the tappets and their rests in the brake disk (spare washers are not supplied by the manufacturer).

The brake is assembled in the following succession:

insert the cams in the disk openings;

hook return spring *9* in the disk opening;

fit the shoes with springs on the tappet spherical ends and on the cam bearing surfaces;

install and fix the driving and driven levers on the cam splines maintaining the size of 82±5° as illustrated in Fig. 27. The parallelizm of levers should be within 5°.

Upon fitting the brakes on the motorcycle connect the rod with the driving lever. Turn each lever clockwise till the shoes thrust against the wheel brake drum.

By turning the rod out/in the fork adjust the distance between the fork holes centers so that the pin connecting the fork with the driven lever freely enters the holes of the lever and fork.

In this case the rod should screw in the fork for not less than 5 mm. At the end where there is no lock nut the fork should be screwed onto the rod up to the end of thread. Cotterpin the rod in the fork, connect the rod with the driven lever and cotterpin the joint.

Wind up the return spring. If the above assembling requirements are observed and necessary conditions for the reliable operation of the brake at the expence of simultaneous pressing of both shoes to the wheel brake drum will be provided.

When assembling the brake care should be taken to fit the shoes in their former places, otherwise their wear-in will be disturbed and for some time the efficiency of the brake will be poor.

It is also necessary to pay attention to the cam surfaces against which the shoes thrusted since the cam surfaces are asymmetrical with respect to its axis of rotation. Both shoes must rest on the cam planes equally offset relative to the pin.

The brake should be adjusted in the course of run as required by turning out the adjusting union as described above.

The adjustment over, cotterpin the union.

Adjust the brake on a motorcycle so that the raised wheel freely rotates without brushing against the blocks and during braking the required effectiveness and convenience of gripping the lever with the hand is obtained.

For the sake of safety try the braking efficiency at low speeds.

Lubricate the brakes in accordance with the instructions cited in the Section "Technical Servicing".

After washing and lubricating the excess oil must be removed to prevent oiling of the linings.

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