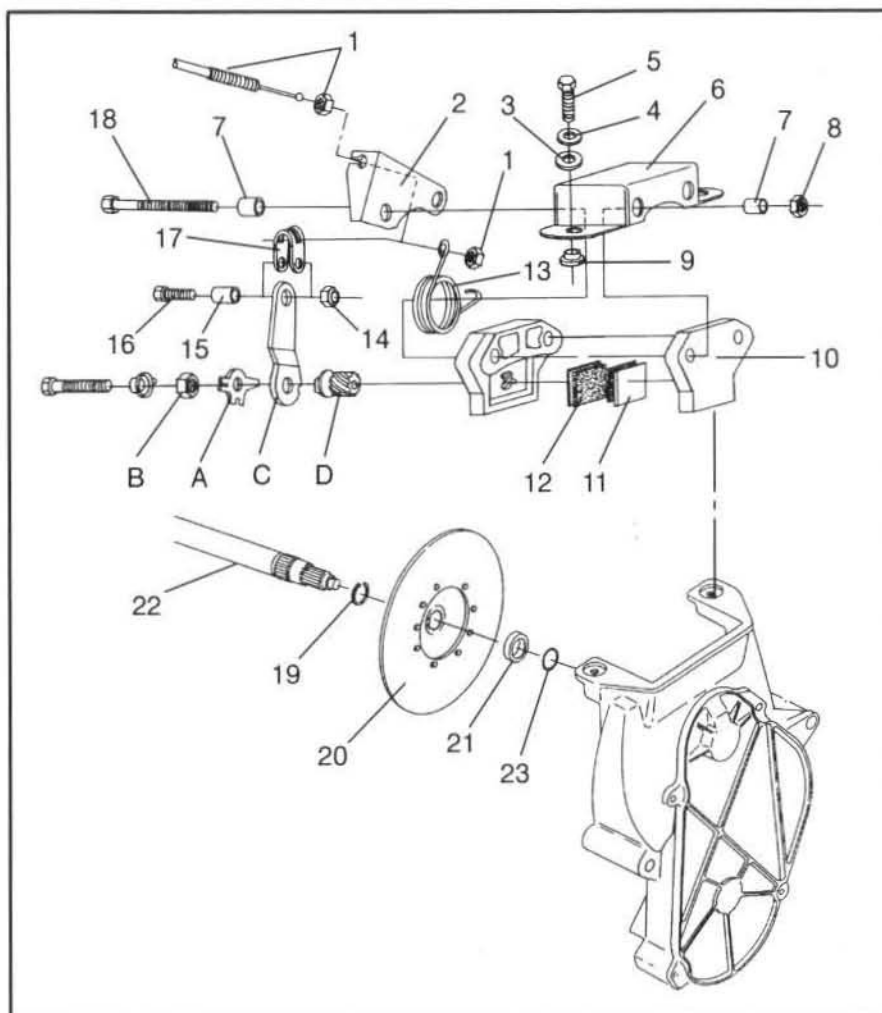


- | | |
|-----------------------------|---------------------------|
| 1. Brake Cable | 15. Adjuster Bolt Stop |
| 2. Cable Sleeve Jam Nut (2) | 16. Jam Nut |
| 3. Bridge Bolt (2) | 17. Jam Nut Locking Tab |
| 4. Brake Cable Bracket | 18. Bushing |
| 5. Spacer Bushing (4) | 19. Actuating Lever |
| 6. Carrier Bracket | 20. Helix Shaft |
| 7. Nut (2) | 21. Pad Backing Plate |
| 8. Brake Pad (2) | 22. Caliper Casting |
| 9. Caliper Casting | 23. Bracket Cap Screw (4) |
| 10. Return Spring | 24. Lock Washer (4) |
| 11. Nut | 25. Snap Ring (2) |
| 12. Cable Clevis | 26. Brake Disc |
| 13. Clevis Bolt | 27. Key |
| 14. Adjuster Bolt | 28. Jackshaft |

BRAKES / FINAL DRIVE

Type M3 Exploded View

1. Cable, Brake
2. Bracket, Brake
3. Washer
4. Washer, Spring Lock
5. Bolt
6. Bracket, Brake Top Mounting
7. Bushing
8. Nut, Bi-Lock
9. Spacer, Alignment
10. Caliper, Stationary, Cast
11. Pad, Brake
12. Puck, Moveable Brake
13. Spring, Brake Return
14. Nut
15. Bushing, Brake Arm
16. Bolt
17. Clevis, LT
18. Bolt
19. Retaining Ring
20. Brake Disc
21. Seal
22. Jackshaft
23. O-Ring



Adjusting Procedure

CAUTION: Whenever inspection reveals worn, damaged or defective parts, replacement is necessary in order to avoid serious damage to the machine or injury to the operator.

1. Open adjuster bolt jam nut locking tab (A). Loosen jam nut and remove adjuster bolt (B).
2. Remove actuating lever (C) and return spring.
3. Remove top mount bracket and brake assembly mounting bolts (Item 5). Remove washers (Items 3 and 4) and alignment spacers (Item 9). Remove brake assembly. **NOTE:** Be prepared to catch brake pads as assembly is lifted out.
4. Remove brake pads and inspect for wear and damage. Replace if necessary.
5. Inspect rotor disc and replace if necessary.

NOTE: Reassembly is made easier by clipping moveable brake pad into position under holder clip. Stationary pad can be held in place by use of a rubber band while placing assembly over rotor disc and mounting to chaincase.

6. Install alignment spacers (Item 9), washers (Items 3 and 4) and bolts (Item 5). Torque assembly to 25-30 ft. lbs.

7. Loosen cable sleeve jam nuts and adjust brake cable sleeve to its shortest position.

WARNING: The following step is critical for proper positioning of the actuating arm to the caliper helix shaft. Improper positioning will result in minimal resistance and ineffective brakes.

8. With brake lever bottomed on handlebar and helix shaft (D) bottomed in caliper, install actuating arm, jam nut locking tab, jam nut and adjuster bolt.
9. Insert a .015" (.04 cm) feeler gauge between brake disc and moveable brake pad. Release brake lever. Install return spring and finger tighten bolt. Set adjuster bolt jam nut, bend locking tab and remove feeler gauge.
10. Field test machine for proper braking action before putting into service.