

**CHASSIS SECTION**

This service manual has been prepared to provide SUBARU service personnel with the necessary information and data for the correct maintenance and repair of SUBARU vehicles.

This manual includes the procedures for maintenance, disassembling, reassembling, inspection and adjustment of components and diagnostics for guidance of experienced mechanics.

Please peruse and utilize this manual fully to ensure complete repair work for satisfying our customers by keeping their vehicle in optimum condition. When replacement of parts during repair work is needed, be sure to use SUBARU genuine parts.

All information, illustration and specifications contained in this manual are based on the latest product information available at the time of publication approval.

**FRONT SUSPENSION****FS****REAR SUSPENSION****RS****WHEEL AND TIRE SYSTEM****WT****DIFFERENTIAL****DI****TRANSFER CASE****TC****DRIVE SHAFT SYSTEM****DS****ABS****ABS****ABS (DIAGNOSTIC)****ABS****BRAKE****BR****PARKING BRAKE****PB****POWER ASSISTED SYSTEM  
(POWER STEERING)****PS**

# BRAKE

# BR

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# General Description

BRAKE

## 1. General Description

### A: SPECIFICATION

Model		2.0 X	2.5 X (LHD)	2.0 XT	2.5 X (RHD)
Front disc brake	Type	Disc (Floating type, ventilated)			
	Effective disc diameter	228 mm (8.98 in)	244 mm (9.61 in)		
	Disc thickness×Outer diameter	24×277 mm (0.94×10.91 in)	24×294 mm (0.94×11.57 in)		
	Effective cylinder diameter	42.8 mm (1.685 in) ×2			
	Pad dimensions (length×width×thickness)	117.8×50.5×11.0 mm (4.638×1.988×0.433 in)			
	Clearance adjustment	Automatic adjustment			
Rear disc brake	Type	—		Disc (Floating type)	
	Effective disc diameter	—		230 mm (9.06 in)	
	Disc thickness×Outer diameter	—		10×266 mm (0.39×10.47 in)	
	Effective cylinder diameter	—		38.1 mm (1.500 in)	
	Pad dimensions (length×width×thickness)	—		89.4×33.7×9.0 mm (3.520×1.327×0.354 in)	
	Clearance adjustment	—		Automatic adjustment	
Rear drum brake	Type	Drum (Leading-Trailing type)		—	
	Effective drum diameter	228.6 mm (9 in)		—	
	Effective cylinder diameter	19 mm (0.748 in)		—	
	Lining dimensions (length×width×thickness)	219.4×35.0×4.1 mm (8.64×1.378×0.161 in)		—	
	Clearance adjustment	Automatic adjustment		—	
Master cylinder	Type	Tandem			
	Effective diameter	26.99 mm (1- <sup>1</sup> / <sub>16</sub> in)			25.4 mm (1 in)
	Reservoir type	Sealed type			
	Brake fluid reservoir capacity	205 cm <sup>3</sup> (12.51 cu in)			
Brake booster	Type	Vacuum suspended			
	Effective diameter	"8+9" tandem type			
Proportioning valve	Split point	3.628 kPa (37 kg/cm <sup>2</sup> , 527 psi)		—	
	Reducing ratio	0.3		—	
Brake line	Dual circuit system				
Brake fluid <b>CAUTION:</b> • Avoid mixing brake fluid of different brands to prevent the fluid performance from degrading. • When brake fluid is supplemented, be careful not to allow any dust into the reservoir. • Use fresh brake fluid when replacing or refilling the fluid.	FMVSS No. 116, DOT3 or DOT4				

NOTE:

Refer to "PB section" for parking brake SPECIFICATIONS. <Ref. to PB-2, SPECIFICATION, General Description.>

# General Description

BRAKE

ITEM		STANDARD	SERVICE LIMIT
Front brake	Pad thickness	11 mm (0.43 in)	1.5 mm (0.059 in)
	Disc thickness	24 mm (0.94 in)	22 mm (0.87 in)
	Disc runout	—	0.075 mm (0.0030 in)
Rear brake (Disc type)	Pad thickness	9 mm (0.35 in)	1.5 mm (0.059 in)
	Disc thickness	10 mm (0.39 in)	8.5 mm (0.335 in)
	Disc runout	—	0.07 mm (0.0028 in)
Rear brake (Drum type)	Inside diameter	228.6 mm (9 in)	230.6 mm (9.08 in)
	Lining thickness	4.1 mm (0.161 in)	1.5 mm (0.059 in)
Rear brake (Disc type parking)	Inside diameter	170 mm (6.69 in)	171 mm (6.73 in)
	Lining thickness	3.2 mm (0.126 in)	1.5 mm (0.059 in)
Parking brake	Lever stroke	7 to 8 notches/196 N (20 kgf, 44 lb)	

		Brake pedal force	Fluid pressure	
			Europe · General	Australia
Brake booster	Brake fluid pressure without engine running	147 N (15 kgf, 33 lb)	571 kPa (6 kg/cm <sup>2</sup> , 85 psi)	648 kPa (7 kg/cm <sup>2</sup> , 94 psi)
		294 N (30 kgf, 66 lb)	1,523 kPa (16 kg/cm <sup>2</sup> , 228 psi)	1,715 kPa (17 kg/cm <sup>2</sup> , 249 psi)
	Brake fluid pressure with engine running and vacuum at 66.7 kPa (500 mmHg, 19.69 inHg)	147 N (15 kgf, 33 lb)	5,805 kPa (59 kg/cm <sup>2</sup> , 839 psi)	6,468 kPa (66 kg/cm <sup>2</sup> , 938 psi)
		294 N (30 kgf, 66 lb)	9,123 kPa (93 kg/cm <sup>2</sup> , 1,322 psi)	10,240 kPa (104 kg/cm <sup>2</sup> , 1,485 psi)

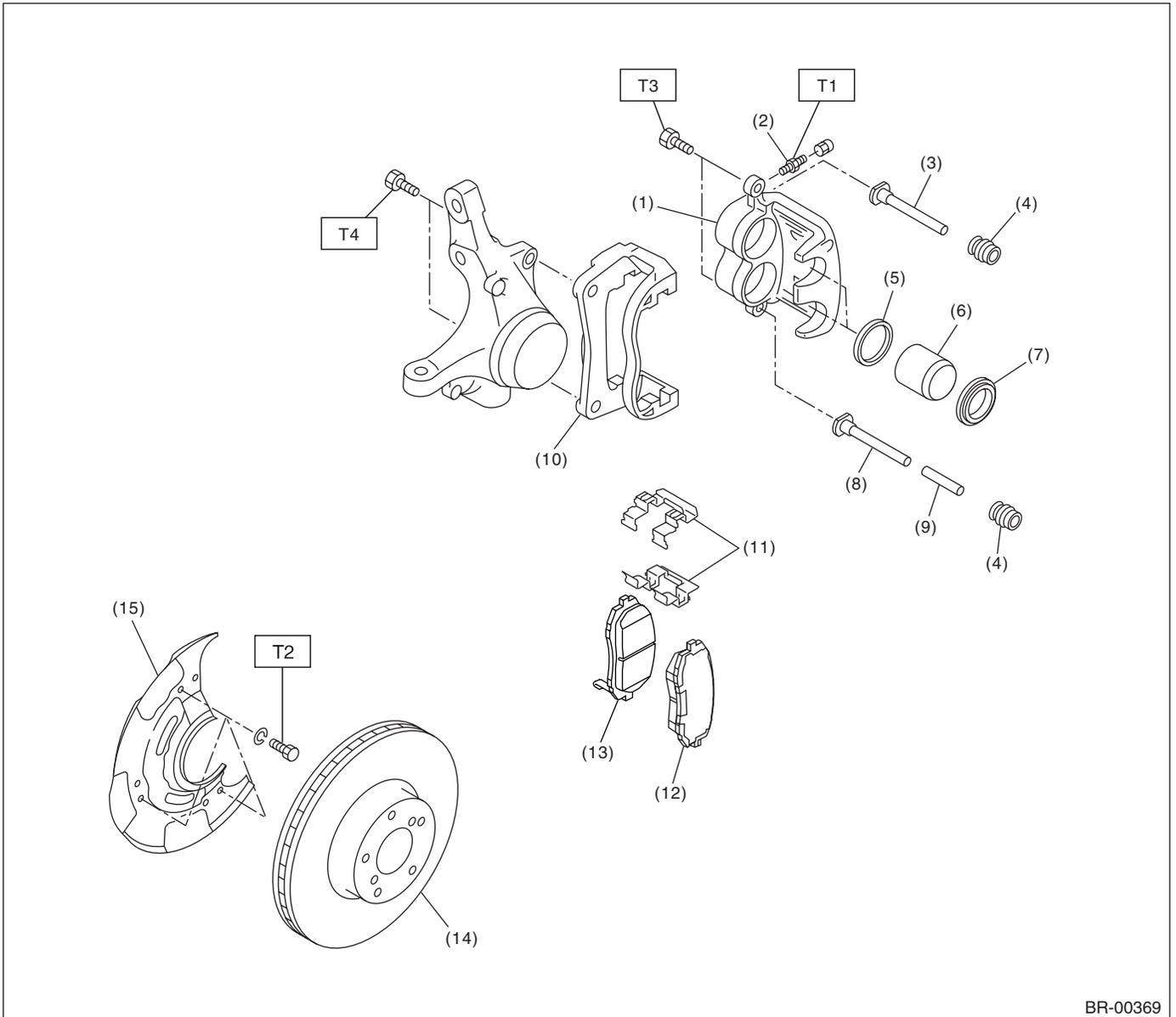
Brake pedal	Free play	0.5 — 2.0 mm (0.02 — 0.08 in) [Depress brake pedal pad with a force of less than 10 N (1 kgf, 2 lb).]
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# General Description

BRAKE

## B: COMPONENT

### 1. FRONT DISC BRAKE (EUROPE · GENERAL MODEL)



BR-00369

- (1) Caliper body
- (2) Air bleeder screw
- (3) Guide pin (Green)
- (4) Pin boot
- (5) Piston seal
- (6) Piston
- (7) Piston boot

- (8) Lock pin (Yellow)
- (9) Bushing
- (10) Support
- (11) Pad clip
- (12) Pad (Outside)
- (13) Pad (Inside)
- (14) Disc rotor

- (15) Disc cover

**Tightening torque: N·m (kgf·m, ft·lb)**

**T1: 8 (0.8, 5.8)**

**T2: 18 (1.8, 13.0)**

**T3: 37 (3.8, 27.5)**

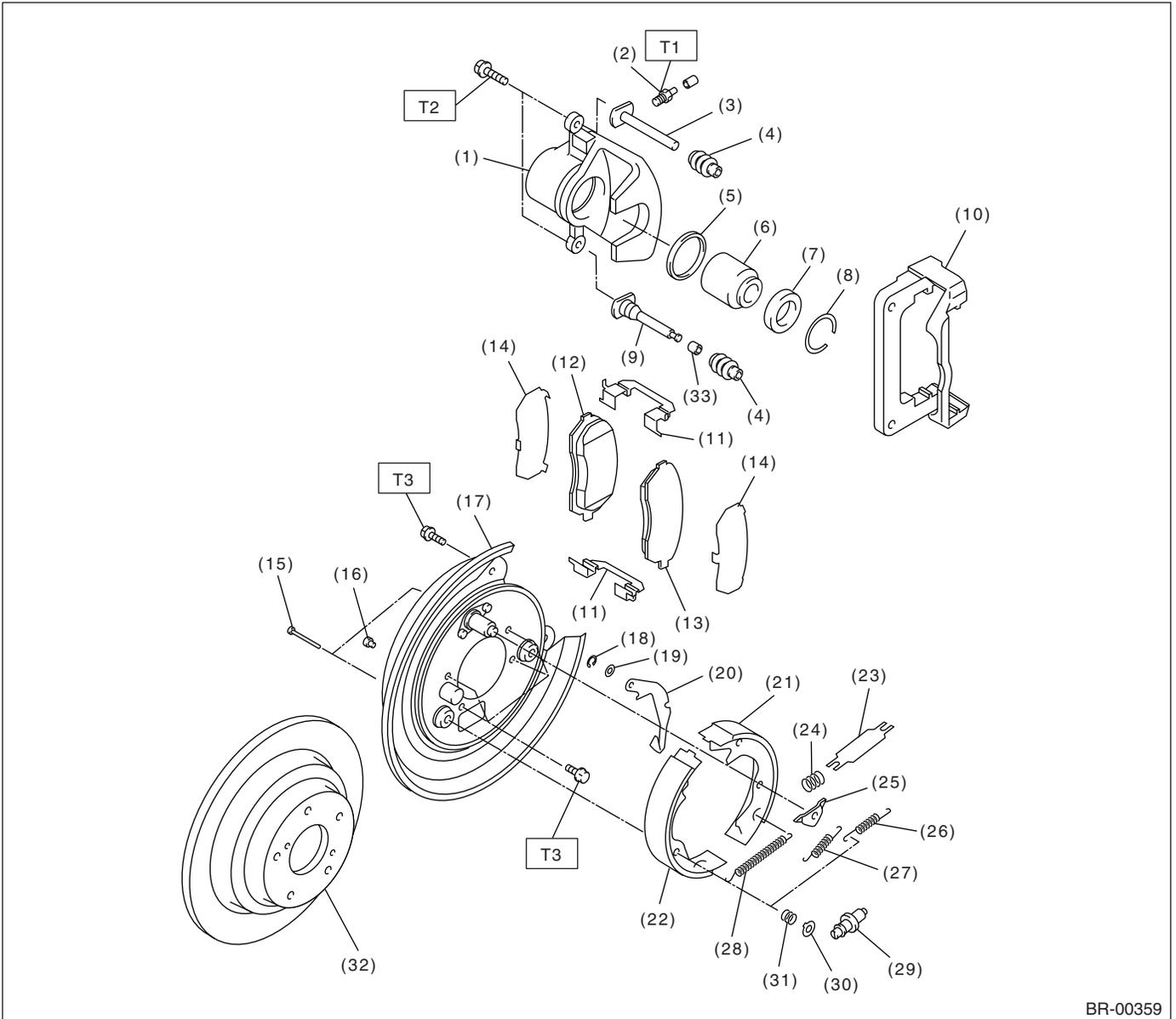
**T4: 80 (8.2, 59)**



# General Description

## BRAKE

### 3. REAR DISC BRAKE



BR-00359

- |                       |                                     |                                 |
|-----------------------|-------------------------------------|---------------------------------|
| (1) Caliper body      | (14) Shim                           | (27) Primary shoe return spring |
| (2) Air bleeder screw | (15) Shoe hold-down pin             | (28) Adjusting spring           |
| (3) Guide pin (Green) | (16) Cover                          | (29) Adjuster                   |
| (4) Pin boot          | (17) Back plate                     | (30) Shoe hold-down cup         |
| (5) Piston seal       | (18) Retainer                       | (31) Shoe hold-down spring      |
| (6) Piston            | (19) Spring washer                  | (32) Disc rotor                 |
| (7) Piston boot       | (20) Parking brake lever            | (33) Bushing                    |
| (8) Boot ring         | (21) Parking brake shoe (Secondary) |                                 |
| (9) Lock pin (Yellow) | (22) Parking brake shoe (Primary)   |                                 |
| (10) Support          | (23) Strut                          |                                 |
| (11) Pad clip         | (24) Strut shoe spring              |                                 |
| (12) Pad (outside)    | (25) Shoe guide plate               |                                 |
| (13) Pad (inside)     | (26) Secondary shoe return spring   |                                 |

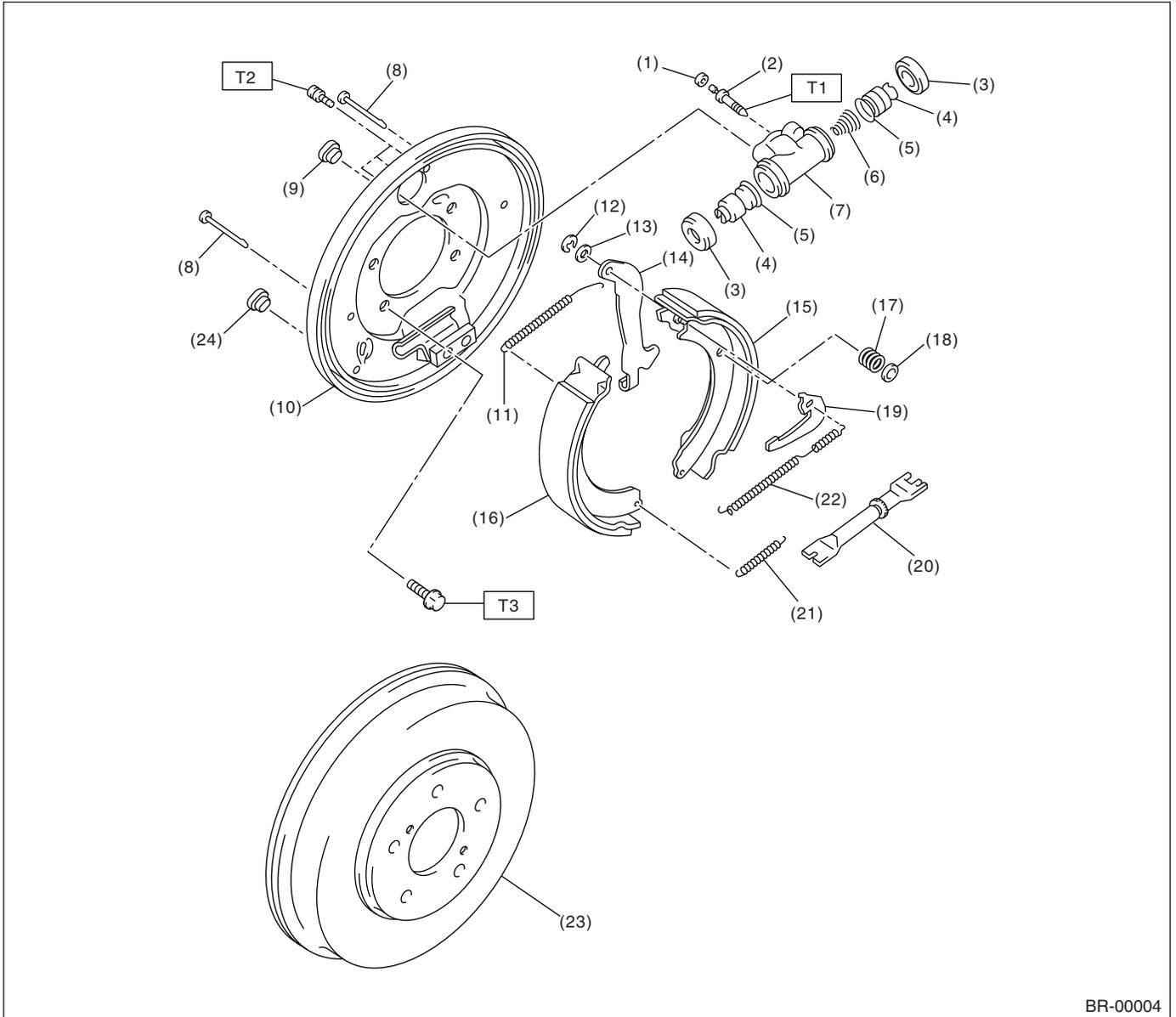
**Tightening torque: N·m (kgf·m, ft·lb)**

**T1: 8 (0.8, 5.8)**

**T2: 37 (3.8, 27.5)**

**T3: 52 (5.3, 38.3)**

## 4. REAR DRUM BRAKE



BR-00004

- |                         |                               |                               |
|-------------------------|-------------------------------|-------------------------------|
| (1) Air bleeder cap     | (11) Upper shoe return spring | (21) Lower shoe return spring |
| (2) Air bleeder screw   | (12) Retainer                 | (22) Adjusting spring         |
| (3) Boot                | (13) Washer                   | (23) Drum                     |
| (4) Piston              | (14) Parking brake lever      | (24) Plug                     |
| (5) Cup                 | (15) Brake shoe (Trailing)    |                               |
| (6) Spring              | (16) Brake shoe (Leading)     |                               |
| (7) Wheel cylinder body | (17) Shoe hold-down spring    |                               |
| (8) Pin                 | (18) Cup                      |                               |
| (9) Plug                | (19) Adjusting lever          |                               |
| (10) Back plate         | (20) Adjuster                 |                               |
|                         |                               |                               |
|                         |                               |                               |

**Tightening torque: N·m (kgf·m, ft·lb)**

**T1: 8 (0.8, 5.8)**

**T2: 10 (1.0, 7.2)**

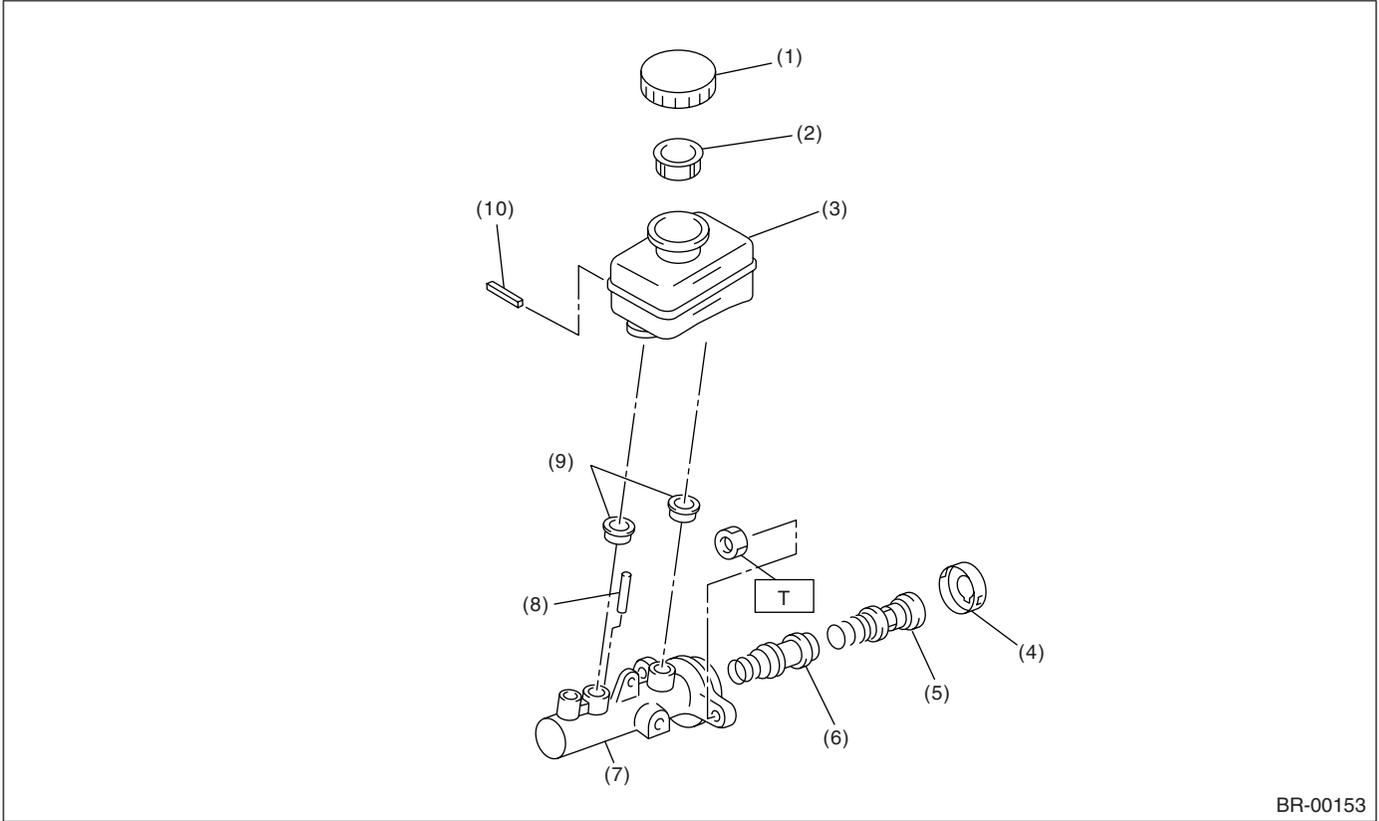
**T3: 52 (5.3, 38.3)**

# General Description

BRAKE

## 5. MASTER CYLINDER

• LHD model



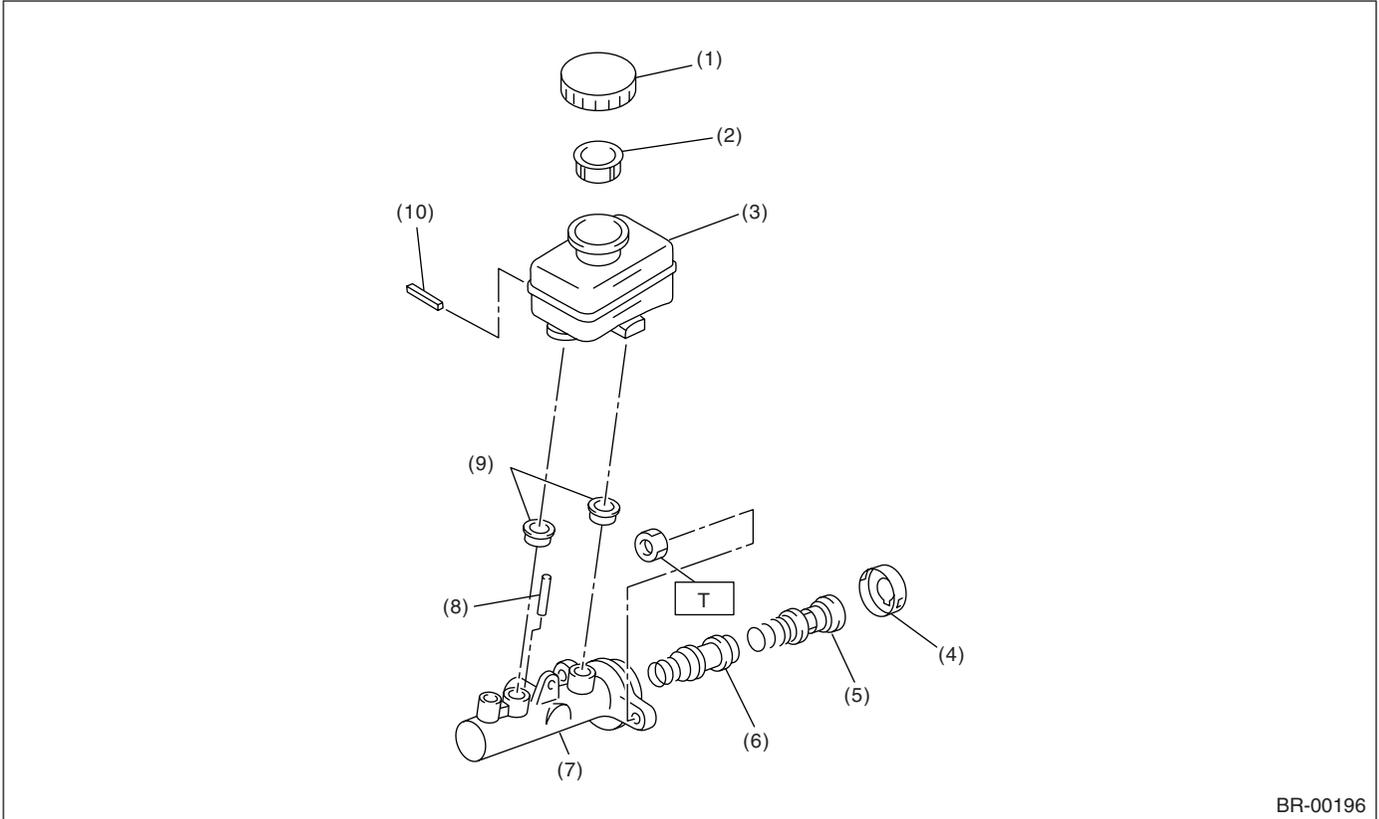
BR-00153

- |                     |                      |
|---------------------|----------------------|
| (1) Cap             | (6) Secondary piston |
| (2) Filter          | (7) Cylinder body    |
| (3) Reservoir tank  | (8) Cylinder pin     |
| (4) Piston retainer | (9) Seal             |
| (5) Primary piston  | (10) Pin             |

**Tightening torque: N·m (kgf·m, ft·lb)**

**T: 14 (1.4, 10.1)**

• RHD model



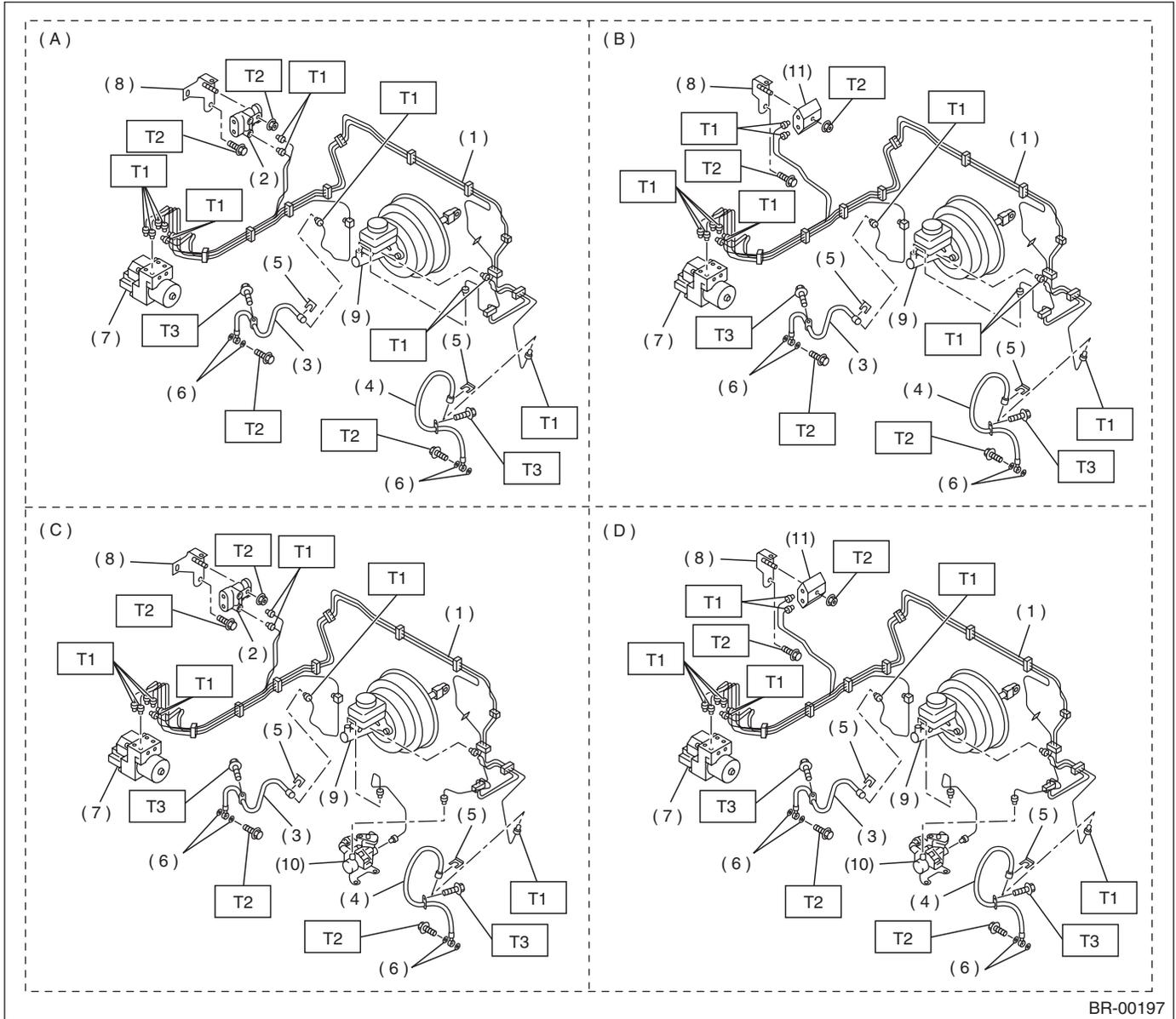
- |                     |                      |
|---------------------|----------------------|
| (1) Cap             | (6) Secondary piston |
| (2) Filter          | (7) Cylinder body    |
| (3) Reservoir tank  | (8) Cylinder pin     |
| (4) Piston retainer | (9) Seal             |
| (5) Primary piston  | (10) Pin             |

**Tightening torque: N·m (kgf·m, ft·lb)**  
**T1: 14 (1.4, 10.1)**

# General Description

## BRAKE

### 6. FRONT BRAKE PIPES AND HOSE FOR LHD MODEL



(A) Rear drum brake model  
(B) Rear disk brake model

(C) Rear drum brake model (With hill holder model)

(D) Rear disk brake model (With hill holder model)

- (1) Front brake pipe assembly
- (2) Proportioning valve assembly
- (3) Front brake hose RH
- (4) Front brake hose LH
- (5) Clamp
- (6) Gasket

- (7) ABS control module and hydraulic control unit (ABSCM&H/U)
- (8) Bracket
- (9) Master cylinder
- (10) Hill holder
- (11) Two-way connector

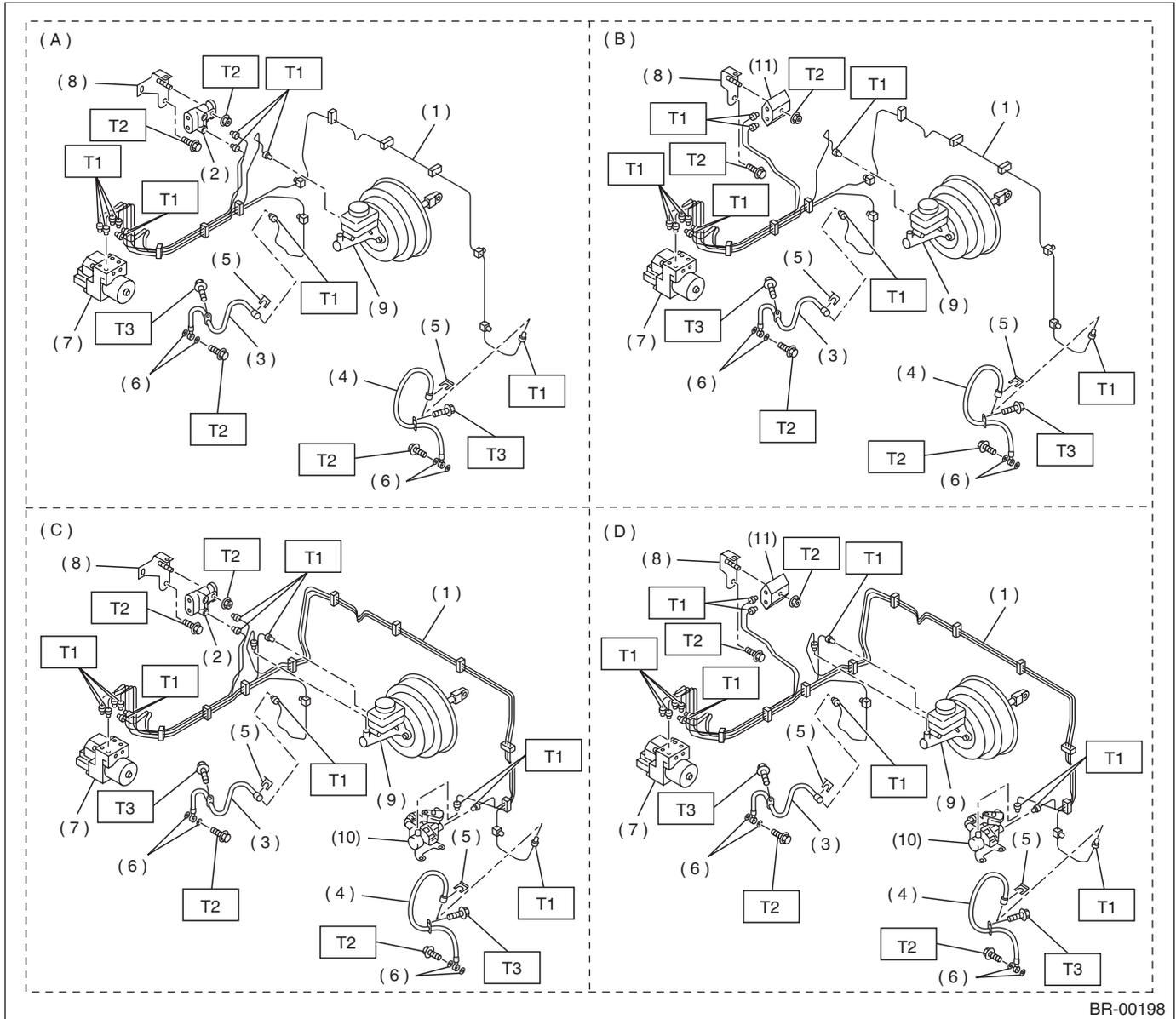
**Tightening torque: N·m (kgf·m, ft·lb)**

**T1: 15 (1.5, 10.8)**

**T2: 18 (1.8, 13.0)**

**T3: 33 (3.4, 24.3)**

## 7. FRONT BRAKE PIPES AND HOSE FOR RHD MODEL



(A) Rear drum brake model  
(B) Rear disk brake model

(C) Rear drum brake model (With hill holder model)

(D) Rear disc brake model (With hill holder model)

- (1) Front brake pipe assembly
- (2) Proportioning valve assembly
- (3) Front brake hose RH
- (4) Front brake hose LH
- (5) Clamp
- (6) Gasket

- (7) ABS control module and hydraulic control unit (ABSCM&H/U)
- (8) Bracket
- (9) Master cylinder
- (10) Hill holder
- (11) Two-way connector

**Tightening torque: N-m (kgf-m, ft-lb)**

**T1: 15 (1.5, 10.8)**

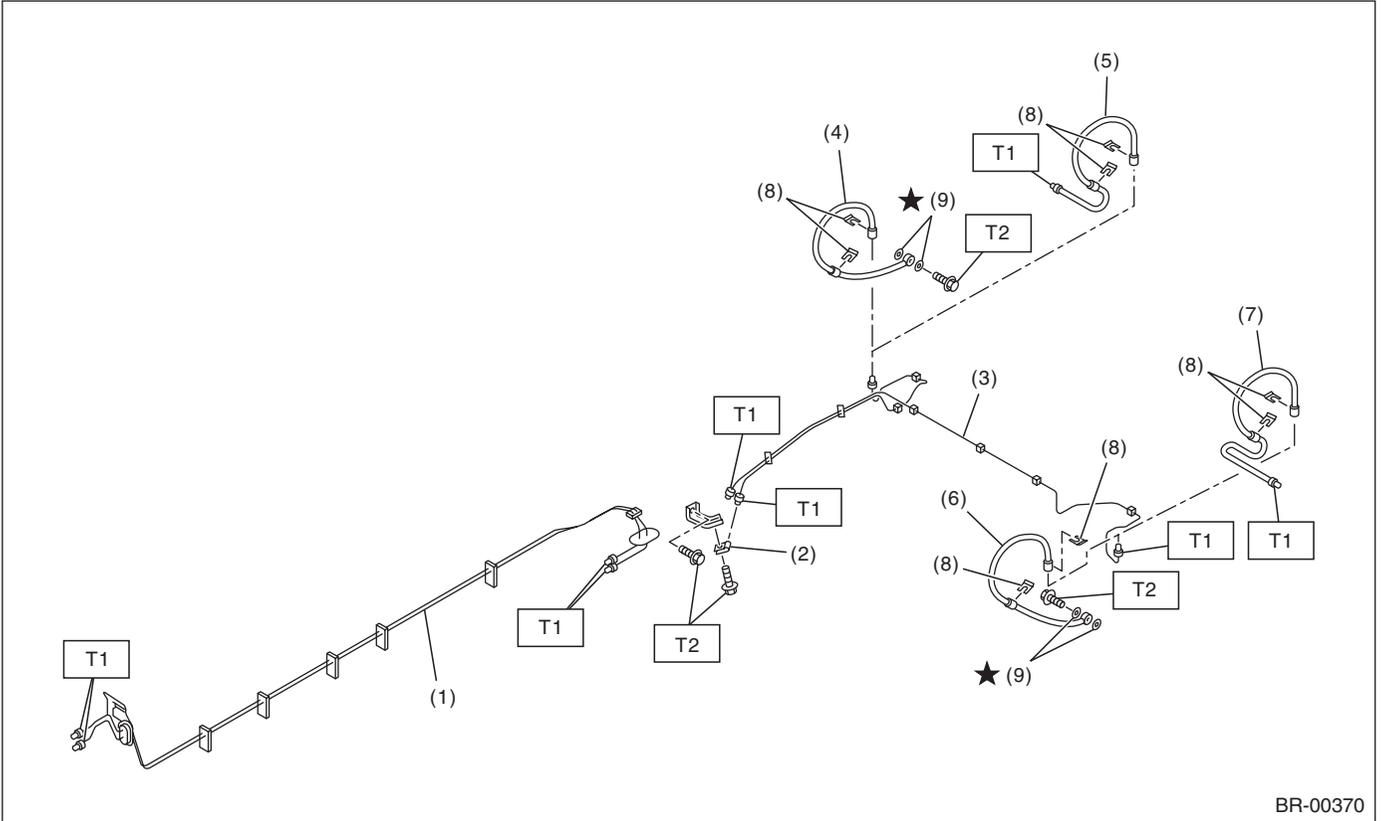
**T2: 18 (1.8, 13.0)**

**T3: 33 (3.4, 24.3)**

# General Description

BRAKE

## 8. CENTER AND REAR BRAKE PIPES AND HOSES



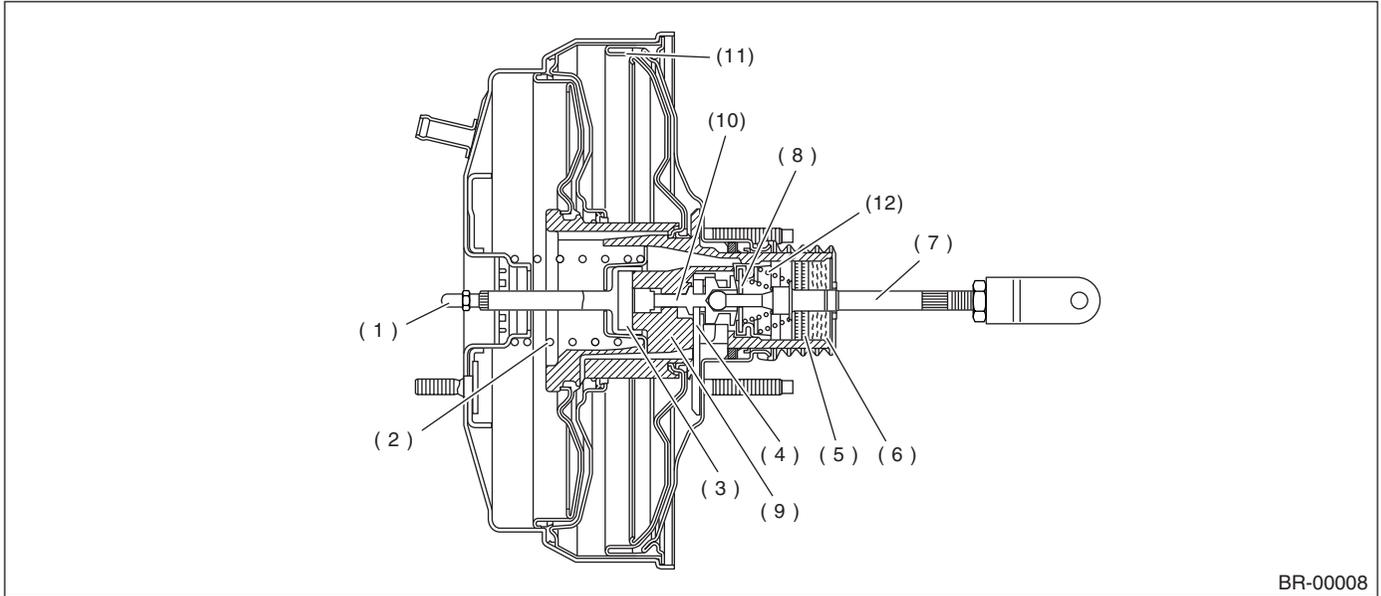
- |   |   |
|---|---|
| (1) Center brake pipe assembly            | (6) Rear brake hose LH (Disc brake model) |
| (2) Two-way connector                     | (7) Rear brake hose LH (Drum brake model) |
| (3) Rear brake pipe assembly              | (8) Clamp                                 |
| (4) Rear brake hose RH (Disc brake model) | (9) Gasket                                |
| (5) Rear brake hose RH (Drum brake model) |   |

**Tightening torque: N·m (kgf·m, ft·lb)**

**T1: 15 (1.5, 10.8)**

**T2: 18 (1.8, 13.0)**

## 9. BRAKE BOOSTER



BR-00008

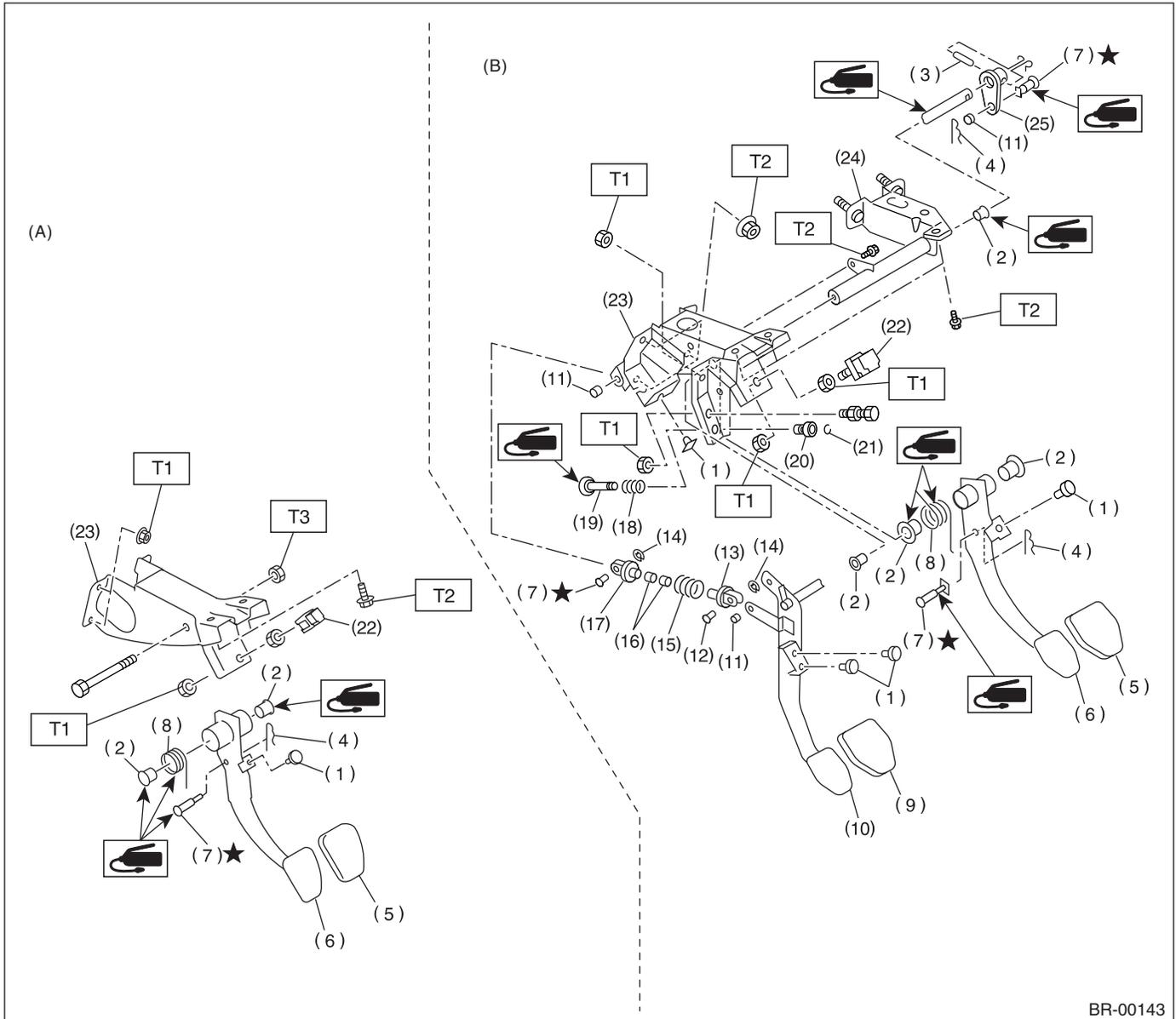
- |                   |                   |                          |
|-------------------|-------------------|--------------------------|
| (1) Push rod      | (5) Filter        | (9) Valve body           |
| (2) Return spring | (6) Silencer      | (10) Plunger valve       |
| (3) Reaction disc | (7) Operating rod | (11) Diaphragm plate     |
| (4) Key           | (8) Poppet valve  | (12) Valve return spring |

# General Description

## BRAKE

### 10. BRAKE PEDAL

#### • LHD model



BR-00143

(A) AT model

(B) MT model

- (1) Stopper
- (2) Bushing
- (3) Spring pin
- (4) Snap pin
- (5) Brake pedal pad
- (6) Brake pedal
- (7) Clevis pin
- (8) Brake pedal spring
- (9) Clutch pedal pad
- (10) Clutch pedal

- (11) Bushing C
- (12) Clutch clevis pin
- (13) Assist rod A
- (14) Clip
- (15) Assist spring
- (16) Assist bushing
- (17) Assist rod B
- (18) Spring S
- (19) Rod S
- (20) Bushing S

- (21) Clip
- (22) Stop light switch
- (23) Pedal bracket
- (24) Clutch master cylinder bracket
- (25) Lever

**Tightening torque: N-m (kgf-m, ft-lb)**

**T1: 8 (0.8, 5.8)**

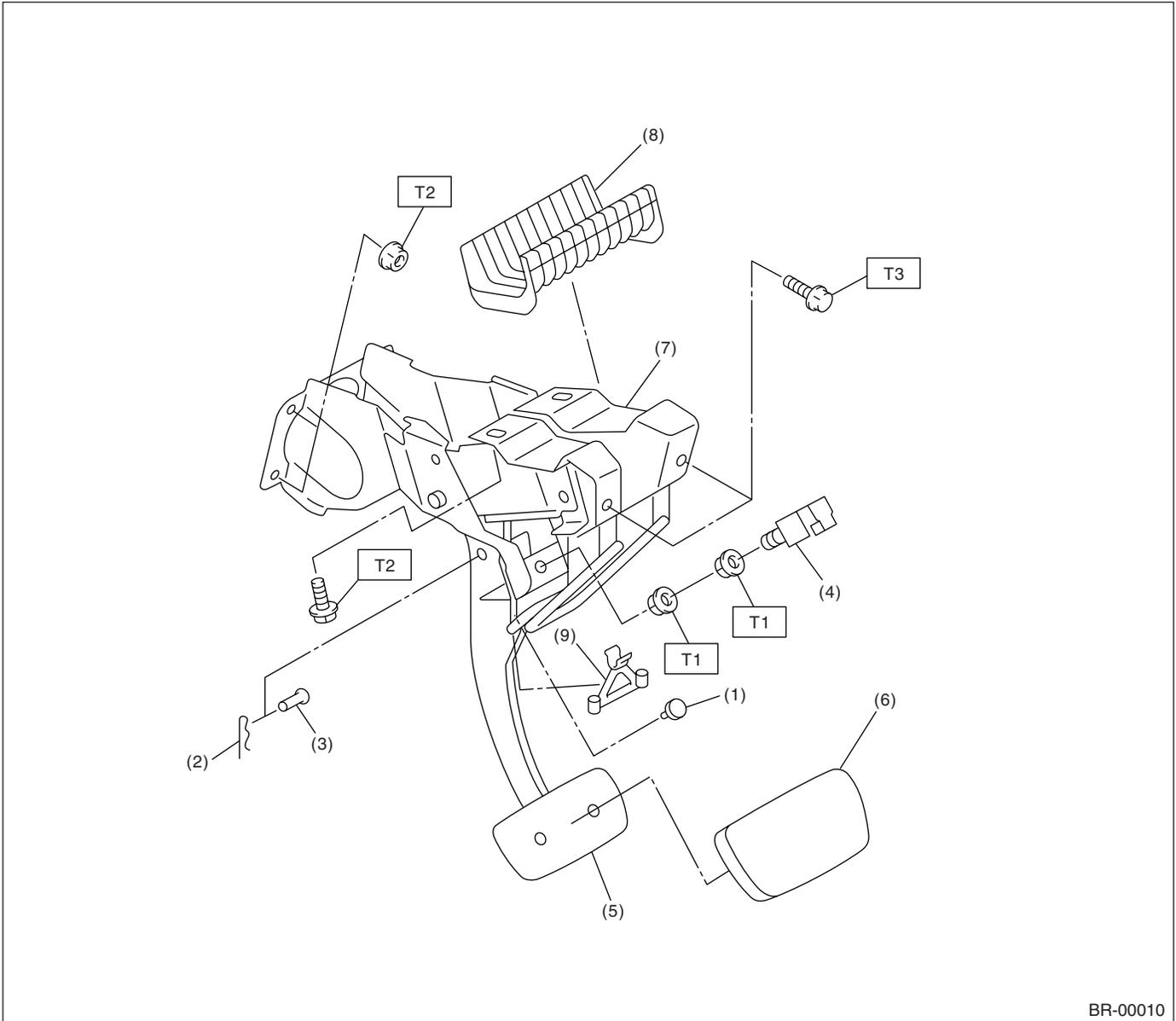
**T2: 18 (1.8, 13.0)**

**T3: 30 (3.1, 22.4)**

# General Description

BRAKE

## • RHD model



BR-00010

- |                       |                              |
|-----------------------|------------------------------|
| (1) Stopper           | (6) Brake pedal pad          |
| (2) Snap pin          | (7) Brake pedal bracket ASSY |
| (3) Clevis pin        | (8) Cover                    |
| (4) Stop light switch | (9) Protector                |
| (5) Brake pedal       |                              |

**Tightening torque: N·m (kgf·m, ft·lb)**

**T1: 8 (0.8, 5.8)**

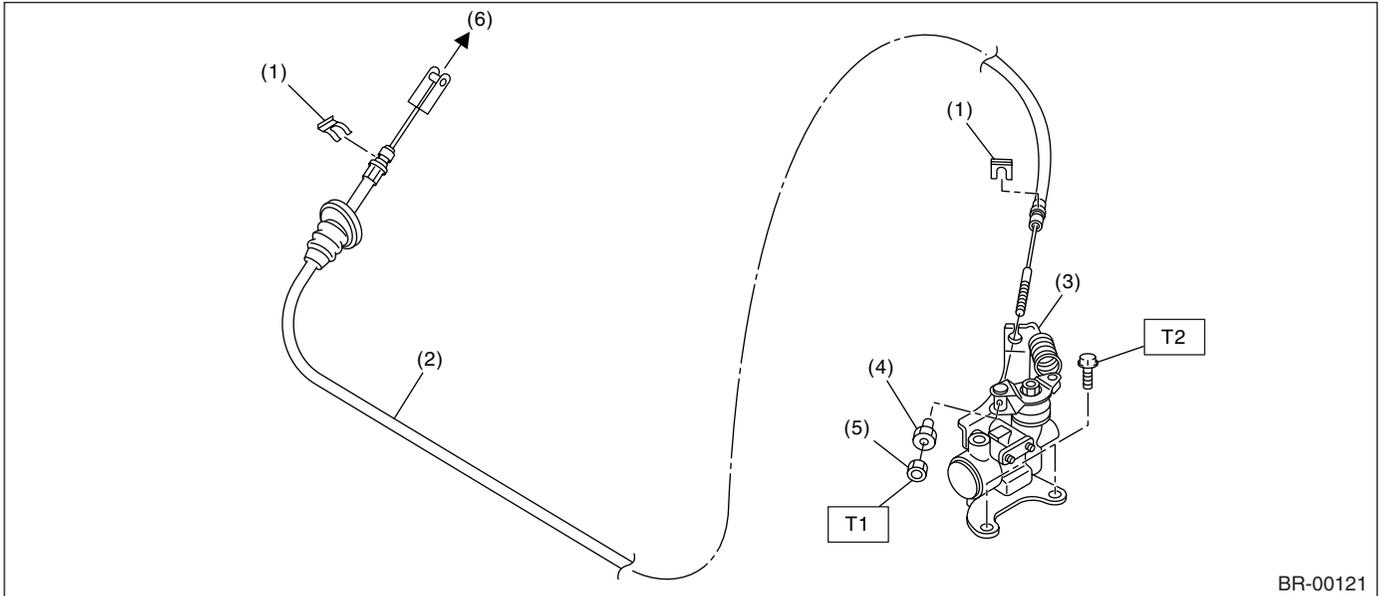
**T2: 18 (1.8, 13.0)**

**T3: 33 (3.3, 24.3)**

# General Description

BRAKE

## 11.HILL HOLDER



- |                               |                     |
|-------------------------------|---------------------|
| (1) Clamp                     | (4) Adjusting nut   |
| (2) PHV cable                 | (5) Lock nut        |
| (3) PHV (Pressure hold valve) | (6) To clutch pedal |

**Tightening torque: N·m (kgf·m, ft·lb)**

**T1: 3.5 (0.35, 2.5)**

**T2: 18 (1.8, 13.0)**

### C: CAUTION

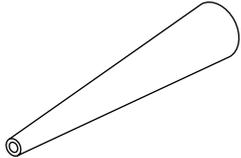
- Wear working clothing, including a cap, protective goggles, and protective shoes during operation.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust or dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly, and replacement.
- Be careful not to burn yourself, because each part in the vehicle is hot after running.
- Use SUBARU genuine grease etc. or the equivalent. Do not mix grease etc. with that of another grade or from other manufacturers.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Apply grease onto sliding or revolution surfaces before installation.
- Before installing O-rings or snap rings, apply sufficient amount of grease to avoid damage and deformation.
- Before securing a part on a vise, place cushioning material such as wood blocks, aluminum plate, or shop cloth between the part and the vise.
- Do not put fluid on body. If the body is tainted, wash away with water.

# General Description

BRAKE

## D: PREPARATION TOOL

### 1. SPECIAL TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 <p>ST-926460000</p>	926460000	WHEEL CYLINDER 3/4" ADAPTER	Used for installing cup onto wheel cylinder piston (Size 3/4 in).

### 2. GENERAL TOOL

TOOL NAME	REMARKS
Snap ring pliers	Used for removing and installing snap ring.

# Front Brake Pad

## BRAKE

### 2. Front Brake Pad

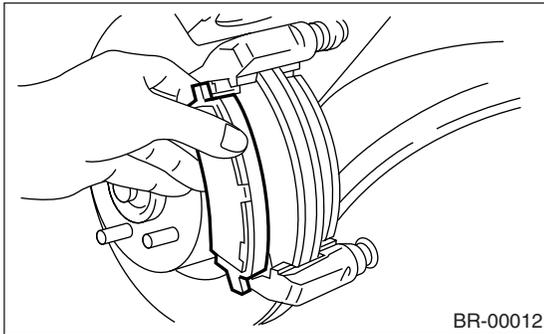
#### A: REMOVAL

- 1) Set the vehicle on a lift.
- 2) Loosen the wheel nuts.
- 3) Jack-up the vehicle, and then remove the front wheel.
- 4) Remove the lower caliper bolt.
- 5) Raise the caliper body upward and support it.

#### NOTE:

Do not disconnect the brake hose from caliper body.

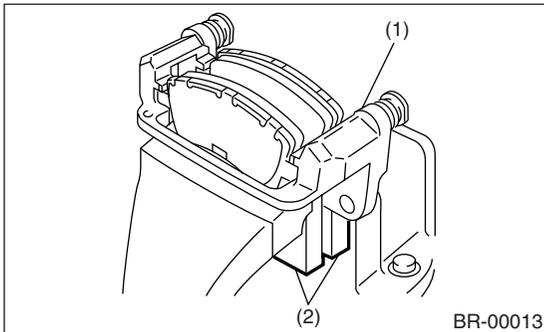
- 6) Remove the pad.



#### NOTE:

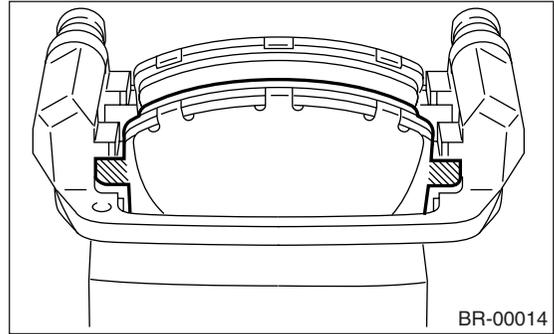
If the brake pad is difficult to remove, proceed as follows:

- (1) Remove the caliper body from support.
- (2) Remove the support.
- (3) Place a support in a vise between wooden blocks.



- (1) Support
- (2) Wooden blocks

- (4) Attach a rod of less than 12 mm (0.47 in) dia. to the shaded area of brake pad, and strike the rod with a hammer to drive brake pad out of place.



#### B: INSTALLATION

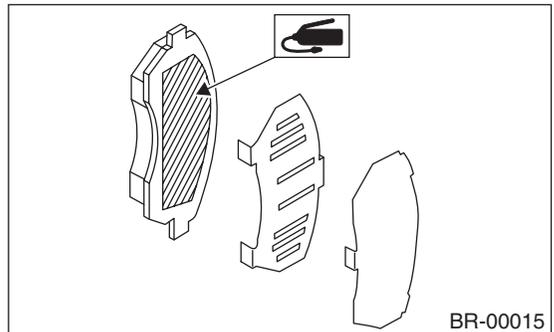
- 1) Apply thin coat of Molykote AS880N (Part No. K0777YA010) to the frictional portion between pad and pad clip.
- 2) Apply thin coat of Molykote AS880N (Part No. K0777YA010) to the frictional portion between inner pad and rubber coated shim. (For Australia model)

#### NOTE:

- Do not apply grease between outer pad and outer shim. (For Australia model)
- Do not confuse the inner shim with outer shim. (For Australia model)

#### CAUTION:

Replace the pad if there is oil or grease on it.



- 3) Install the pads on support.
- 4) Install the caliper body on support.

#### Tightening torque:

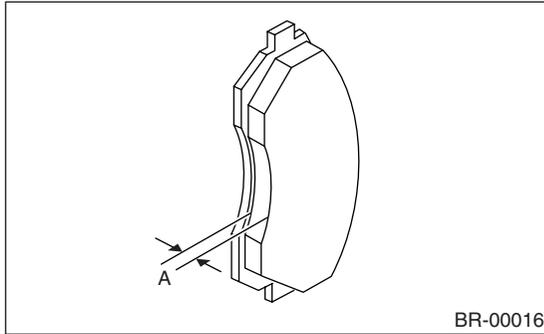
**37 N·m (3.8 kgf·m, 27.5 ft·lb)**

#### NOTE:

If it is difficult to push the piston during pad replacement, loosen the air bleeder to facilitate work.

## C: INSPECTION

Check the pad thickness A.



BR-00016

Pad thickness	Standard value	11 mm (0.43 in)
	Wear limit	1.5 mm (0.06 in)

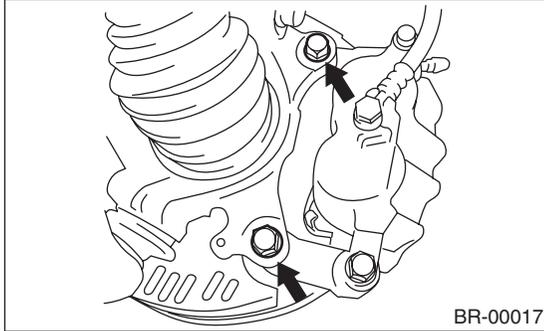
### NOTE:

- Always replace the pads for both right and left wheels at the same time.
- Also replace the pad clips if they are twisted or worn.
- A wear indicator is provided on the inner disc brake pad. If the pad wears down to such an extent that the end of wear indicator contacts disc rotor, a squeaking sound is produced as the wheel rotates. If this sound is heard, replace the pad.
- Replace the pad if there is oil or grease on it.

## 3. Front Disc Rotor

### A: REMOVAL

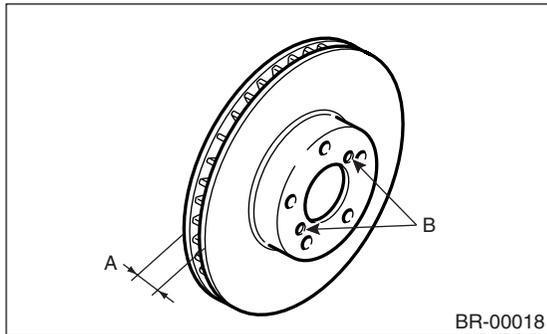
- 1) Set the vehicle on a lift.
- 2) Loosen the wheel nuts.
- 3) Jack-up the vehicle, and then remove the front wheel.
- 4) Remove the caliper body and support from housing, and suspend it from strut using a wire.



- 5) Remove the disc rotor.

**NOTE:**

If the disc rotor seizes up within the hub, drive the disc rotor out by installing an 8 mm bolt in holes B on rotor.



- 6) Clean mud and foreign particles from the caliper body assembly and support.

### B: INSTALLATION

- 1) Install the disc rotor.
- 2) Install the caliper body and support to housing.

**Tightening torque:**

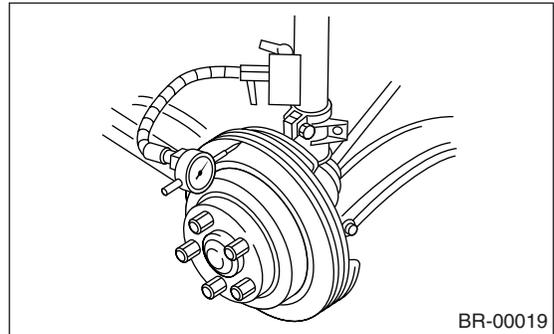
**80 N·m (8.2 kgf·m, 59 ft·lb)**

- 3) Install the wheel.

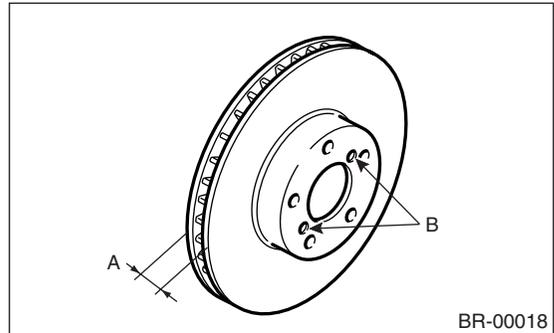
### C: INSPECTION

- 1) Check bearing axial end play and hub runout before disc rotor runout limit inspection. <Ref. to DS-24, INSPECTION, Front Axle.>
- 2) Secure the disc rotor by tightening five wheel nuts.
- 3) Set a dial gauge 10 mm (0.39 in) inward of rotor outer perimeter. Turn the disc rotor to check runout. If the disc rotor runout is above specified value, replace the disc rotor.

**Disc rotor runout limit:**  
**0.075 mm (0.0030 in)**



- 4) Set a micrometer 10 mm (0.39 in) inward of the rotor outer perimeter, and then measure the disc rotor thickness. If the thickness of disc rotor is outside the service limit, replace the disc rotor.



		Standard value	Service limit	Disc outer dia.
Disc rotor thickness A	15"	24 mm (0.94 in)	22 mm (0.87 in)	277 mm (10.91 in)
	16"	24 mm (0.94 in)	22 mm (0.87 in)	294 mm (11.57 in)

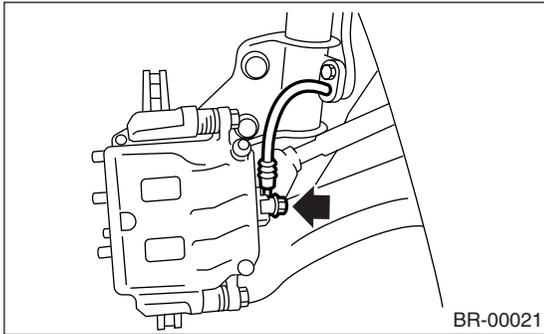
## 4. Front Disc Brake Assembly

### A: REMOVAL

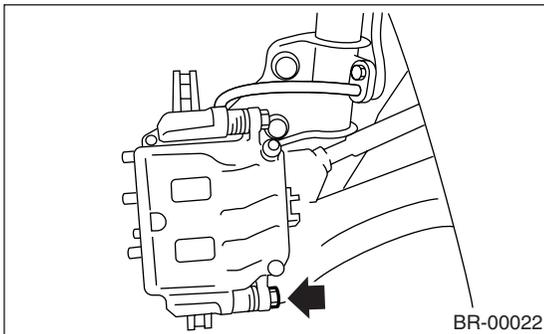
**CAUTION:**

Do not allow brake fluid to come in contact with vehicle body; wash away with water and wipe off completely if spilled.

- 1) Set the vehicle on a lift.
- 2) Loosen the wheel nuts.
- 3) Jack-up the vehicle, and then remove the front wheel.
- 4) Remove the union bolt, and then disconnect the brake hose from caliper body assembly.



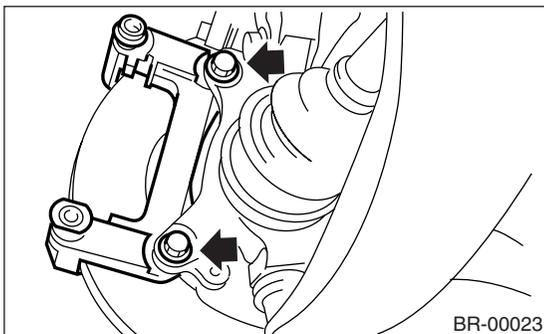
- 5) Remove the bolt securing lock pin to caliper body.



- 6) Raise the caliper body and move it toward vehicle center to separate it from support.
- 7) Remove the support from housing.

**NOTE:**

Remove the support only when replacing it or the rotor. It need not be removed when servicing the caliper body assembly.



- 8) Clean mud and foreign particles from the caliper body assembly and support.

### B: INSTALLATION

- 1) Install the support on housing.

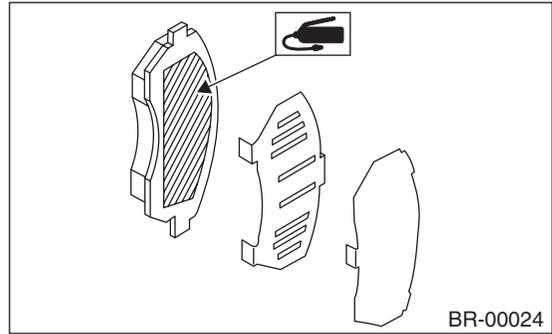
**Tightening torque:**

**80 N·m (8.2 kgf-m, 59 ft-lb)**

- 2) Apply thin coat of Molykote AS880N (Part No. K0777YA010) to the frictional portion between pad and pad clip.
- 3) Apply thin coat of Molykote AS880N (Part No. K0777YA010) to the frictional portion between inner pad and rubber coated shim. (For Australia model)

**NOTE:**

- Do not apply grease between outer pad and outer shim. (For Australia model)
- Do not confuse the inner shim with outer shim. (For Australia model)



- 4) Install the pads on support.
- 5) Install the caliper body on support.

**Tightening torque:**

**37 N·m (3.8 kgf-m, 27.5 ft-lb)**

- 6) Replace the brake hose gaskets with new ones, and then connect the brake hose.

**Tightening torque:**

**18 N·m (1.8 kgf-m, 13.0 ft-lb)**

- 7) Bleed air from the brake system.

### C: DISASSEMBLY

- 1) Clean mud and foreign particles from the caliper body assembly and support.

**CAUTION:**

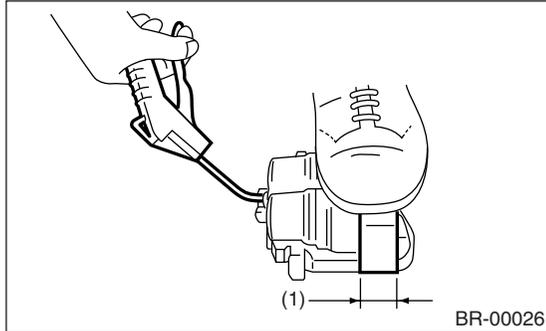
Be careful not to allow foreign particles to enter inlet (at brake hose connector).

- 2) Remove the boot from piston end.

# Front Disc Brake Assembly

## BRAKE

3) Place a wooden block as shown in the figure to prevent damage to the piston. Gradually supply compressed air via inlet of the brake hose to force piston out.

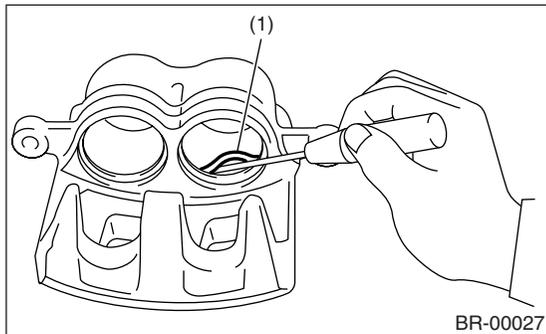


(1) Place a 30 mm (1.18 in) wide wooden block here.

4) Remove the piston seal from caliper body cylinder.

### CAUTION:

Be careful not to scratch the inner surface of cylinder and piston seal groove.



(1) Piston seal

5) Remove the lock pin boot and guide pin boot.

## D: ASSEMBLY

- 1) Clean the caliper body interior using brake fluid.
- 2) Apply a coat of brake fluid to the piston seal and fit piston seal in groove on caliper body.
- 3) Apply a coat of brake fluid to the entire inner surface of cylinder and outer surface of piston.
- 4) Apply a coat of specified grease to the boot and fit in groove on ends of cylinder and piston.

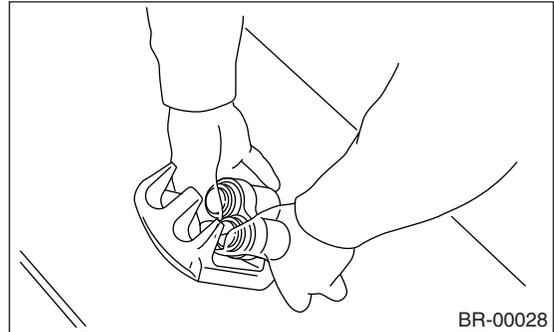
### Grease:

**NIGLUBE RX-2 (Part No. K0779GA102)**

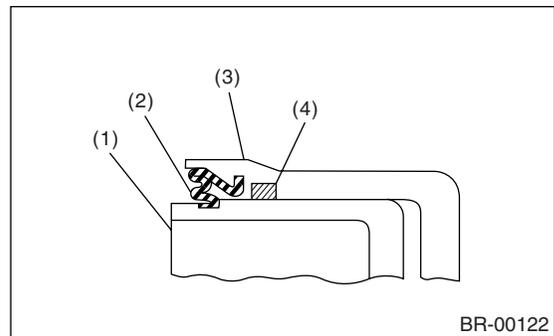
5) Insert the piston into cylinder.

### CAUTION:

Do not force the piston into cylinder.



6) Position the boot in grooves on cylinder and piston.

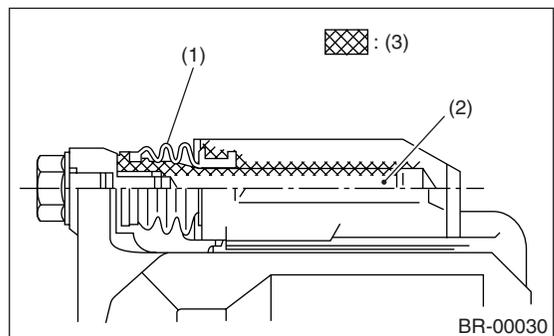


- (1) Piston
- (2) Piston boot
- (3) Caliper body
- (4) Piston seal

7) Apply a coat of specified grease to the lock pin and guide pin, outer surface, cylinder inner surface, and boot grooves.

### Grease:

**NIGLUBE RX-2 (Part No. K0779GA102)**



- (1) Pin boot
- (2) Lock pin or guide pin
- (3) Apply grease.

8) Install the lock pin boot and guide pin boot on support.

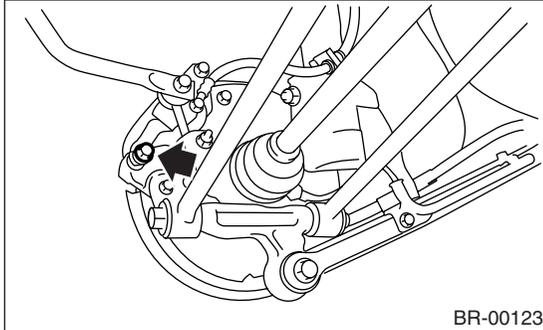
## **E: INSPECTION**

- 1) Repair or replace the faulty parts.
- 2) Check the caliper body and piston for uneven wear, damage or rust.
- 3) Check the rubber parts for damage or deterioration.

## 5. Rear Brake Pad

### A: REMOVAL

- 1) Set the vehicle on a lift.
- 2) Loosen the wheel nuts.
- 3) Jack-up the vehicle, and then remove the rear wheel.
- 4) Remove the lower caliper bolt.



- 5) Raise the caliper body upward and support it.

**NOTE:**

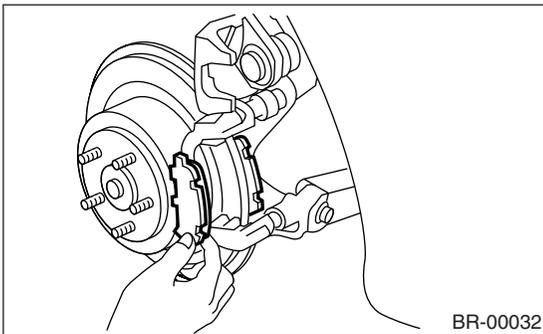
Do not disconnect the brake hose from caliper body.

- 6) Remove the pad.

**NOTE:**

If the brake pad is difficult to remove, use the same procedure as for front disc brake pad.

<Ref. to BR-18, REMOVAL, Front Brake Pad.>



### B: INSTALLATION

- 1) Apply a thin coat of Molykote AS880N (Part No. K0777YA010) to the frictional portion between pad and pad clip.
- 2) Install the pad on support.
- 3) Install the caliper body on support.

**Tightening torque:**

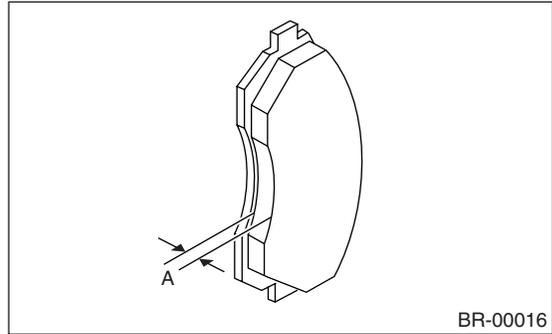
**37 N·m (3.8 kgf·m, 27.5 ft-lb)**

**NOTE:**

If it is difficult to push the piston during pad replacement, loosen air bleeder to facilitate work.

### C: INSPECTION

Check pad thickness A.



Pad thickness	Standard value	9 mm (0.354 in)
	Wear limit	1.5 mm (0.059 in)

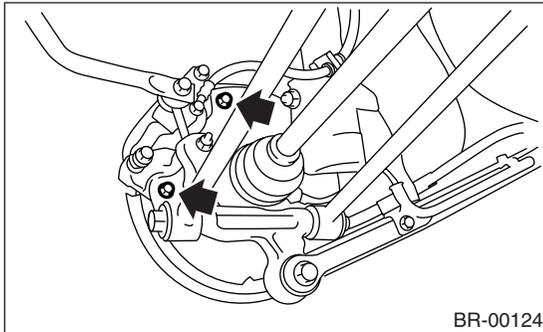
**NOTE:**

- Always replace the pads for both right and left wheels at the same time.
- Also replace the pad clips if they are twisted or worn.
- A wear indicator is provided on the inner disc brake pad. If the pad wears down to such an extent that the end of wear indicator contacts disc rotor, a squeaking sound is produced as the wheel rotates. If this sound is heard, replace the pad.
- Replace the pad if there is oil or grease on it.

## 6. Rear Disc Rotor

### A: REMOVAL

- 1) Lift-up the vehicle, and then remove the wheels.
- 2) Pull down and release the parking brake.
- 3) Remove the two mounting bolts, and then remove the disc brake assembly.

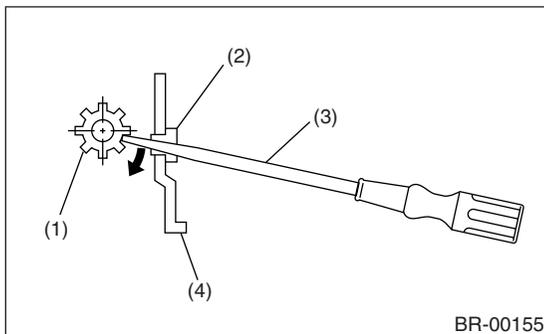


- 4) Suspend the disc brake assembly so that hose is not stretched.
- 5) Remove the disc rotor.

#### NOTE:

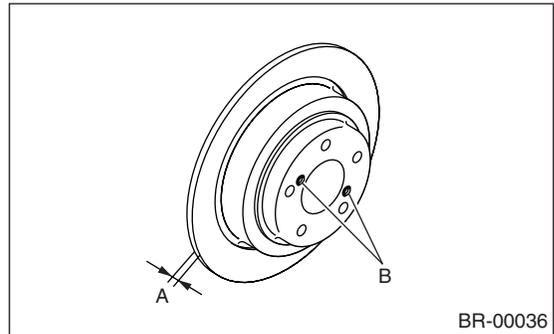
If the disc rotor is difficult to remove try following two methods in order.

- (1) Turn the adjusting screw using a flat tip screwdriver until brake shoe gets away enough from the disc rotor.



- (1) Adjusting screw
- (2) Cover
- (3) Flat tip screwdriver
- (4) Back plate

- (2) If the disc rotor seizes up within hub, drive the disc rotor out by installing an 8 mm bolt in holes B on rotor.



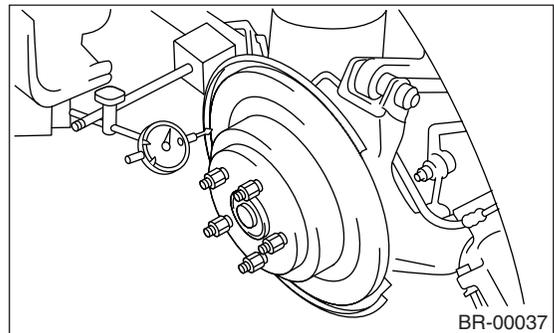
### B: INSTALLATION

- 1) Install in the reverse order of removal.
- 2) Adjust the parking brake. <Ref. to PB-10, ADJUSTMENT, Parking Brake Assembly (Rear Disc Brake).>

### C: INSPECTION

- 1) Check bearing axial end play and hub runout before disc rotor runout limit inspection. <Ref. to DS-32, INSPECTION, Rear Axle.>
- 2) Secure the disc rotor by tightening five wheel nuts.
- 3) Set a dial gauge 10 mm (0.39 in) inward of rotor outer perimeter. Turn the disc rotor to check runout. If the disc rotor runout is above specified value, replace the disc rotor.

**Disc rotor runout limit:**  
**0.070 mm (0.0027 in)**

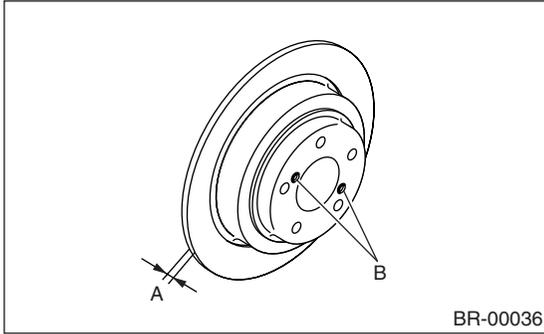


## Rear Disc Rotor

### BRAKE

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4) Set a micrometer 10 mm (0.39 in) inward of the rotor outer perimeter, and then measure the disc rotor thickness. If the thickness of disc rotor is outside the service limit, replace the disc rotor.



	Standard value	Service limit	Disc outer dia.
Disc rotor thickness A	10 mm (0.39 in)	8.5 mm (0.335 in)	266 mm (10.47 in)

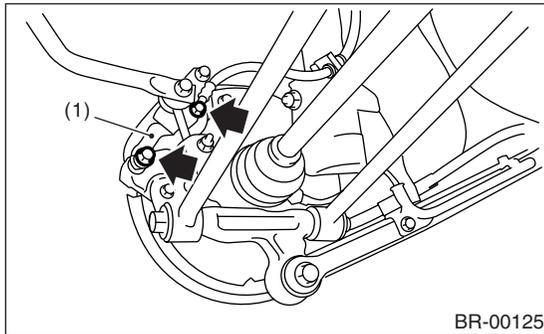
## 7. Rear Disc Brake Assembly

### A: REMOVAL

**CAUTION:**

Do not allow brake fluid to come in contact with vehicle body; wash away with water and wipe off completely if spilled.

- 1) Set the vehicle on a lift.
- 2) Loosen the wheel nuts.
- 3) Lift-up the vehicle, and then remove the wheels.
- 4) Disconnect the brake hose from caliper body assembly.
- 5) Remove the bolt securing lock pin to caliper body.



(1) Caliper body

- 6) Raise the caliper body and move it toward vehicle center to separate it from support.
- 7) Remove the support from housing.

**NOTE:**

Remove the support only when replacing it or the rotor. It need not be removed when servicing the caliper body assembly.

- 8) Clean mud and foreign particles from the caliper body assembly and support.

**CAUTION:**

Be careful not to allow foreign particles to enter inlet (at brake hose connector).

### B: INSTALLATION

- 1) Install the disc rotor on hub.
- 2) Install the support on housing.

**Tightening torque:**

**52 N·m (5.3 kgf·m, 38.3 ft-lb)**

- 3) Apply thin coat of Molykote AS880N (Part No. K0777YA010) to the frictional portion between pad and pad clip.
- 4) Install the pads on support.
- 5) Install the caliper body on support.

**Tightening torque:**

**37 N·m (3.8 kgf·m, 27.5 ft-lb)**

- 6) Replace the brake hose gaskets with new ones, and then connect the brake hose.

**Tightening torque:**

**18 N·m (1.8 kgf·m, 13.0 ft-lb)**

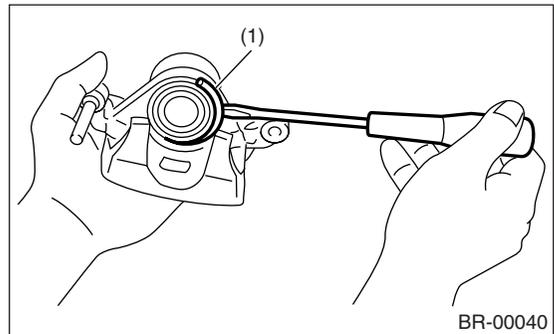
**CAUTION:**

The brake hose must be connected without any twist.

- 7) Bleed air from the brake system. <Ref. to BR-45, Air Bleeding.>

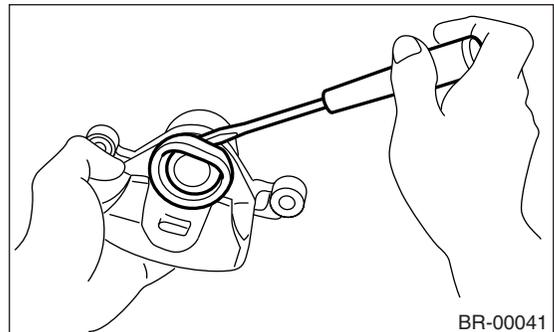
### C: DISASSEMBLY

- 1) Remove the boot ring.

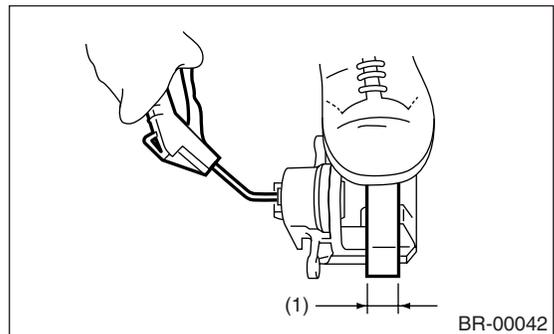


(1) Boot ring

- 2) Remove the piston boot.



- 3) Place a wooden block as shown in the figure to prevent damage to the piston. Gradually supply compressed air via inlet of the brake hose to force piston out.



(1) Place a 30 mm (1.18 in) wide wooden block here.

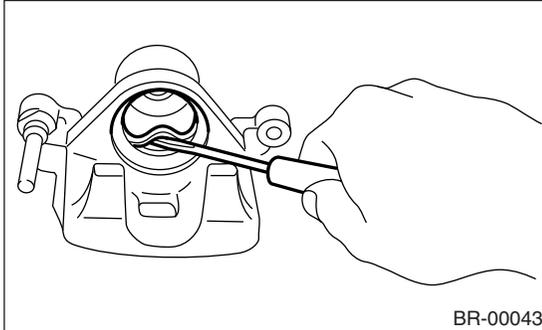
# Rear Disc Brake Assembly

## BRAKE

4) Remove the piston seal from caliper body cylinder.

### CAUTION:

**Be careful not to scratch the inner surface of cylinder and piston seal groove.**



5) Remove the lock pin sleeve and boot from caliper body.

6) Remove the guide pin (green) and boot.

## D: ASSEMBLY

1) Clean the caliper body interior using brake fluid.

2) Apply a coat of brake fluid to the piston seal and fit piston seal in groove on caliper body.

3) Apply a coat of brake fluid to the entire inner surface of cylinder and outer surface of piston.

4) Apply a coat of specified grease to the boot and fit in groove on ends of cylinder and piston.

### Grease:

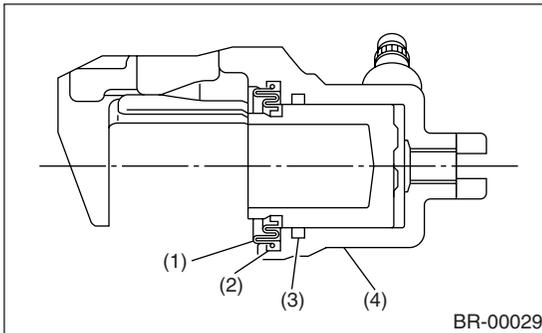
**NIGLUBE RX-2 (Part No. K0779GA102)**

5) Insert the piston into cylinder.

### CAUTION:

**Do not force piston into cylinder.**

6) Install the piston boot to caliper body, and attach boot ring.

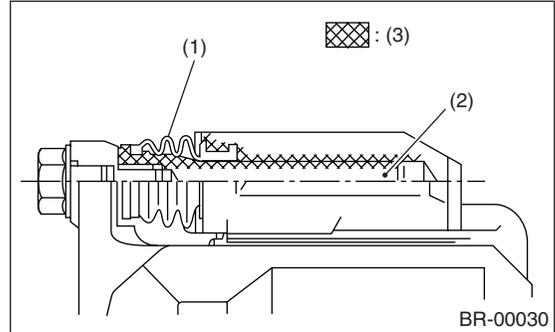


- (1) Piston boot
- (2) Boot ring
- (3) Piston seal
- (4) Caliper body

7) Apply a coat of specified grease to the outer surface of the lock pin (yellow) and guide pin (green), sleeve outer surface of the lock pin, inner surface of the cylinder, and boot grooves.

### Grease:

**NIGLUBE RX-2 (Part No. K0779GA102)**



- (1) Pin boot
- (2) Lock pin (yellow) or guide pin (green)
- (3) Apply grease.

8) Install the guide pin boot on support.

9) Install the lock pin boot on support and insert lock pin sleeve into place.

## E: INSPECTION

1) Repair or replace the faulty parts.

2) Check the caliper body and piston for uneven wear, damage or rust.

3) Check the rubber parts for damage or deterioration.

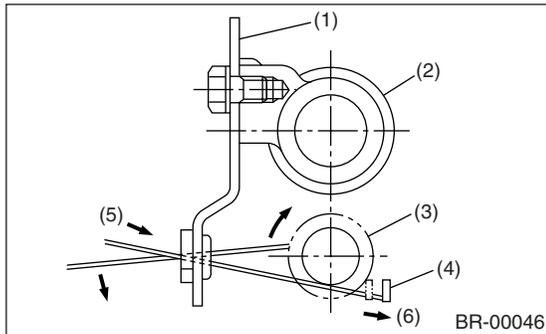
## 8. Rear Drum Brake Shoe

### A: REMOVAL

- 1) Set the vehicle on a lift.
- 2) Loosen the wheel nuts.
- 3) Lift-up the vehicle, and then remove the wheels.
- 4) Release the parking brake.
- 5) Remove the brake drum from brake assembly.

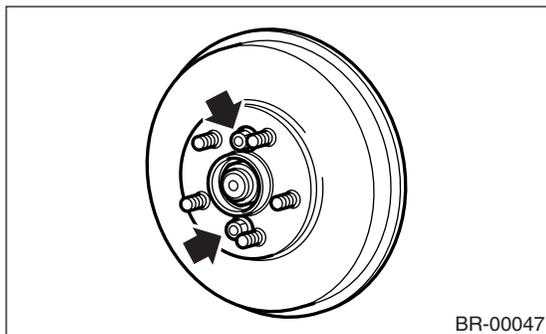
**NOTE:**

- If it is difficult to remove the brake drum, remove the adjusting hole cover from back plate, and then turn adjuster assembly pawls using a flat tip screwdriver until brake shoe separates from the drum.

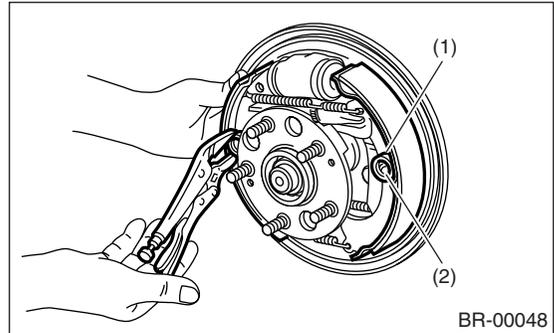


- (1) Back plate
- (2) Wheel cylinder
- (3) Adjuster ASSY pawls
- (4) Adjusting lever
- (5) Tightening direction
- (6) Push

- If the brake drum is difficult to remove, drive it out by installing an 8 mm bolt into bolt hole in brake drum.

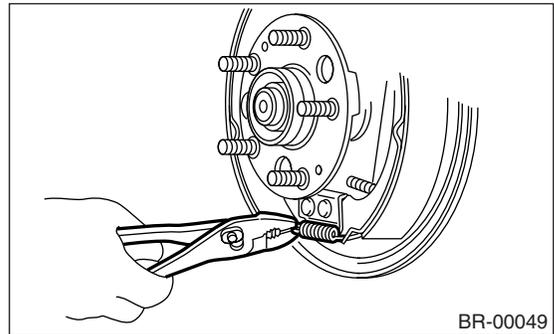


- 6) Hold the hold-down pin by securing rear of back plate with your hand.



- (1) Hold-down cup
- (2) Hold-down pin

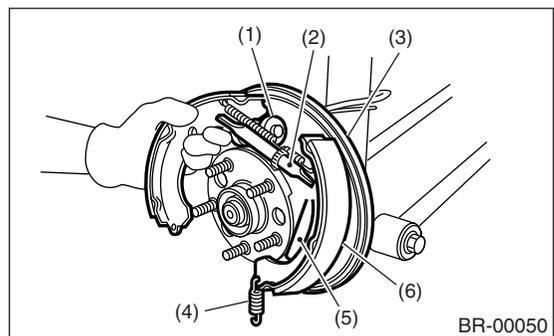
- 7) Disconnect the hold-down cup from hold-down pin by rotating hold-down cup.
- 8) Disconnect the lower shoe return spring from shoes.



- 9) Remove the shoes one by one from back plate with adjuster.

**CAUTION:**

**Be careful not to bend the parking brake cable excessively when removing brake shoes.**

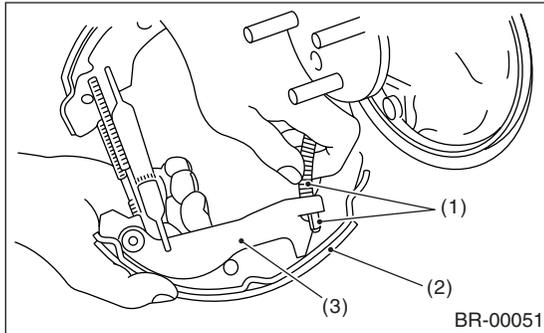


- (1) Wheel cylinder
- (2) Adjuster
- (3) Back plate
- (4) Lower shoe return spring
- (5) Parking lever
- (6) Trailing shoe

# Rear Drum Brake Shoe

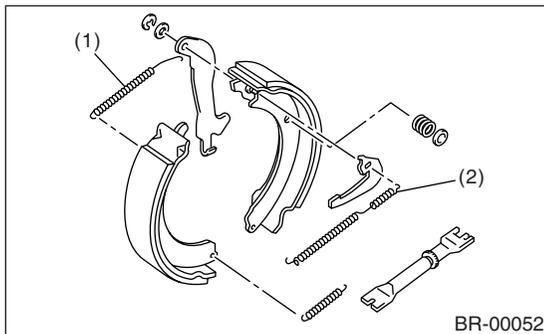
## BRAKE

10) Disconnect the parking brake cable from parking lever.



- (1) Parking brake cable
- (2) Trailing shoe
- (3) Parking brake lever

11) Remove the upper shoe return spring and adjusting spring from brake shoe.



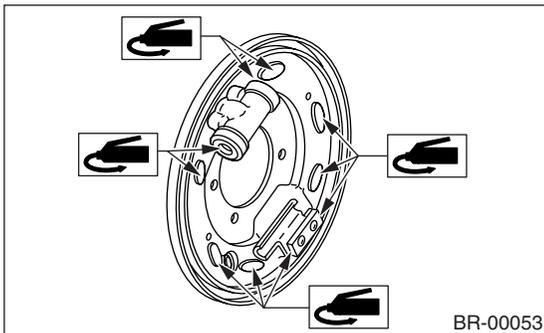
- (1) Upper shoe return spring
- (2) Adjusting spring

## B: INSTALLATION

- 1) Clean the back plate and wheel cylinder.
- 2) Apply grease to portions indicated by arrows in the figure.

### Brake grease:

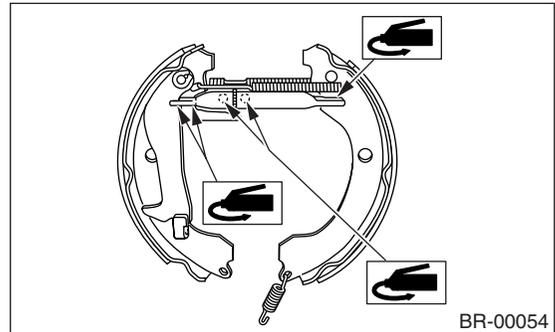
**Dow Corning Molykote No. 7439 (Part No. 003602001)**



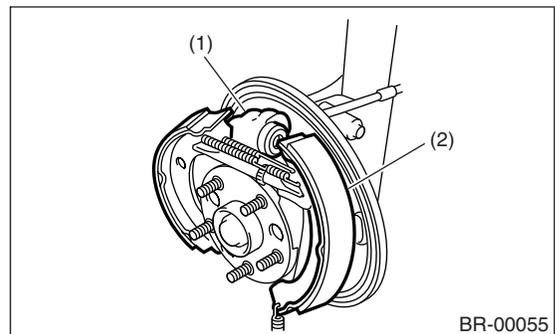
3) Apply grease to the adjusting screw and both ends of adjuster.

### Brake grease:

**Dow Corning Molykote No. 7439 (Part No. 003602001)**



- 4) Connect the upper shoe return spring to shoes.
- 5) Connect the parking brake cable to parking lever.
- 6) While positioning the shoes (one at a time) in groove on wheel cylinder, secure the shoes.



- (1) Wheel cylinder
- (2) Shoe (Trailing)

- 7) Fix the shoes by connecting hold-down cup to hold-down pin.
- 8) Connect the lower shoe return spring.
- 9) Set the outside diameter of brake shoes less than 0.5 to 0.8 mm (0.020 to 0.031 in) in comparison with inside diameter of brake drum.

## C: INSPECTION

1) Measure the lining thickness. If the thickness of lining is outside the service limit, replace the shoes.

### Lining thickness:

**Standard 4.1 mm (0.161 in)**

**Service limit 1.5 mm (0.059 in)**

- 2) If the deformation or wear of back plate, shoe, etc. are notable, replace them.
- 3) When the shoe return spring tension is excessively weakened, replace it, taking care to identify the upper and lower springs.

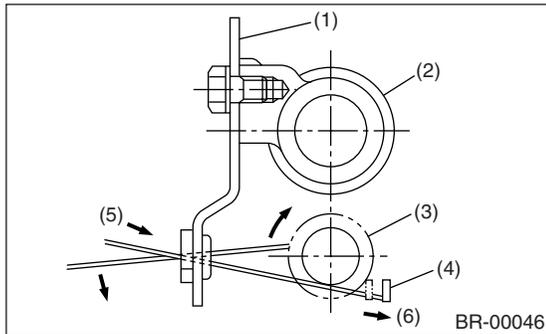
## 9. Rear Drum Brake Drum

### A: REMOVAL

- 1) Set the vehicle on a lift.
- 2) Loosen the wheel nuts.
- 3) Lift-up the vehicle, and then remove the wheels.
- 4) Release the parking brake.
- 5) Remove the brake drum from brake assembly.

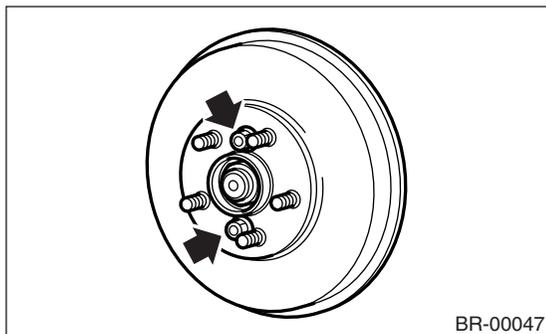
#### NOTE:

- If it is difficult to remove the brake drum, remove the adjusting hole cover from back plate, and then turn the adjuster assembly pawls using a flat tip screwdriver until brake shoe separates from drum.



- (1) Back plate
- (2) Wheel cylinder
- (3) Adjuster ASSY pawls
- (4) Adjusting lever
- (5) Tightening direction
- (6) Push

- If the brake drum is difficult to remove, drive it out by installing an 8-mm bolt into bolt hole in the brake drum.



### B: INSTALLATION

Set the outside diameter of brake shoes less than 0.5 to 0.8 mm (0.020 to 0.031 in) in comparison with inside diameter of brake drum.

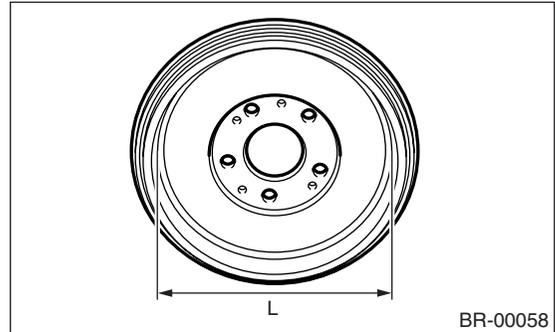
### C: INSPECTION

- 1) If the inside surface of brake drum is streaked, correct the surface. And, if it is unevenly worn, taperingly streaked, or the outside surface of brake drum is damaged, correct or replace it.
- 2) Measure the drum inner diameter. If the inner diameter of drum is outside the service limit, replace the drum.

#### Drum inner diameter: L

**Standard 228.6 mm (9 in)**

**Service limit 230.6 mm (9.08 in)**



# Rear Drum Brake Assembly

BRAKE

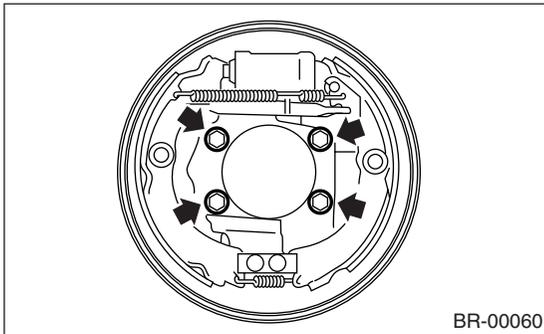
## 10. Rear Drum Brake Assembly

### A: REMOVAL

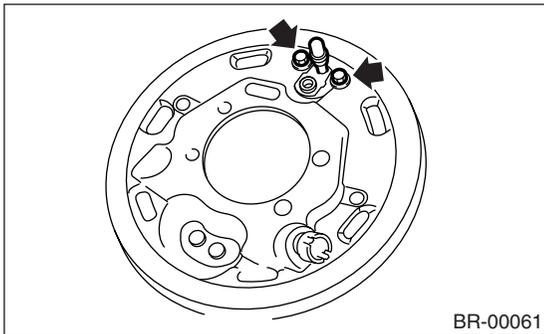
#### CAUTION:

Do not allow brake fluid to come in contact with vehicle body; wash away with water and wipe off completely if spilled.

- 1) Set the vehicle on a lift.
- 2) Loosen the wheel nuts.
- 3) Lift-up the vehicle, and then remove the wheels.
- 4) Release the parking brake.
- 5) Remove the brake drum from brake assembly. <Ref. to BR-31, REMOVAL, Rear Drum Brake Drum.>
- 6) Remove the brake shoe. <Ref. to BR-29, REMOVAL, Rear Drum Brake Shoe.>
- 7) Disconnect the brake hose. <Ref. to BR-47, REAR BRAKE HOSE (DRUM BRAKE), REMOVAL, Brake Hose.>
- 8) Remove the hub. <Ref. to DS-25, REMOVAL, Rear Axle.>
- 9) Disconnect the ABS sensor from back plate.
- 10) Remove the brake assembly.



- 11) Remove the bolts installing wheel cylinder on back plate, and remove it.

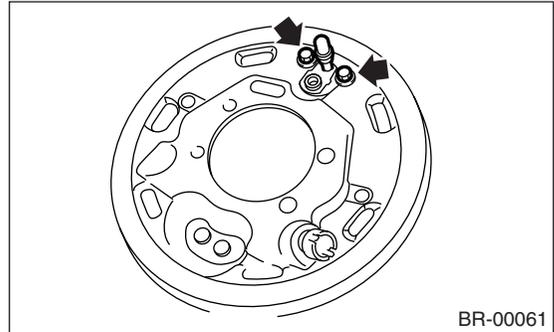


### B: INSTALLATION

- 1) Clean the back plate and wheel cylinder.
- 2) Install the wheel cylinder on back plate, and tighten bolts.

#### Tightening torque:

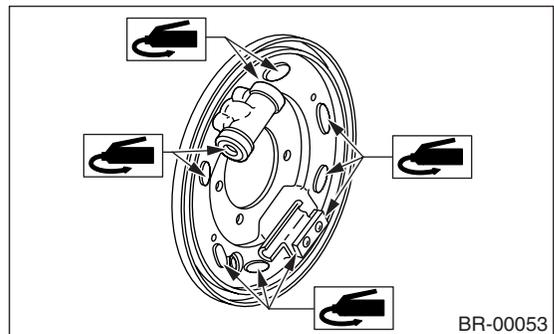
10 N·m (1.0 kgf-m, 7.2 ft-lb)



- 3) Apply grease to the portions indicated by arrows in the figure.

#### Brake grease:

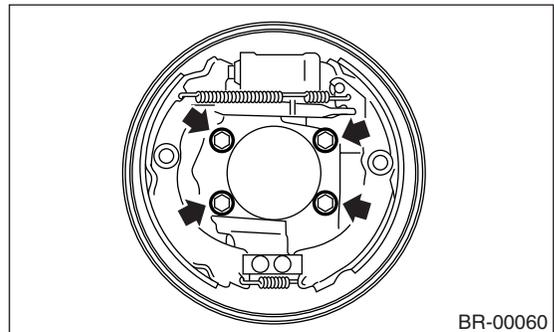
Dow Corning Molykote No. 7439 (Part No. 003602001)



- 4) Install the brake assembly on housing, and tighten the bolts to install back plate.

#### Tightening torque:

53 N·m (5.4 kgf-m, 39.1 ft-lb)



- 5) Install the hub. <Ref. to DS-28, INSTALLATION, Rear Axle.>

6) Connect the brake hose, and tighten the brake hose flange nut.

**Tightening torque:**

**15 N·m (1.5 kgf·m, 10.8 ft·lb)**

7) Connect the ABS sensor to back plate.

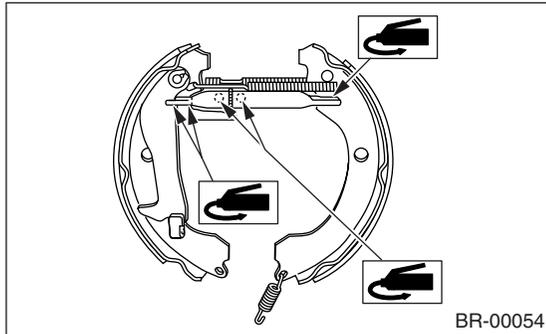
**Tightening torque:**

**32 N·m (3.3 kgf·m, 24 ft·lb)**

8) Apply grease to the adjusting screw and both ends of adjuster.

**Brake grease:**

**Dow Corning Molykote No. 7439 (Part No. 003602001)**



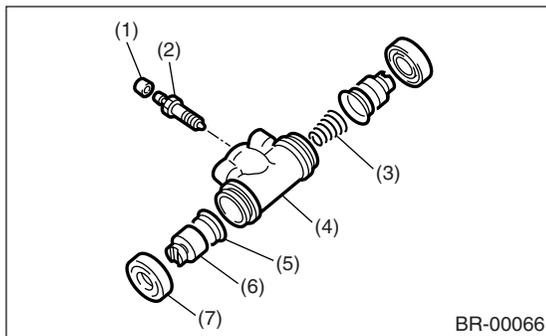
9) Install the brake shoe. <Ref. to BR-30, INSTALLATION, Rear Drum Brake Shoe.>

10) Install the brake drum. <Ref. to BR-31, INSTALLATION, Rear Drum Brake Drum.>

11) After installing the brake assembly, bleed air from the brake line. <Ref. to BR-45, Air Bleeding.>

## C: DISASSEMBLY

1) Remove the right and left dust boots from wheel cylinder.



- (1) Bleeder cap
- (2) Bleeder screw
- (3) Spring
- (4) Cylinder
- (5) Cup
- (6) Piston
- (7) Boot

2) Remove the piston, cup, spring and air bleeder screw and cap.

## D: ASSEMBLY

1) Clean all parts in brake fluid. Check and replace the faulty parts.

- Cup and boot for damage or fatigue
- Cylinder, piston and spring or damage or rust formation

2) Assemble in the reverse order of disassembly.

- (1) When installing the cup, use ST, apply brake fluid to the frictional surface for smooth installation and pay attention to cup direction.
- (2) STs are available in different sizes.

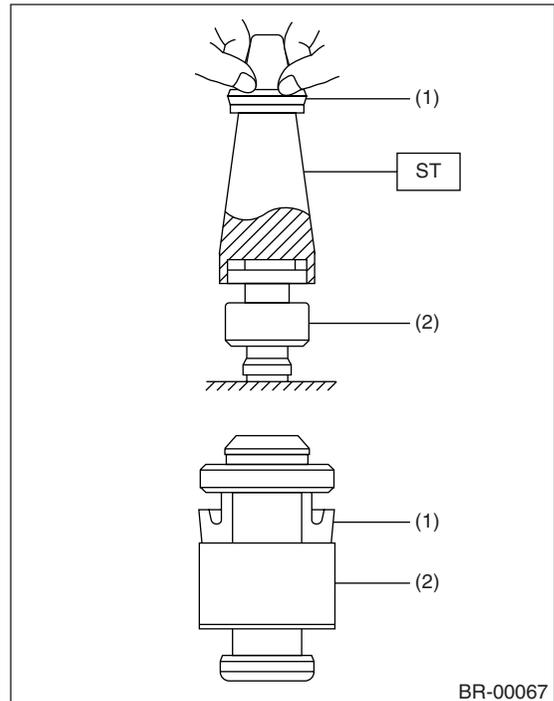
**CAUTION:**

**When replacing the repair kit, make sure that the sizes of cylinder and cup are the same as those which were replaced.**

ST: ADAPTER	
Applicable size	Part No.
19 mm (3/4 in)	926460000

**CAUTION:**

**While assembling, be careful to prevent any metal chip, dust or dirt from entering the wheel cylinder.**



- (1) Cup
- (2) Piston

## Rear Drum Brake Assembly

### BRAKE

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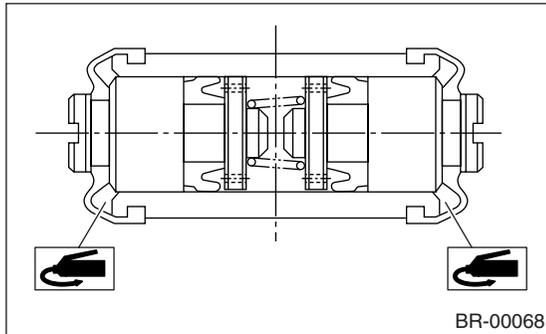
3) Apply rubber grease to the boot inside as shown in the figure.

#### **CAUTION:**

**Never use brake grease.**

#### **Grease:**

***NIGLUBE RX-2 (Part No. K0779GA102)***



#### **E: INSPECTION**

If the deformation or wear of back plate, shoe, etc. are notable, replace them.

## 11. Master Cylinder

### A: REMOVAL

**CAUTION:**

Do not allow brake fluid to come in contact with vehicle body; wash away with water and wipe off completely if spilled.

- 1) Thoroughly drain brake fluid from reservoir tank.
- 2) Disconnect the fluid level indicator harness connector.
- 3) Remove the brake pipes from master cylinder.
- 4) Remove the master cylinder mounting nuts, and take out master cylinder from brake booster.

### B: INSTALLATION

- 1) To install the master cylinder to body, reverse the sequence of removal procedure.

**Tightening torque:**

**Master cylinder mounting nut**

**14 N·m (1.4 kgf·m, 10.1 ft·lb)**

**Piping flare nut**

**15 N·m (1.5 kgf·m, 10.8 ft·lb)**

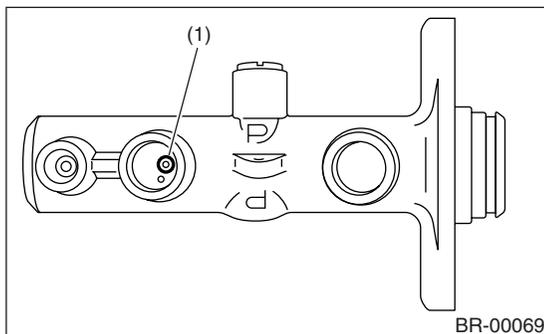
**CAUTION:**

Be sure to use recommended brake fluid.

- 2) Bleed air from the brake system. <Ref. to BR-45, PROCEDURE, Air Bleeding.>

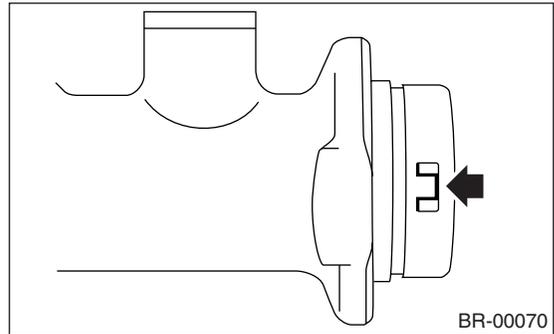
### C: DISASSEMBLY

- 1) Remove mud and dirt from the surface of brake master cylinder.
- 2) Secure the master cylinder on a vise.
- 3) Remove the pin which secures reservoir tank to master cylinder, and then remove the reservoir tank and grommet.
- 4) Remove the cylinder pin with magnetic pick-up tool while pushing in primary piston by screwdriver which wrapped with tape.



(1) Cylinder pin (straight pin)

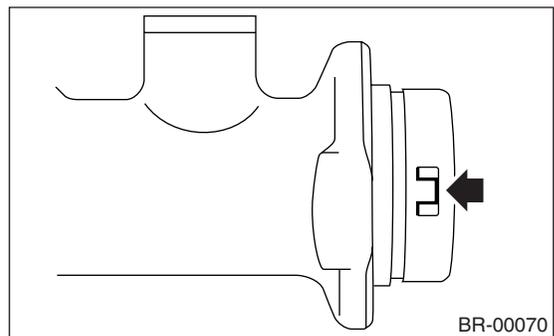
- 5) Pry up the pawl and remove piston retainer. Hold piston retainer tight, because the piston may jump out from master cylinder.



- 6) Extract the primary piston assembly and secondary piston assembly straight out, while taking care not to scratch the inner surface of cylinder.
- 7) Use brake fluid to wash the inside wall of cylinder, and piston assembly. If any damage, deformation, wear, rust, and other faults are found, replace the faulty part.

### D: ASSEMBLY

- 1) Apply recommended brake fluid to the inside wall of cylinder, and to outer surface of the piston assembly.
- 2) Ensure that the inside wall of cylinder, and piston assembly are free from dirt when assembling. Install the primary piston assembly and secondary piston assembly, while taking care not to damage, scratch, or dent the cylinder inside wall, and piston assembly.
- 3) Install the cylinder pin while pushing in primary piston by screwdriver which wrapped with tape.
- 4) Install the piston retainer, and then secure it by pressing the pawl.

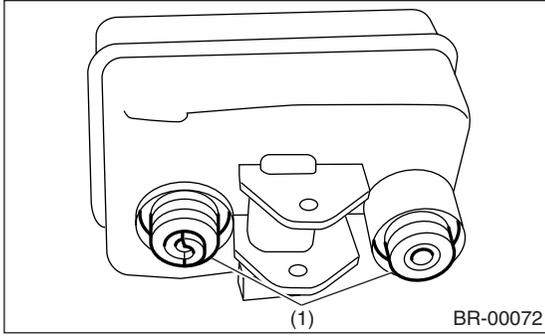


# Master Cylinder

## BRAKE

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5) Install the seal to reservoir tank.



(1) Seal

6) Install the reservoir tank to master cylinder and secure with pin.

### **E: INSPECTION**

If any damage, deformation, wear, swelling, rust, and other faults are found on the primary piston assembly, secondary piston assembly, supply the valve stopper, or gasket, replace the faulty part.

#### ***service limit :***

***The clearance between each piston and the master cylinder inner dia. 0.11 mm (0.0043 in)***

#### **NOTE:**

The primary and secondary pistons must be replaced as complete assemblies.

## 12.Brake Booster

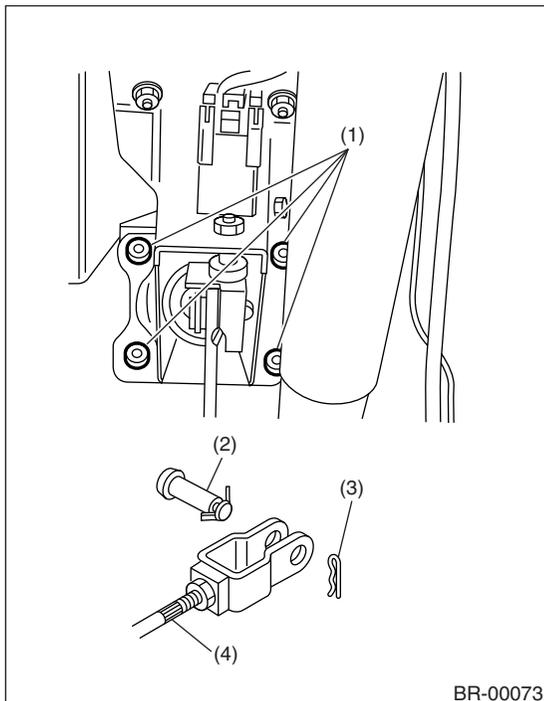
### A: REMOVAL

1) Remove or disconnect the following parts at engine compartment.

- (1) Disconnect the connector for brake fluid level indicator.
- (2) Remove the brake pipes from master cylinder.
- (3) Remove the master cylinder installing nuts.
- (4) Disconnect the vacuum hose from brake booster.

2) Remove the following parts from pedal bracket.

- (1) Snap pin and clevis pin
- (2) Four brake booster installing nuts



- (1) Nuts
- (2) Clevis pin
- (3) Snap pin
- (4) Operating rod

3) Remove the brake booster while shunning brake pipes.

#### NOTE:

- Be careful not to drop the brake booster. The brake booster should be discarded if it has been dropped.
- Use special care when handling the operating rod.

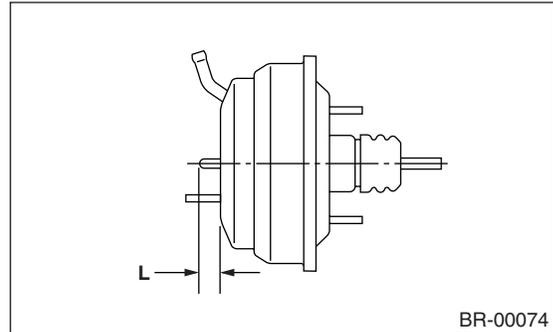
If excessive force is applied to the operating rod, sufficient to cause a change in the angle in excess of  $\pm 3^\circ$ , it may result in damage to the master cylinder.

- Use care when placing the brake booster on floor.
- Do not change the push rod length. If it has been changed, reset the projected length "L" to standard length.

#### Standard: L

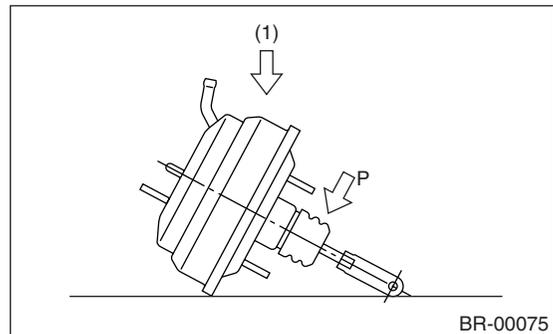
**LHD model : 10.05 mm (0.4 in)**

**RHD model : 10.4 mm (0.41 in)**



#### CAUTION:

If external force is applied from above when the brake booster is placed in this position, the resin portion as indicated by "P", may be damaged.



(1) Force

# Brake Booster

## BRAKE

### B: INSTALLATION

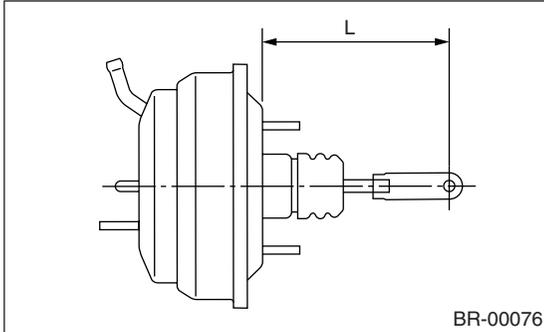
1) Adjust the operating rod of brake booster.

**Standard: L**

**LHD model : 144.6 mm (5.69 in)**

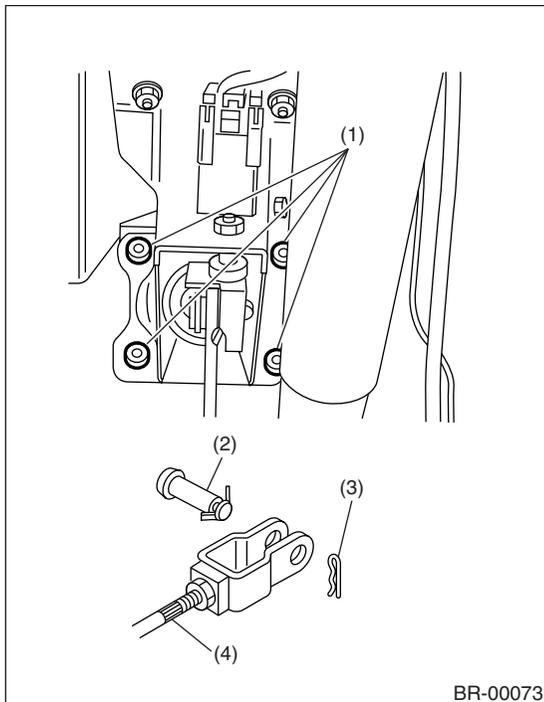
**RHD model : 173.2 mm (6.82 in)**

If it is not within specified value, adjust it by adjusting the brake booster operating rod.



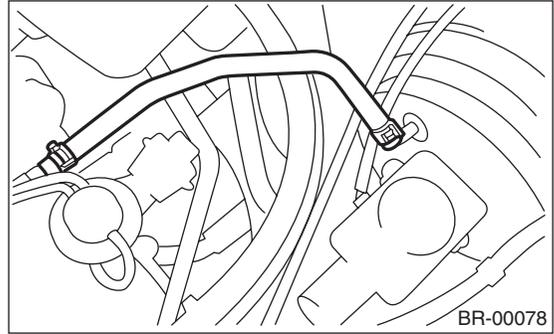
2) Mount the brake booster in position.

3) Connect the operating rod to brake pedal with clevis pin and snap pin.



- (1) Nuts
- (2) Clevis pin
- (3) Snap pin
- (4) Operating rod

4) Connect the vacuum hose to brake booster.



5) Mount the master cylinder onto brake booster.

6) Connect the brake pipes to master cylinder.

7) Connect the electric connector for brake fluid level indicator.

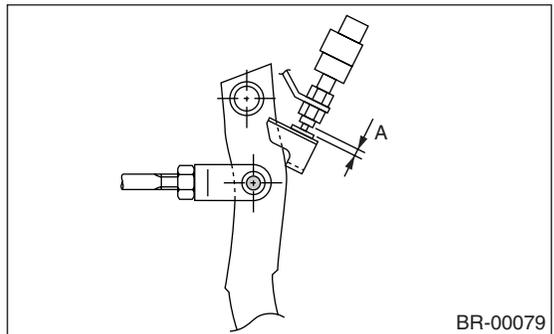
8) Measure the clearance between threaded end of stop light switch and stopper. If it is not within specified value, adjust it by adjusting the position of stop light switch. <Ref. to BR-54, ADJUSTMENT, Stop Light Switch.>

**CAUTION:**

**Be careful not to rotate the stop light switch.**

**Stop light switch clearance: A**

**0.3 mm (0.012 in)**



9) Apply grease to operating rod connecting pin to prevent it from wearing.

10) Bleed air from the brake system. <Ref. to BR-45, Air Bleeding.>

**Tightening torque (Air bleeder screw):**

**8 N·m (0.8 kgf·m, 5.8 ft·lb)**

11) Conduct road tests to ensure brakes do not drag.

## C: INSPECTION

### 1. OPERATION CHECK (WITHOUT GAUGES)

**CAUTION:**

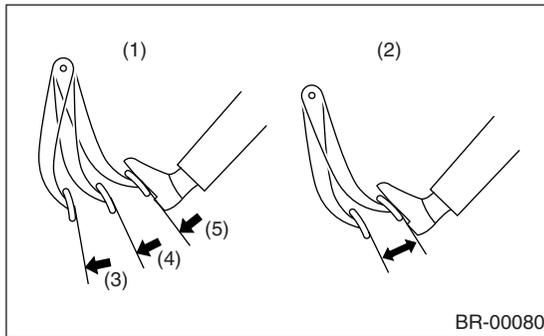
When checking operation, be sure to securely apply the parking brake.

• **Checking without gauges**

This method cannot determine the exact portion which has failed, but it can provide a rough understanding of the nature of failure if checking is conducted in accordance with the following procedures.

• **Air tightness check**

Start the engine, and run it for 1 to 2 minutes, then turn it off. Depress the brake pedal several times applying same pedal force as that used in ordinary braking operations. The pedal stroke should be greatest on 1st depression, and it should become smaller with each successive depression. If no change occurs in the pedal height while in a depressed state, the brake booster is faulty.



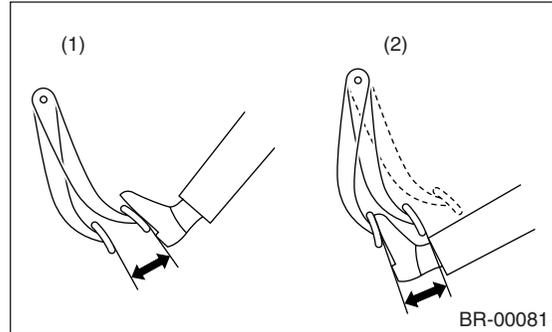
- (1) OK
- (2) NOT OK
- (3) 1st
- (4) 2nd
- (5) 3rd

**NOTE:**

- In the event of defective operation, inspect the condition of check valve and vacuum hose.
- Replace them if faulty and conduct the test again.
- If no improvement is observed, check precisely with gauges.

• **Operation check**

1) With the engine off, depress the brake pedal several times applying same pedal force and make sure that pedal height does not vary with each depression of pedal.



- (1) When engine is stopped
- (2) When engine is started

2) With the brake pedal depressed, start the engine.

3) As the engine starts, the brake pedal should move slightly toward the floor. If no change occurs in the pedal height, the brake booster is faulty.

**NOTE:**

If faulty, check precisely with gauges.

• **Loaded air tightness check**

Depress the brake pedal while engine is running, and turn off the engine while pedal is still depressed. Keep the pedal depressed for 30 seconds; if no change occurs in the pedal height, the brake booster is functioning normally; if the pedal height increases, it is faulty.

**NOTE:**

If faulty, check precisely with gauges.

# Brake Booster

## BRAKE

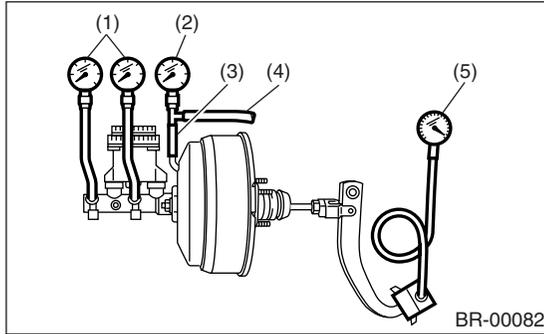
### 2. OPERATION CHECK (WITH GAUGES)

#### CAUTION:

When checking operation, be sure to securely apply the parking brake.

#### • Checking with gauges

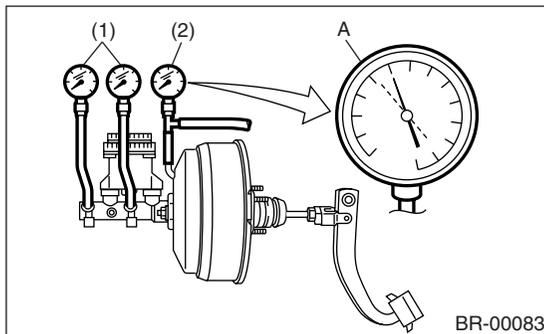
Connect gauges as shown in the figure. After bleeding air from pressure gauges, proceed to each check.



- (1) Pressure gauge
- (2) Vacuum gauge
- (3) Adapter hose
- (4) Vacuum hose
- (5) Pedal force gauge

#### • Air tightness check

1) Start the engine and keep it running until a vacuum of 66.7 kPa (500 mmHg, 19.69 inHg) = point A is indicated on vacuum gauge. Do not depress the brake pedal.



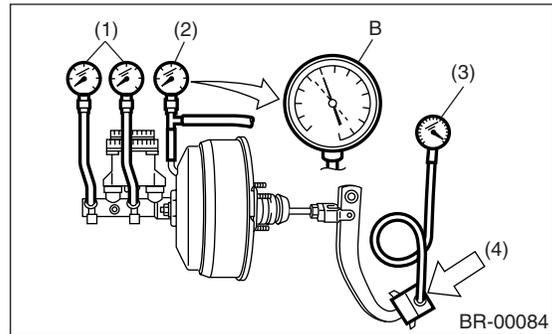
- (1) Pressure gauge
- (2) Vacuum gauge

2) Stop the engine and watch the gauge. If the vacuum drop range is less than 3.3 kPa (25 mmHg, 0.98 inHg) within 15 seconds after stopping engine, the brake booster is functioning properly.

If defective, the cause may be one of those listed below.

- Check valve malfunction
- Leak from vacuum hose
- Leak from the shell jointed portion or stud bolt welded portion
- Damaged diaphragm
- Leak from valve body seal and bearing portion
- Leak from plate and seal assembly portion
- Leak from poppet valve assembly portion
- **Loaded air tightness check**

1) Start the engine and depress brake pedal with pedal force of 196 N (20 kgf, 44 lb). Keep the engine running until a vacuum of 66.7 kPa (500 mmHg, 19.69 inHg) = point B is indicated on vacuum gauge while the pedal is still depressed.



- (1) Pressure gauge
- (2) Vacuum gauge
- (3) Pedal force gauge
- (4) Depress

2) Stop the engine and watch vacuum gauge. If the vacuum drop range is less than 3.3 kPa (25 mmHg, 0.98 inHg) within 15 seconds after stopping engine, the brake booster is functioning properly. If defective, refer to "AIR TIGHTNESS CHECK".  
<Ref. to BR-39, INSPECTION, Brake Booster.>

3) If any fault is found on brake booster, replace the brake booster with a new one.

**• Lack of boosting action check**

Turn off the engine, and set the vacuum gauge reading at “0”. Then, check the fluid pressure when brake pedal is depressed. The pressure must be greater than the standard value listed.

	Brake pedal force	147 N (15 kgf, 33 lb)	294 N (30 kgf, 66 lb)
Europe · General	Fluid pressure	571 kPa (6 kg/cm <sup>2</sup> , 85 psi)	1,523 kPa (16 kg/cm <sup>2</sup> , 228 psi)
Australia		648 kPa (7 kg/cm <sup>2</sup> , 94 psi)	1,715 kPa (17 kg/cm <sup>2</sup> , 249 psi)

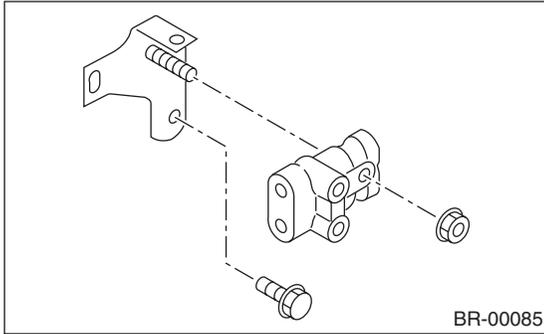
**• Boosting action check**

Set the vacuum gauge reading at 66.7 kPa (500 mmHg, 19.69 inHg) by running engine. Then, check the fluid pressure when brake pedal is depressed. The pressure must be greater than the standard value listed.

	Brake pedal force	147 N (15 kgf, 33 lb)	294 N (30 kgf, 66 lb)
Europe · General	Fluid pressure	5,774 kPa (59 kg/cm <sup>2</sup> , 838 psi)	9,123 kPa (93 kg/cm <sup>2</sup> , 1,372 psi)
Australia		6,468 kPa (66 kg/cm <sup>2</sup> , 938 psi)	10,240 kPa (104 kg/cm <sup>2</sup> , 1,485 psi)

## 13. Proportioning Valve

### A: REMOVAL



- 1) Remove the brake pipe from proportioning valve at four places.
- 2) Remove the proportioning valve from its bracket.

#### NOTE:

Do not disassemble or adjust the proportioning valve. (The proportioning valve must be replaced as an assembly.)

### B: INSTALLATION

- 1) Install the proportioning valve to bracket.
- 2) Connect the brake pipes correctly to proportioning valve.
- 3) Bleed air, then check each joint of the brake pipe for oil leaks. <Ref. to BR-45, Air Bleeding.>

#### Tightening torque:

**Proportioning valve to brake pipe flare nut:**

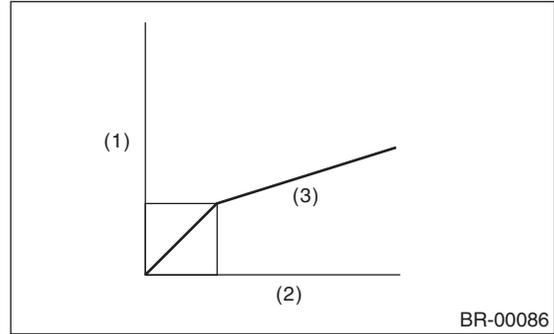
**15 N·m (1.5 kgf·m, 10.8 ft·lb)**

**Proportioning valve to bracket:**

**18 N·m (1.8 kgf·m, 13.0 ft·lb)**

### C: INSPECTION

- 1) Install the oil pressure gauges to measure the master cylinder fluid pressure (front wheel brake fluid pressure) and rear wheel cylinder fluid pressure.
- 2) Bleed air from the oil pressure gauges.
- 3) Check the master cylinder fluid pressure and rear wheel cylinder fluid pressure. The standard values are shown in the figure.



- (1) Rear wheel cylinder fluid pressure:  $P_3$
- (2) Master cylinder fluid pressure:  $P_2$
- (3) When both circuits are normal

- 4) For the oil pressure in case of split point, refer to "SPECIFICATIONS". <Ref. to BR-2, SPECIFICATION, General Description.>

## 14. Brake Fluid

### A: INSPECTION

1) Check that the brake fluid level remains between “MIN” and “MAX”. If out of the specified range, refill or drain fluid. If the fluid level becomes close to “MIN”, refill the fluid.

2) Check the fluid for discoloration. If the fluid color has excessively changed, drain the fluid and refill with new fluid.

### B: REPLACEMENT

#### CAUTION:

- To always maintain the brake fluid characteristics, replace the brake fluid according to maintenance schedule or earlier than that when used in severe condition.
- The FMVSS No. 116, fresh DOT3 or DOT4 brake fluid must be used.
- Cover the bleeder with waste cloth, when loosening it, to prevent brake fluid from being splashed over surrounding parts.
- Do not allow brake fluid to come in contact with vehicle body; wash away with water and wipe off completely if spilled.
- Avoid mixing different brands of brake fluid to prevent degrading the quality of fluid.
- Be careful not to allow dirt or dust to get into the reservoir tank.

#### NOTE:

- During bleeding operation, keep the brake reservoir tank filled with brake fluid to eliminate entry of air.
- The brake pedal operating must be very slow.
- For convenience and safety, two people should do the work.
- The amount of brake fluid required is approx. 500 ml (16.9 US fl oz, 17.6 Imp fl oz) for total brake system.

1) Either jack-up the vehicle and place a rigid rack under it, or left up vehicle.

2) Remove both front and rear wheels.

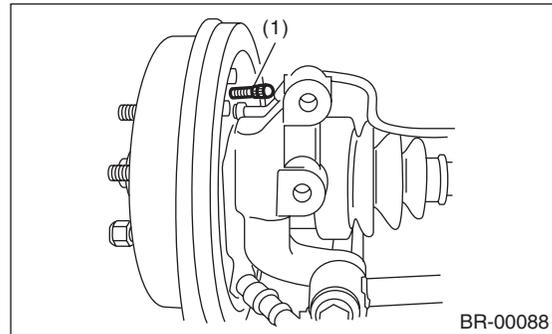
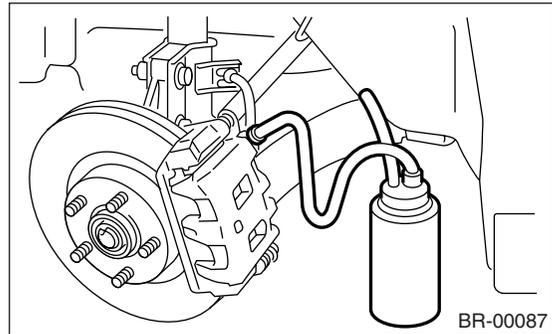
3) Draw out the brake fluid from master cylinder with syringe.

4) Refill the reservoir tank with recommended brake fluid.

#### Recommended brake fluid:

**FMVSS No. 116, fresh DOT3 or DOT4 brake fluid**

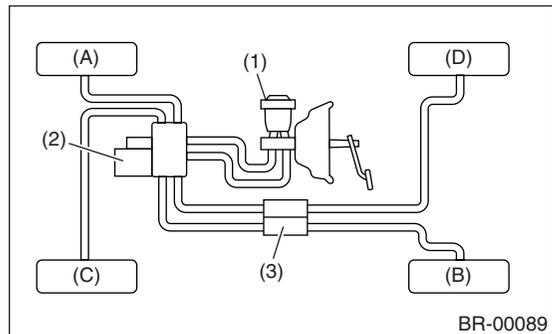
5) Install one end of a vinyl tube onto the air bleeder and insert the other end of the tube into a container to collect the brake fluid.



(1) Air bleeder screw

#### CAUTION:

**Brake fluid replacement sequence; (A) Front RH → (B) Rear LH → (C) Front LH → (D) Rear RH**



(1) Master cylinder  
(2) Hydraulic unit  
(3) Proportioning valve

6) Instruct your co-worker to depress the brake pedal slowly two or three times and then hold it depressed.

7) Loosen the bleeder screws to drain the brake fluid. And then quickly tighten the screw.

# Brake Fluid

## BRAKE

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8) Release the brake pedal slowly. Repeat steps 6) through 8) until there are no air bubbles in the drained brake fluid and new fluid flows through vinyl tube.

### NOTE:

Add brake fluid as necessary while performing air bleed operation, in order to prevent the tank from running short of brake fluid.

9) After completing the bleeding operation, hold brake pedal depressed and tighten screw and install bleeder cap.

### ***Tightening torque (Bleeder screw):***

***8 N·m (0.8 kgf-m, 5.8 ft-lb)***

10) Bleed air from each wheel cylinder using the same procedures as described in steps 6) through 8) above.

11) Depress the brake pedal with a force of approx. 294 N (30 kg, 66 lb) and hold it there for approx. 20 seconds. At this time check for mix in air and pedal height change. Visually inspect the bleeder screws and brake pipe joints to make sure that there is no fluid leakage.

12) Install the wheels, and drive the vehicle for a short distance between 2 to 3 km (1 to 2 miles) to make sure that brakes are operating properly.

## 15. Air Bleeding

### A: PROCEDURE

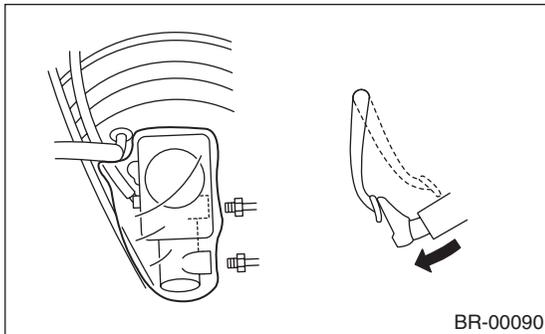
#### CAUTION:

- The FMVSS No. 116, fresh DOT3 or DOT4 brake fluid must be used.
- Cover the bleeder with waste cloth when loosening it to prevent brake fluid from being splashed over surrounding parts.
- Do not allow brake fluid to come in contact with vehicle body; wash away with water and wipe off completely if spilled.
- Avoid mixing different brands of brake fluid to prevent degrading the quality of the fluid.
- Be careful not to allow dirt or dust to get into the reservoir tank.

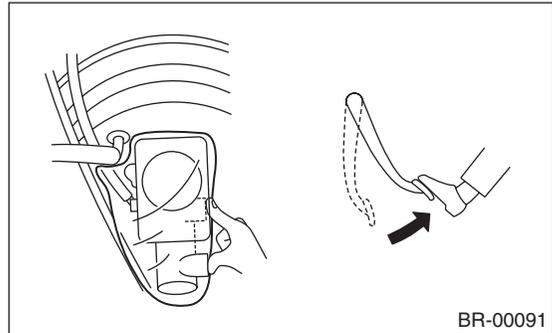
### 1. MASTER CYLINDER

#### NOTE:

- If the master cylinder is disassembled or reservoir tank is empty, bleed the master cylinder.
  - During the bleeding operation, keep the brake reservoir tank filled with brake fluid to eliminate entry of air.
  - The brake pedal operating must be very slow.
  - For convenience and safety, two people should do the work.
- 1) Loosen the wheel nuts, jack-up the vehicle, support it with rigid racks and remove the wheel.
  - 2) Disconnect the brake line at primary and secondary sides.
  - 3) Put a plastic bag cover on master cylinder.
  - 4) Carefully depress and hold the brake pedal.



- 5) Close the outlet plug with your finger, and release the brake pedal.



- 6) Repeat step 4) and 5) until the brake fluid is completely bled from outlet plug.
- 7) Remove the plastic bag.
- 8) Install the brake pipes to master cylinder.

#### Tightening torque:

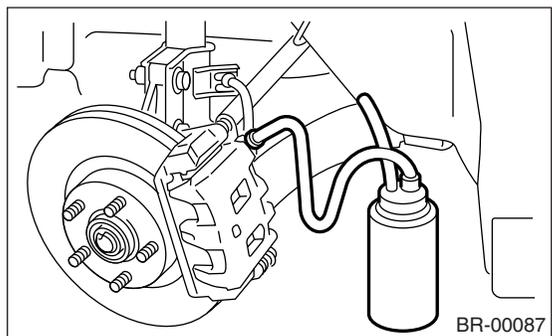
**15 N·m (1.5 kgf-m, 10.8 ft-lb)**

- 9) Bleed air from the brake line. <Ref. to BR-45, BRAKE LINE, PROCEDURE, Air Bleeding.>

### 2. BRAKE LINE

#### NOTE:

- During the bleeding operation, keep the brake reservoir tank filled with brake fluid to eliminate entry of air.
  - The brake pedal operating must be very slow.
  - For convenience and safety, two people should do the work.
- 1) Make sure that there is no leak from the joints and connections of brake system.
  - 2) Fit one end of vinyl tube into the air bleeder and put the other end into a brake fluid container.

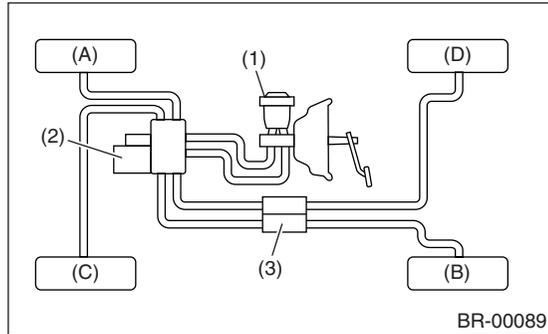


# Air Bleeding

## BRAKE

### CAUTION:

**Brake fluid replacement sequence; (A) Front RH → (B) Rear LH → (C) Front LH → (D) Rear RH**



- (1) Master cylinder
- (2) Hydraulic unit
- (3) Proportioning valve

3) Slowly depress the brake pedal and keep it depressed. Then, open the air bleeder to discharge air together with the fluid.

Release the air bleeder for 1 to 2 seconds.

Next, with the bleeder closed, slowly release the brake pedal.

Repeat these steps until there are no more air bubbles in the vinyl tube.

Allow 3 to 4 seconds between two brake pedal operations.

### CAUTION:

**Cover the bleeder with waste cloth, when loosening it, to prevent brake fluid from being splashed over surrounding parts.**

### NOTE:

The brake pedal operating must be very slow.

4) Tighten the air bleeder securely when no air bubbles are visible.

### **Air bleeder tightening torque:**

**8 N·m (0.8 kgf·m, 5.8 ft·lb)**

5) Perform these steps for the brakes connecting to secondary chamber of master cylinder, first, and then for the ones connecting to primary chamber. With all procedures completed, fully depress the brake pedal and keep it in that position for approx. 20 seconds to make sure that there is no leak evident in the entire system.

6) Check the pedal stroke.

While the engine is idling, depress the brake pedal with a 490 N (50 kgf, 110 lb) load and measure the distance between brake pedal and steering wheel. With the brake pedal released, measure the distance between pedal and steering wheel again. The difference between the two measurements must not be more than specified.

### **Specified pedal stroke:**

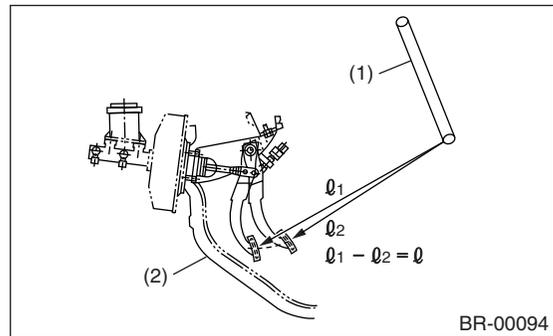
**Europe General model:**

**90 mm (3.54 in)**

**Australia model:**

**105 mm (4.13 in)**

**When depressing brake pedal with a 490 N (50 kg, 110 lb) load.**



- (1) Steering wheel
- (2) Toe board

7) If the distance is more than the specifications, there is a possibility that air is in the brake line. Bleed the brake line until pedal stroke meets the specification.

8) Operate the hydraulic control unit in the sequence control mode. <Ref. to ABS-11, ABS Sequence Control.>

9) Recheck the brake stroke.

10) If the distance is more than specifications, there is a possibility air is in the inside of hydraulic unit. Repeat above steps 2) to 9) above until pedal stroke meets the specification.

11) Add brake fluid to the required level (MAX. level) of reservoir tank.

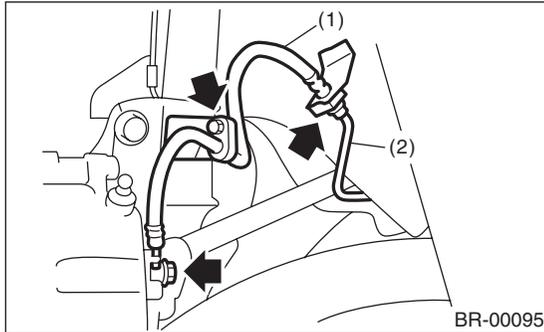
12) As a final step, test run the vehicle at low speed and ensure that brakes provide normal braking action.

## 16.Brake Hose

### A: REMOVAL

#### 1. FRONT BRAKE HOSE

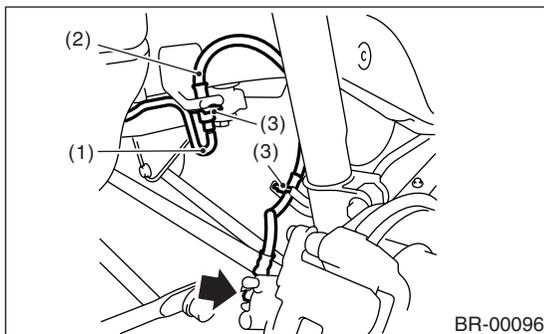
- 1) Separate the brake pipe from brake hose using a flare nut wrench.
- 2) Remove the clamp, bolt at strut mount, and union bolt.



- (1) Brake hose
- (2) Brake pipe

#### 2. REAR BRAKE HOSE (DISC BRAKE)

- 1) Separate the brake pipe from brake hose using a flare nut wrench.
- 2) Remove the clamp and union bolt.

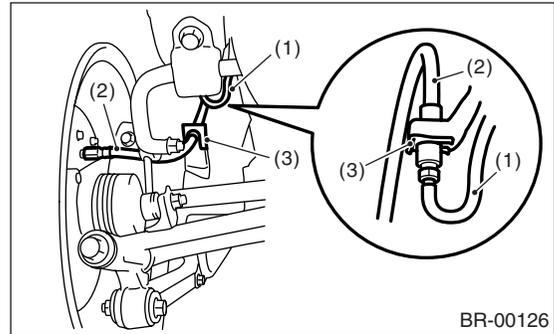


- (1) Brake pipe
- (2) Brake hose
- (3) Brake hose clamp

#### 3. REAR BRAKE HOSE (DRUM BRAKE)

- 1) Separate the brake pipe from brake hose using a flare nut wrench.
- 2) Remove two clamps.

- 3) Separate the brake hose from wheel cylinder.



- (1) Brake pipe
- (2) Brake hose
- (3) Brake hose clamp

### B: INSTALLATION

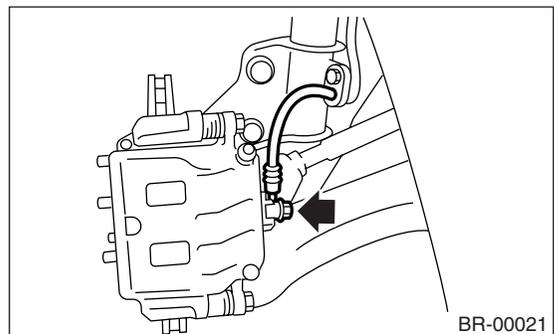
#### 1. FRONT BRAKE HOSE

- 1) Secure the brake hose to strut mount.

**Tightening torque (Union bolt):**  
**33 N·m (3.4 kgf-m, 24.3 ft-lb)**

- 2) Install the brake hose to caliper using a new gasket.

**Tightening torque (Union bolt):**  
**18 N·m (1.8 kgf-m, 13.0 ft-lb)**



- 3) Position the disc in straight-forward direction and route brake hose through hole in bracket on wheel apron side.

#### CAUTION:

**Be sure brake hose is not twisted.**

- 4) Temporarily tighten the flare nut to connect brake pipe and hose.
- 5) Fix the brake hose with clamp at wheel apron bracket.
- 6) While holding the hexagonal part of brake hose fitting with a wrench, tighten the flare nut to the specified torque.

**Tightening torque (Brake pipe flare nut):**  
**15 N·m (1.5 kgf-m, 10.8 ft-lb)**

- 7) Bleed air from the brake system.

# Brake Hose

## BRAKE

### 2. REAR BRAKE HOSE (DISC BRAKE)

- 1) Pass the brake hose through hole of bracket, and lightly tighten the flare nut to connect brake pipe.
- 2) Insert the clamp upward to fix brake hose.
- 3) Install the brake hose to caliper using a new gasket.

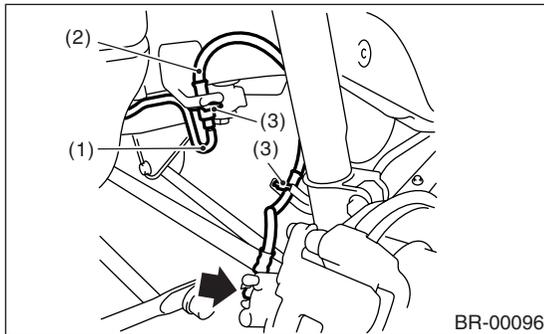
#### **Tightening torque (Union bolt):**

**18 N·m (1.8 kgf-m, 13.0 ft-lb)**

- 4) While holding the hexagonal part of brake hose fitting with a wrench, tighten the flare nut to the specified torque.

#### **Tightening torque (Brake pipe flare nut):**

**15 N·m (1.5 kgf-m, 10.8 ft-lb)**



- (1) Brake pipe
- (2) Brake hose
- (3) Brake hose clamp

- 5) Bleed air from the brake system.

### 3. REAR BRAKE HOSE (DRUM BRAKE)

- 1) Install the brake hose to wheel cylinder.

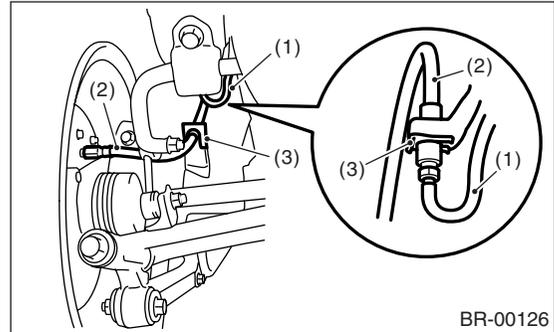
#### **Tightening torque:**

**15 N·m (1.5 kgf-m, 10.8 ft-lb)**

- 2) Secure the brake hose to bracket on strut using a clamp.
- 3) Connect the brake hose through hole in bracket on body.

#### **Tightening torque:**

**15 N·m (1.5 kgf-m, 10.8 ft-lb)**



- (1) Brake pipe
- (2) Brake hose
- (3) Brake hose clamp

- 4) Bleed air from the brake system.

### **C: INSPECTION**

Ensure there are no cracks, breakage, or damage on the hoses. Check the joints for fluid leakage. If any cracks, breakage, damage or leakage is found, repair or replace the hose.

## 17.Brake Pipe

### A: REMOVAL

**NOTE:**

Airbag system wiring harness is routed near the center brake pipe.

**CAUTION:**

- All airbag system wiring harness and connectors are colored yellow. Do not use electrical test equipment on these circuits.
- Be careful not to damage the airbag system wiring harness when servicing the center brake pipe.
- When removing the brake pipe, make sure that it is not bent.

### B: INSTALLATION

**NOTE:**

Airbag system wiring harness is routed near the center brake pipe.

**CAUTION:**

- All airbag system wiring harness and connectors are colored yellow. Do not use electrical test equipment on these circuits.
- Be careful not to damage the airbag system wiring harness when servicing the center brake pipe.
- When installing the brake pipe, make sure that it is not bent.
- After installing the brake pipe and hose, bleed the air.
- After installing the brake hose, make sure that it does not touch the tire or suspension assembly, etc.

***Brake pipe tightening torque:***

***15 N·m (1.5 kgf·m, 10.8 ft·lb)***

### C: INSPECTION

Ensure there are no cracks, breakage, or damage on pipes. Check the joints for fluid leakage. If any cracks, breakage, damage or leakage is found, repair or replace the pipe.

**NOTE:**

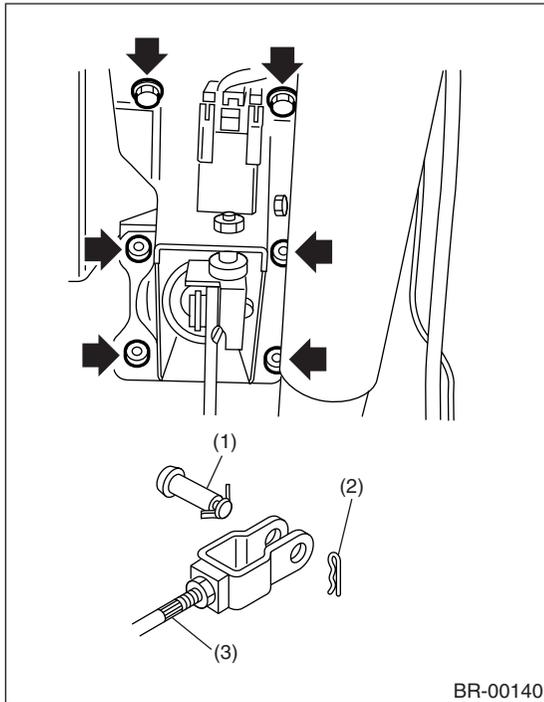
Use a mirror when inspecting low-visible part or back side.

## 18. Brake Pedal

### A: REMOVAL

#### 1. LHD AT MODEL

- 1) Disconnect the ground cable from battery.
- 2) Remove the instrument panel lower cover from instrument panel.
- 3) Remove the clevis pin which secures brake pedal to brake booster operating rod. Also disconnect the stop light switch connector.
- 4) Remove the two bolts and four nuts which secure the brake pedal to pedal.

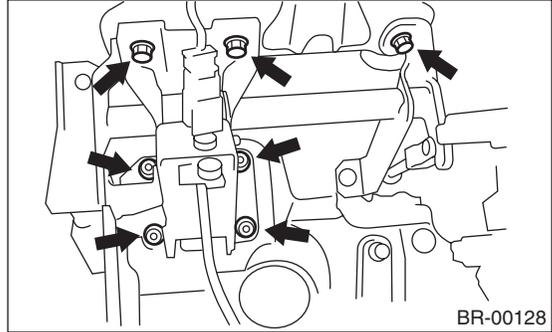


- (1) Clevis pin
- (2) Snap pin
- (3) Operating rod

#### 2. LHD MT MODEL

- 1) Remove the steering bolts.
- 2) Raise the vehicle on hoist and remove the two bolts which secure steering unit to underside of body.
- 3) Lower the vehicle to floor.
- 4) Remove the instrument panel lower cover from instrument panel.
- 5) Disconnect the following parts from pedal bracket.
  - Operating rod of brake booster
  - Electrical connectors (for stop light switch, etc.)
- 6) Remove the clevis pin which secures lever to push rod.
- 7) Remove the nut which secures clutch master cylinder.

- 8) Remove the steering assembly.
- 9) Remove the accelerator pedal.
- 10) Remove the bolts and nuts which secure pedal bracket.



#### 3. RHD MODEL

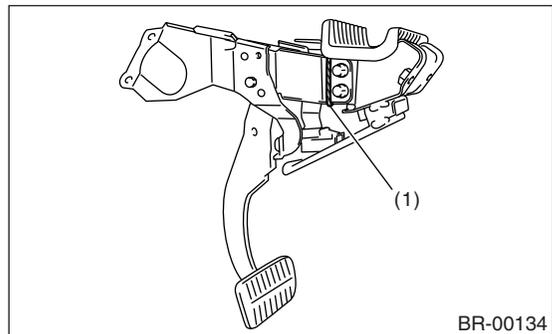
##### NOTE:

Brake pedal bracket is non-disassemble part. However the removal is necessary for replacement, refer to the following.

- 1) Disconnect the ground cable from battery.
- 2) Remove the instrument panel lower cover from instrument panel.
- 3) Hold the brake pedal bracket (front side) using wires.

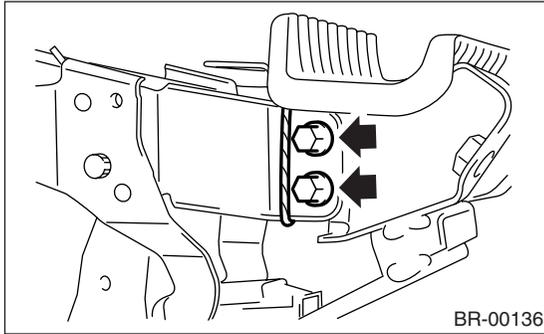
##### NOTE:

- To avoid the dislocation of brake pedal axis when the bracket opens, hold the bracket with using wires.
- Be sure not to over tighten the wires.

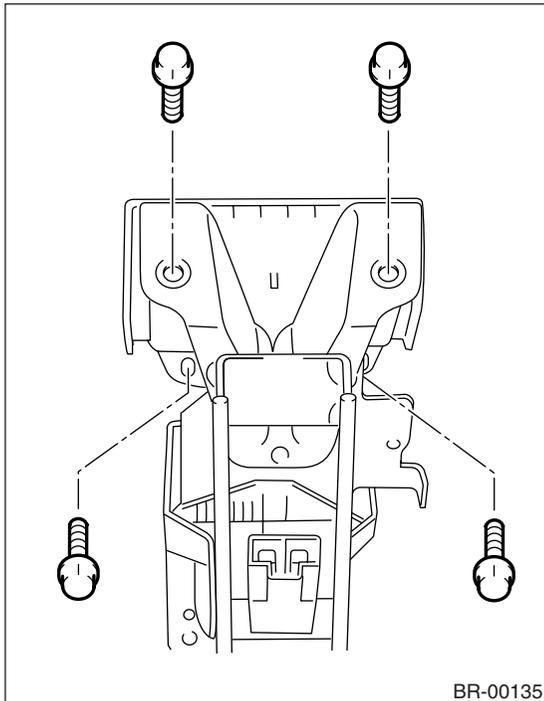


- (1) Wires

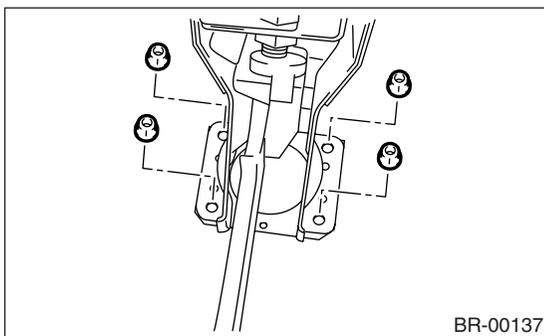
4) Remove the bolts which securing RH and LH side of brake pedal bracket (front side).



5) Remove the four bolts which securing brake pedal bracket (rear side).



6) Remove the nuts which securing brake pedal bracket (front side).



7) Remove the brake pedal.

**NOTE:**

During the removal of pedal, do not pry the bracket.

## B: INSTALLATION

1) Install in the reverse order of removal.

**CAUTION:**

- If the cable clamp is damaged, replace it with a new one.
- Never fail to cover the outer cable end with boot.
- Be careful not to kink the accelerator cable.
- Always use new clevis pins.

2) Adjust the clutch pedal. <Ref. to CL-37, ADJUSTMENT, Clutch Pedal.>

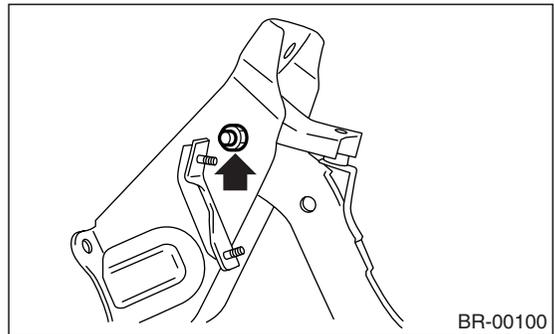
3) Inspect the brake pedal after installation. <Ref. to BR-52, INSPECTION, Brake Pedal.>

## C: DISASSEMBLY

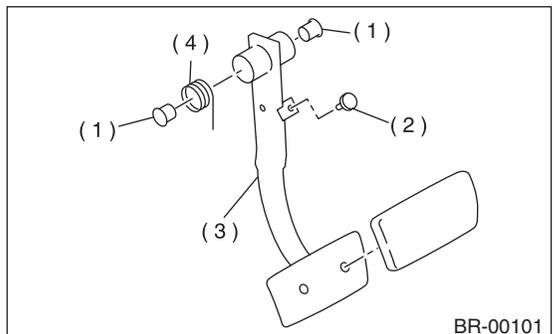
### 1. LHD AT MODEL

1) Remove the brake switch. <Ref. to BR-54, REMOVAL, Stop Light Switch.>

2) Unbolt, and then remove the brake pedal.



3) Remove the bushing, spacer and spring.



- (1) Bushing
- (2) Stopper
- (3) Brake pedal
- (4) Brake pedal spring

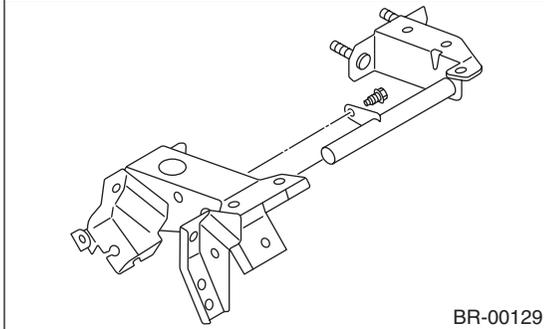
4) Remove the brake pedal pad.

# Brake Pedal

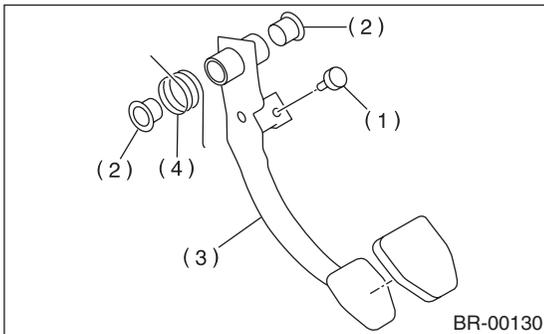
## BRAKE

### 2. LHD MT MODEL

- 1) Remove the brake switch. <Ref. to BR-54, REMOVAL, Stop Light Switch.>
- 2) Remove the clutch pedal. <Ref. to CL-36, DISASSEMBLY, Clutch Pedal.>
- 3) Remove the clutch master cylinder bracket.



- 4) Remove the bushing, spring and stopper.



- (1) Stopper
- (2) Bushing
- (3) Brake pedal
- (4) Brake pedal spring

- 5) Remove the brake pedal pad.

### D: ASSEMBLY

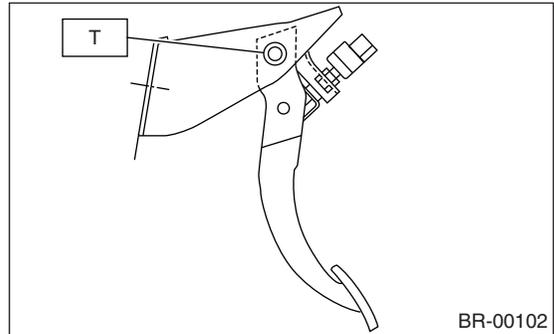
- 1) Attach the stop light switch, etc. to pedal bracket temporarily.
- 2) Clean the inside of bores of clutch pedal and brake pedal, apply grease, and set the bushings into bores.
- 3) Align bores of the pedal bracket, clutch pedal and brake pedal, attach the brake pedal return spring and clutch pedal effort reducing spring (vehicle with hill holder), and then install the pedal bolt.

#### NOTE:

Clean up the inside of bushings and apply grease before installing spacer.

#### Tightening torque:

**T: 29 N·m (3.0 kgf-m, 21.7 ft-lb)**



- 4) After installing the brake pedal to vehicle, adjust the stop light position. <Ref. to BR-54, ADJUSTMENT, Stop Light Switch.>

### E: INSPECTION

- 1) Move the brake and clutch pedal pads in the lateral direction with a force of approx. 10 N (1 kgf, 2 lb) to ensure pedal deflection is in specified range.

#### CAUTION:

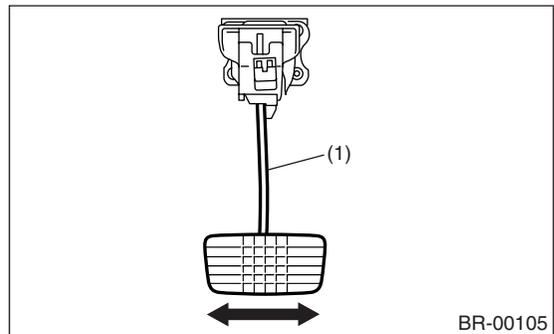
If excessive deflection is noted, replace the bushings with new ones.

#### Deflection of brake and clutch pedal:

##### Service limit

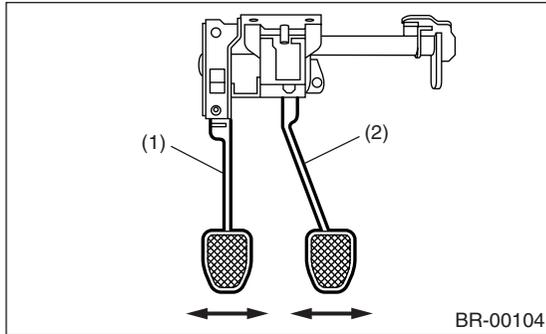
**5.0 mm (0.197 in) or less**

- AT model



- (1) Brake pedal

- MT model



- (1) Clutch pedal
- (2) Brake pedal

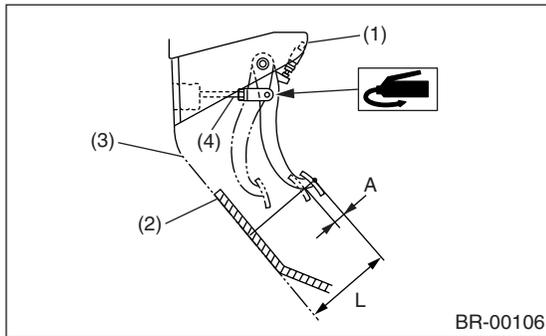
2) Check the position of pedal pad.

**Pedal height: L**

**148 mm (5.83 in)**

**Brake pedal free play: A**

**1 — 3 mm (0.04 — 0.12 in) [Depress brake pedal pad with a force of less than 10 N (1 kgf, 2 lb).]**



- (1) Stop light switch
- (2) Mat
- (3) Toe board
- (4) Brake booster operating rod

3) If it is not within specified value, adjust it by adjusting the brake booster operating rod length.

# Stop Light Switch

BRAKE

## 19. Stop Light Switch

### A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Disconnect the stop light switch connector.
- 3) Loosen nuts, and unscrew stop light switch to remove.

### B: INSTALLATION

- 1) Screw the stop light switch onto a bracket and secure it temporarily with a nut.
- 2) Adjust the stop light switch position, and then tighten the nut.

<Ref. to BR-54, ADJUSTMENT, Stop Light Switch.>

#### **Tightening torque:**

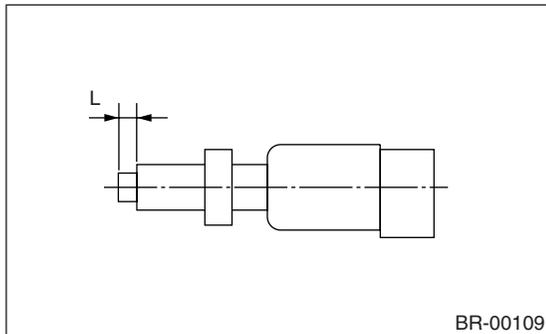
**8 N·m (0.8 kgf-m, 5.8 ft-lb)**

### C: INSPECTION

- 1) If the stop light switch does not operate properly (or if it does not stop at the specified position), replace with a new one.

#### **Specified position: L**

**2 mm (0.079 in)**

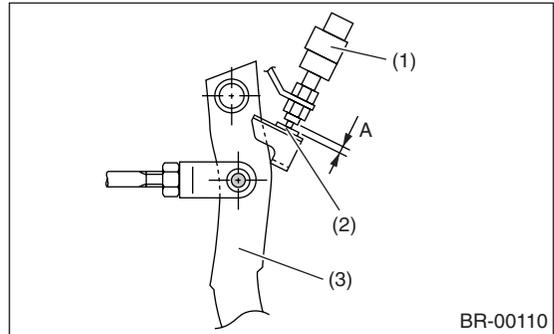


- 2) Measure the clearance between threaded end of stop light switch and stopper.

#### **CAUTION:**

**Be careful not to rotate stop light switch.**

**Stop light switch clearance: A**  
**0.3 mm (0.012 in)**



- (1) Stop light switch
- (2) Stopper
- (3) Brake pedal

- 3) If it is not within specified value, adjust it by adjusting position of stop light switch.

#### **CAUTION:**

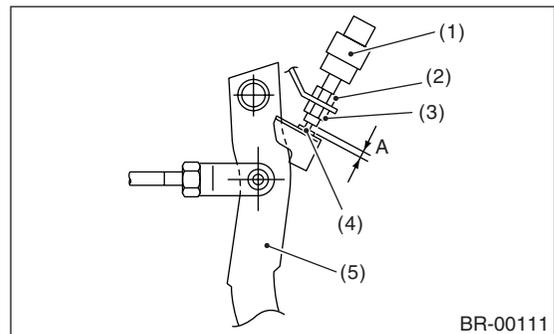
**Be careful not to rotate the stop light switch.**

### D: ADJUSTMENT

Loosen the lock nut, and adjust the stop light switch position until the clearance A between threaded end of stop light switch and stopper becomes 0.3 mm (0.012 in). Then, tighten the lock nut.

#### **Tightening torque:**

**8 N·m (0.8 kgf-m, 5.8 ft-lb)**



- (1) Stop light switch
- (2) Lock nut A
- (3) Lock nut B
- (4) Stopper
- (5) Brake pedal

#### **NOTE:**

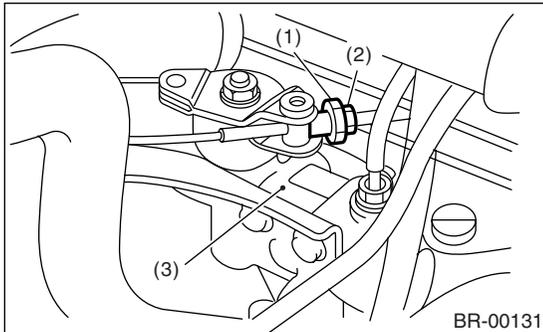
Tighten the lock nut B until the clearance between threaded end of stop light switch and stopper becomes 0 mm (0 in). Hold the stop light switch to prevent turning, and then loosen the lock nut B approx. 60 degrees. The clearance will become 0.3 mm (0.012 in).

## 20.Hill Holder

### A: REMOVAL

#### 1. PHV (PRESSURE HOLD VALVE)

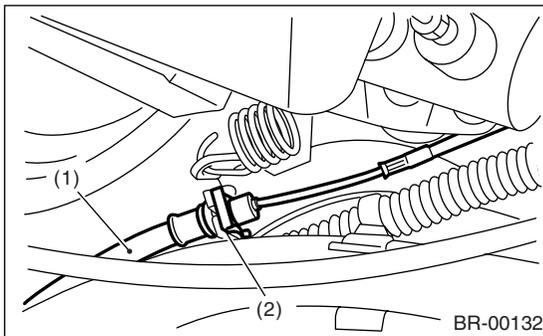
- 1) Drain the brake fluid from reservoir of master cylinder.
- 2) Remove the adjusting nut and lock nut.



- (1) Adjusting nut
- (2) Lock nut
- (3) PHV

- 3) Remove the cable clamp, and disconnect the PHV cable from PHV.

**CAUTION:**  
Carefully protect the boots and inner cable from damage when disconnecting PHV cable.



- (1) PHV cable
- (2) Clamp

- 4) Disconnect the brake pipes from PHV.

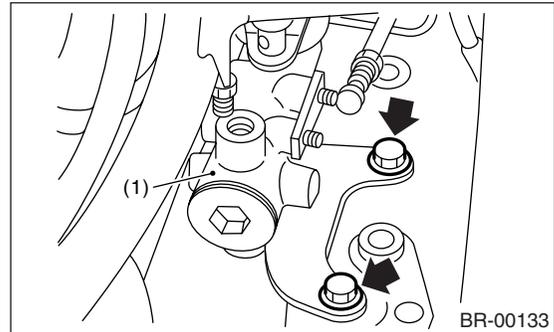
**CAUTION:**

- Pay attention not to drop the brake fluid onto body painting since it may dissolve paint.
- Pay attention not to damage hexagonal head of the flare nut by using pipe wrench without fail.

- 5) Detach the PHV along with support from side frame.

**CAUTION:**

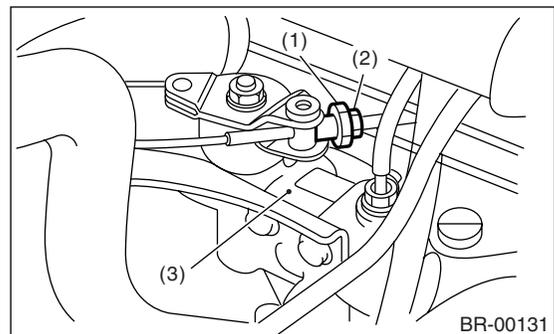
Exercise utmost care to prevent foreign matter from entering into the PHV when removing it.



- (1) PHV

#### 2. PHV CABLE

- 1) Remove the adjusting nut and lock nut.

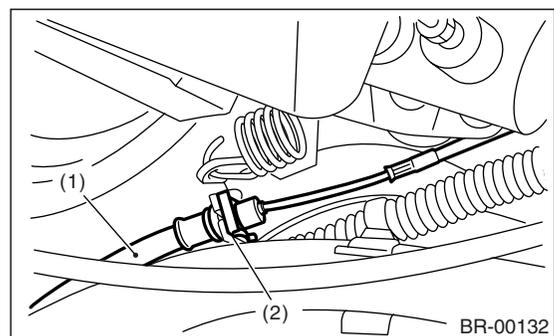


- (1) Adjusting nut
- (2) Lock nut
- (3) PHV

- 2) Remove the cable clamp, and disconnect PHV cable from PHV.

**CAUTION:**

Carefully protect the boot and inner cable from damage when disconnecting PHV cable.



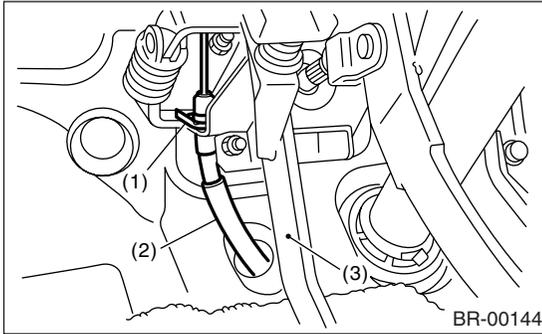
- (1) PHV cable
- (2) Clamp

# Hill Holder

## BRAKE

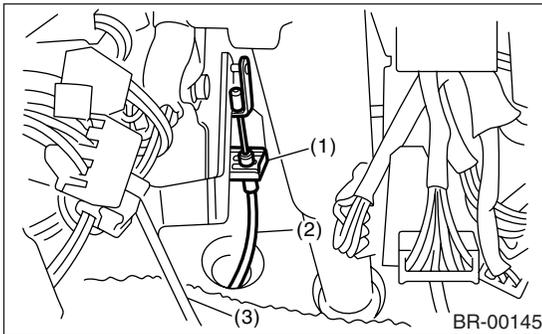
3) Remove the cable clamp from clutch pedal bracket.

- LHD model



- (1) Clamp
- (2) PHV cable
- (3) Clutch pedal

- RHD model



- (1) Clamp
- (2) PHV cable
- (3) Clutch pedal

4) Remove the PHV cable.

### B: INSPECTION

Check up removed parts as follows, and replace defective ones.

- 1) Check if the boots of PHV cable are damaged or degraded, the inner cable is damaged or corroded.
- 2) Check if the return spring is worn out, damaged or corroded.
- 3) Confirm that rolling sound of the ball is heard with PHV inclined and lever rotates smoothly.

#### CAUTION:

Never disassemble the PHV. Replace entire PHV assembly if necessary.

### C: INSTALLATION

#### 1. PHV (PRESSURE HOLD VALVE)

1) Install the PHV onto side frame.

#### Tightening torque:

**18 N·m (1.8 kgf-m, 13.0 ft-lb)**

2) Connect the brake pipes to PHV.

#### Tightening torque:

**15 N·m (1.5 kgf-m, 10.8 ft-lb)**

#### CAUTION:

Confirm that the brake pipes are not deformed and/or damaged. Replace them with new ones if necessary.

3) Install the PHV cable to PHV.

#### CAUTION:

- If the cable clamp (and clips) is damaged, replace it with a new one.
- Avoid sharp bending of PHV cable as it may cause breakage.

4) Connect the PHV cable with clips.

5) Apply grease to the following points.

- Hook portion of return spring
- Cable end portion of lever

#### Grease:

**SUNLIGHT 2 (Part No. 003602010)**

6) Be sure to bleed air from the brake system. <Ref. to BR-45, Air Bleeding.>

7) Adjust the PHV cable. <Ref. to BR-56, PHV CABLE, INSTALLATION, Hill Holder.>

#### CAUTION:

After replacing the PHV cable with new one, operate the clutch pedal about 30 times as a running-in operation prior to adjustment.

### 2. PHV CABLE

1) Install the PHV cable in the reverse order of removal.

#### CAUTION:

- If the cable clamp is damaged, replace it with a new one.
- Avoid sharp bending of PHV cable as it may cause breakage.

2) Apply grease to the following points.

- Hook portion of return spring
- Cable end portion of lever

#### Grease:

**SUNLIGHT 2 (Part No. 003602010)**

3) Adjust the PHV cable. <Ref. to BR-57, ADJUSTMENT, Hill Holder.>

#### CAUTION:

After replacing the PHV cable with new one, operate the clutch pedal about 30 times as a running-in operation prior to adjustment.

## D: ADJUSTMENT

Confirm stopping and starting performances by activating the hill holder on an uphill road of 3° or higher inclination.

1) If the vehicle does not stop;

Tighten the adjusting nut of PHV cable.

2) If the vehicle does not start properly;

- Case A — When the hill holder is released later than engagement of clutch pedal (Engine tends to stall.):

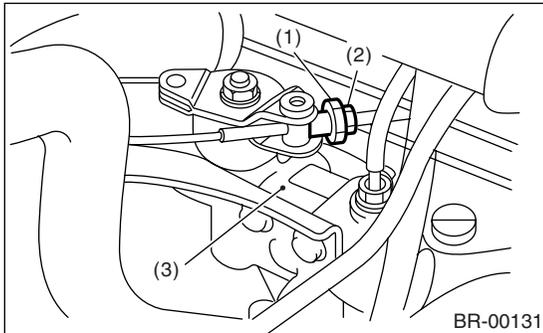
Loosen adjusting nut gradually until smooth starting is enabled.

- Case B — When the hill holder is released earlier than engagement of clutch pedal (Vehicle slips down slightly.):

Tighten the adjusting nut so that hill holder is released later than engagement of clutch pedal (status in Case A). Then make adjustment the same as in Case A.

### CAUTION:

**Whenever turning the adjusting nut, prevent the PHV cable from revolving.**



- (1) Adjusting nut
- (2) Lock nut
- (3) PHV

3) Tighten the lock nut.

### **Tightening torque:**

**3.5 N·m (0.36 kgf-m, 2.6 ft-lb)**

## General Diagnostics

BRAKE

### 21. General Diagnostics

#### A: INSPECTION

	Trouble and possible cause	Corrective action
<b>1. Insufficient braking</b>	(1) Fluid leakage from the hydraulic mechanism	Repair or replace (cup, piston seal, piston boot, master cylinder piston kit, pipe or hose).
	(2) Entry of air into the hydraulic mechanism	Bleed the air.
	(3) Excessively wide shoe clearance	Adjust the clearance.
	(4) Wear, deteriorated surface material, adhering water or fluid on the lining	Replace, grind or clean.
	(5) Improper operation of master cylinder, disc caliper, brake booster or check valve	Correct or replace.
<b>2. Unstable or uneven braking</b>	(1) Fluid on the lining, drum or rotor	Eliminate cause of fluid leakage, clean, or replace.
	(2) Drum or rotor eccentricity	Correct or replace the drum or rotor.
	(3) Worn brake drum, or damage to the drum caused by sand	Correct by grinding, or replace.
	(4) Improper lining contact, deteriorated surface material, improper inferior material, or wear	Correct by grinding, or replace.
	(5) Deformed back plate	Correct or replace.
	(6) Improper tire inflation	Inflate to correct pressure.
	(7) Disordered wheel alignment	Adjust alignment.
	(8) Loosened back plate or the support installing bolts	Retighten to specified torque.
	(9) Loosened wheel bearing	Retighten.
	(10) Trouble in the hydraulic system	Replace the cylinder, brake pipe or hose.
	(11) Uneven effect of the parking brake	Check, adjust, or replace the rear brake and cable system.
<b>3. Excessive pedal stroke</b>	(1) Entry of air into the hydraulic mechanism	Bleed the air.
	(2) Excessive play in the master cylinder push rod	Adjust.
	(3) Fluid leakage from the hydraulic mechanism	Repair or replace (cup, piston seal, piston boot, master cylinder piston kit, pipe or hose).
	(4) Improperly adjusted shoe clearance	Adjust.
	(5) Improper lining contact or worn lining	Correct or replace.
<b>4. Brake dragging or improper brake return</b>	(1) Insufficient pedal play	Adjust play.
	(2) Improper master cylinder return	Clean or replace the cylinder.
	(3) Clogged hydraulic system	Replace.
	(4) Improper return or adjustment of parking brake	Correct or adjust.
	(5) Weakened spring tension or breakage of shoe return spring	Replace the spring.
	(6) Excessively narrow shoe clearance	Adjust the clearance.
	(7) Improper disc caliper operation	Correct or replace.
	(8) Wheel bearing faulty	Replace.
<b>5. Brake noise (1) (creak sound)</b>	(1) Hardened or deteriorated lining	Replace the shoe assembly or pad.
	(2) Worn lining	Replace the shoe assembly or pad.
	(3) Loosened back plate or the support installing bolts	Retighten to specified torque.
	(4) Loose wheel bearing	Retighten to specified torque.
	(5) Dirty drum or rotor	Clean the drum or rotor, or clean and replace the brake assembly.
<b>6. Brake noise (2) (hissing sound)</b>	(1) Worn lining	Replace the shoe assembly or pad.
	(2) Improper installed shoe or pad	Correct or replace the shoe assembly or pad.
	(3) Loose or bent drum or rotor	Retighten or replace.

# General Diagnostics

BRAKE

	Trouble and possible cause	Corrective action
<b>7. Brake noise (3) (click sound)</b>	In the case of the disc brake:	
	(1) Excessively worn pad or the support	Replace the pad or the support.
	In the case of the drum brake:	
	(1) Excessively worn shoe ridge	Replace the back plate.
	(2) Lack of oil on the shoe ridge surface and anchor	Add more grease.

# General Diagnostics

BRAKE

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