

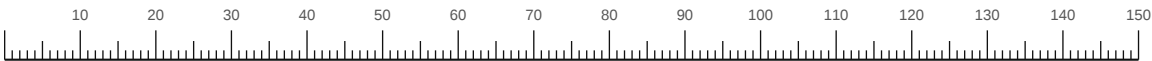
Brake Shoe Arc Template

True-size arcs at the two drum diameters the owner community reports. Lay the shoe on the page and see which one it belongs to.

BRAKES

This sheet helps you record what you have. It does not tell you whether a part will fit or whether a brake is safe. Shoes that do not match the drum will pass a stationary test and fail when you need them. If you are not confident, have it done.

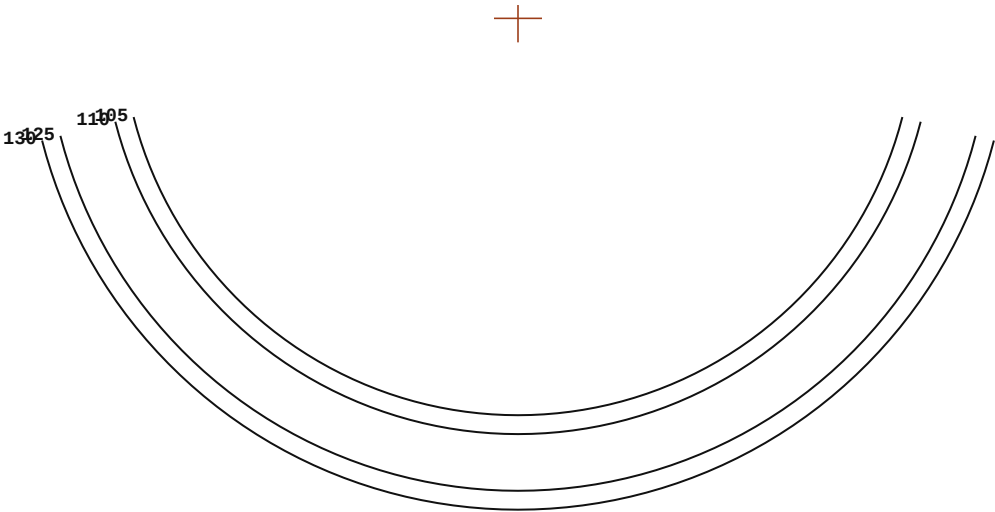
PRINT CALIBRATION — CHECK BEFORE MEASURING



Lay a steel rule along this scale. The 150mm mark must fall at exactly 150mm. If it does not, reprint at 100% / "Actual size" with page scaling off — every measurement you take from a scaled sheet will be wrong.

LAY THE SHOE ON THE ARCS

TRUE-SIZE DRUM ARCS — DIAMETER IN MILLIMETRES



Put the shoe friction-face down and slide it along until one arc follows its curve for its whole length. A shoe that matches at the ends but gaps in the middle, or the reverse, belongs to a different diameter — or has been worn out of shape, in which case measure the drum instead.

WHICH ARCS THESE ARE, AND HOW FIRMLY

The owner community consistently reports two common drum sizes on these machines, around 105mm and around 125mm. That comes from forum consensus and from the volume of vendor listings at exactly those two numbers, not from a manufacturer document — so the intermediate arcs are printed as well, because a machine that matches neither of the common two is a real possibility rather than a measuring error.

IF THE SHOES ARE WORN OUT OF SHAPE

Measure the drum instead. With the wheel off, put a rule or calipers across the inside of the braking surface at its widest point — that is the drum's inside diameter, and it is the number the shoes have to match. Measure across two or three different angles: a drum worn oval reads differently depending where you measure, and that is itself a finding.

DRUM INSIDE DIAMETER

 mm

MEASURED AGAIN AT 90°

 mm

DIFFERENCE BETWEEN THEM

 mm

YOUR BRAKE

ARC THAT MATCHED

 mm

SHOE WIDTH

 mm

FRICTION MATERIAL REMAINING

 mm

FRONT OR REAR

CABLE OR ROD ACTUATED

PIVOT PIN DIAMETER

 mm

RETURN SPRING COUNT

WEAR INDICATOR ON THE BACKPLATE?

DATE MEASURED

THE CASE-LENGTH LINK

The short-case and long-case split, as reported by the owner community. Measure yours rather than assuming from the badge.

WHAT TO CHECK

SHORT CASE

LONG CASE

Bolts around the CVT cover

8

10

Axle centre to case

about 9.5 in

about 11 in

Wheel usually fitted

10 in

12 in

Drive belt

Shorter

Longer

TREAT THIS AS A STRONG HINT, NOT A RULE

This split comes from the owner community rather than from a manufacturer document, and there are exceptions — nine-bolt cases have been reported. Output shaft length and final gearing also differ between the two, so a case measurement narrows the search but does not settle whether a specific part fits. Measure the machine, then check the part against the measurement.

Measure the case before you shop and you narrow the brake search without taking the wheel off. It is a strong hint, not a rule — confirm it against the arc template above once the drum is open.

WHILE THE DRUM IS OPEN

- ☐ Drum braking surface smooth, not deeply scored or grooved
- ☐ No blue heat discolouration on the drum
- ☐ Shoes worn evenly across their width and between the two
- ☐ Friction material not contaminated with oil or grease
- ☐ No oil coming past the axle or hub seal into the drum
- ☐ Return springs present, and both the same
- ☐ Cam and pivot move freely and are lightly greased, away from the friction faces
- ☐ Adjuster has travel left in both directions

THIS SHEET RECORDS, IT DOES NOT RECOMMEND

Nothing here tells you which part to buy. It tells you what you currently have, in the units a seller works in. Machines built to the same nominal specification were fitted with different components by different suppliers, sometimes inside one model year, so the only reliable reference is the item in your hand.

Need to work out what you actually own?

The Scooter Parts Registry is a free public record of the Chinese factories behind US-market scooters, ATVs and go-karts — brand, engine family, VIN prefix, factory and related machines. No account, no email.

thescooterparts.com/identify