

Figure 4-30. Inspecting internal surface of tire

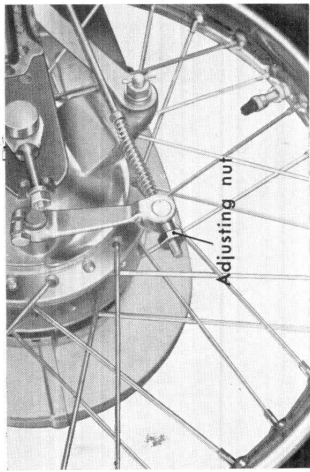


Figure 4-31. Adjusting the brake with adjuster nut

- (6) Wash and clean the 6301 ball bearing. Check the bearing for wear and for roughness by rotating the bearing. Replace any defective bearing.
- (7) Check the brake shoe spring for loss of tension, check the oil seal for any damaged or deformed lips, and check the 40.5 mm "O" ring for damages and loss of tension. Replace any defective parts. Inflate the tire and check for air leaks. Check the tire casing for imbedded nails, wires and other foreign objects. Use a spreader to assist in the inspection. (Fig. 4-30)
- (9) Damaged or deformed rear wheel dampers should be replaced.

(Note)

- (1) Loose spokes may cause wheel runout, unbalanced steering and rim deformation.
- (2) Inflate tire to the proper pressure.
- (3) After the tire has been washed with water, perform the braking test.
- (4) Check the anchor pin for bend.  
A bend anchor pin may cause uneven wear on the brake shoe and decrease the braking efficiency.

c. Reassembly

- (1) Install the tire flap so that it is positioned over the spoke nipples.
- (2) Install the tire and tube in the same manner as the front wheel.
- (3) Reassemble the rear wheel to the frame and fix in place with the axle and the axle nut.
- (4) Reinstall the rear brake torque link.
- (5) Reinstall the rear brake rod and adjust the play with the adjusting nut (Fig. 4-31)  
Standard play → 2~3 cm (0.787~1.181 in.)
- (6) Reinstall the muffler.
- (7) Inflate the tire to the specified air pressure.  
Normal condition: Front 1.6~1.8kg/cm<sup>2</sup>  
(22.8~25.6lb/in<sup>2</sup>)  
Rear 2.0~2.2kg/cm<sup>2</sup>  
(28.4~31.3lb/in<sup>2</sup>)

Tire Designation (2.25-17/4PR)

- **Tire Size**  
The tire size is designated on the tire. The designation 2.25-17 indicates that the overall tire width is 2.25 inches and the tire inside diameter (rim diameter) is 17 inches.
- **Ply Rating (PR)**  
4PR indicates the tire strength. Formerly the tire strength had been expressed by number of plies (number of cords); however, since new and stronger cord materials, such as nylon, have been developed, the tire of 4PR strength is made of lesser number of ply material, therefore, PR (Ply Rating) is used as a unit for measuring the tire strength regardless of the number of plies.

(Fig. 4-32)

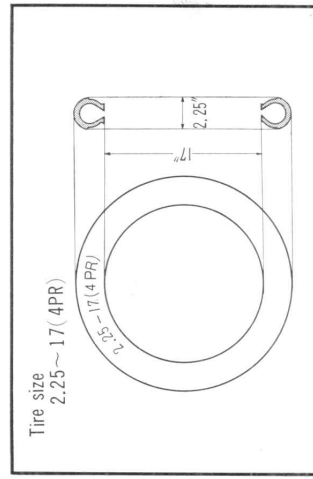


Figure 4-32. Tire cross section diagram

4.6 BRAKING SYSTEM

Reliability as well as durability of the braking system is an essential requirement for safe riding. The braking system which is adopted is an outward expanding type having 110mm (4.340 in) diameter. The wheel hub is made of light weight alloy casting which excels in heat dissipating characteristic and the brake lining contact surface is a cast iron ring.

In operation, the action of the brake lever or the foot pedal forces the cam to be rotated, and this in turn forces the brake shoes, with the anchor pin as the pivot, to move outward and come in contact with the brake drum. Thus the lining on the brake shoes is forced against the brake drum, and the friction between the brake drum and brake shoes stops the rotating wheel. With the lever released, the brake shoes return to their original position by means of two springs which hold the shoes inward. (Fig. 4-33)

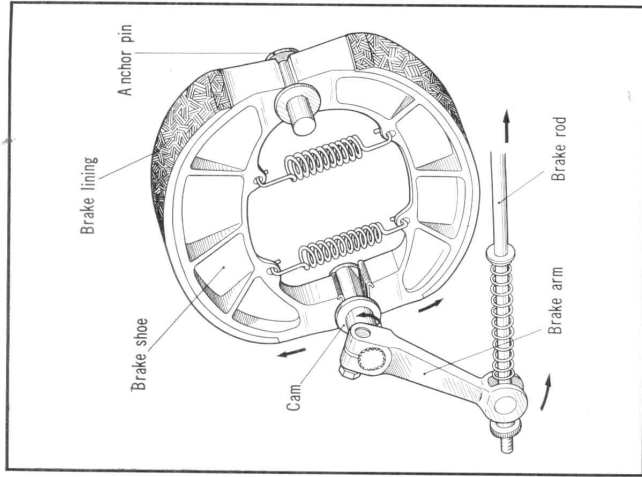


Figure 4-33. Braking action

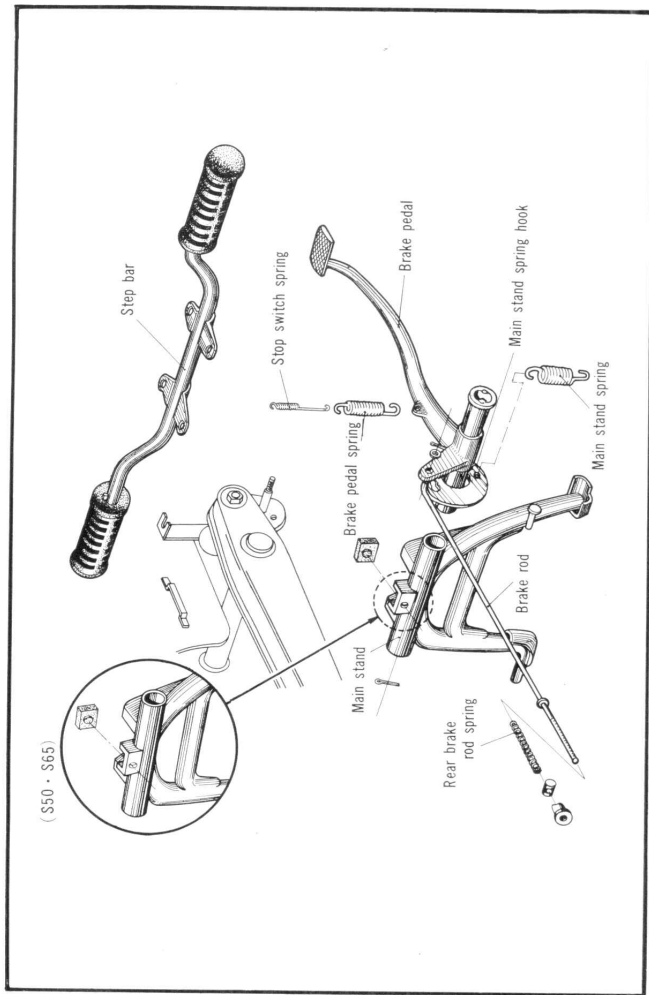


Figure 4-34. Disassembly diagram of stand, stop bar, brake pedal