

# BRAKES

## SERVICE AND PARKING

### CONTENTS

<b>BRAKE BOOSTER</b> .....	<b>27</b>	Brake Pedal Inspection and Adjustment .....	9
<b>BRAKE LINE</b> .....	<b>29</b>	Check Valve Operation Check .....	12
<b>BRAKE PEDAL</b> .....	<b>21</b>	Front Brake Disc Run-out Check .....	16
<b>FRONT DISC BRAKE</b> .....	<b>31</b>	Front Brake Disc Thickness Check .....	16
<b>MASTER CYLINDER</b> .....	<b>23</b>	Front Disc Brake Pad Check and Replacement .....	14
<b>PARKING BRAKE LEVER AND PARKING BRAKE CABLE</b> .....	<b>53</b>	Parking Brake Lever Stroke Check .....	10
<b>REAR DISC BRAKE</b> .....	<b>46</b>	Parking Brake Switch Check .....	12
<b>REAR DRUM BRAKE</b> .....	<b>40</b>	Proportioning Valve Function Test .....	13
<b>REAR DRUM BRAKE WHEEL CYLINDER</b> .....	<b>43</b>	Rear Brake Disc Run-out Check .....	18
<b>SERVICE ADJUSTMENT PROCEDURES</b> .....	<b>9</b>	Rear Brake Disc Run-out Correction .....	18
Bleeding .....	13	Rear Brake Disc Thickness Check .....	18
Brake Booster Operating Inspection .....	12	Rear Disc Brake Pad Check and Replacement .....	17
Brake Drum Inside Diameter Check .....	19	<b>SPECIAL TOOLS</b> .....	<b>5</b>
Brake Fluid Level Sensor Check .....	10	<b>SPECIFICATIONS</b> .....	<b>2</b>
Brake Lining and Brake Drum Connection Check .....	20	General Specifications .....	2
Brake Lining Thickness Check .....	19	Lubricants .....	4
		Sealants and Adhesives .....	5
		Service Specifications .....	3
		Torque Specifications .....	4
		<b>TROUBLESHOOTING</b> .....	<b>7</b>

## SPECIFICATIONS

## GENERAL SPECIFICATIONS

Items	1500	1600
Master cylinder Type I.D. mm (in.)	Tandem (with level sensor) 20.6 (13/16)	Tandem (with level sensor) 22.2 (14/16)
Brake booster Type Effective dia. of power cylinder mm (in.) Boosting ratio [Brake pedal depressing force]	Multiple-vacuum-boost type 178 (7.0) or *203 (8.0) 3.5 or *4.0 [at 200 N (44 lbs.)]	Multiple-vacuum-boost type 203 (8.0) 4.0 [at 200 N (44 lbs.)]
Proportioning valve Split point kPa (psi) Decompression ratio	3,200 (455) 0.3	3,200 (455) 0.3
Front brakes Type Disc O.D. mm (in.) Disc thickness mm (in.) Pad thickness mm (in.) Cylinder I.D. mm (in.) Clearance adjustment	PFS15 243 (9.6) 13 (.51) 15.0 (.59) 51.1 (2.01) Automatic	AD54 266 (10.5) 24 (.94) 15.5 (.61) 53.9 (2.12) Automatic
Rear disc brakes Type Disc O.D. mm (in.) Disc thickness mm (in.) Pad thickness mm (in.) Cylinder I.D. mm (in.) Clearance adjustment	— — — — — —	AD30P 265 (10.4) 10 (.39) 14.5 (.57) 30.1 (1.86) Automatic
Rear drum brakes Type Drum I.D. mm (in.) Cylinder I.D. mm (in.) Clearance adjustment	Leading-trailing 180 (7.1) 19.0 (.75) Automatic	— — — —
Parking brakes Type Brake lever type Cable arrangement	Mechanical brake acting on rear wheels Lever type V-type	Mechanical brake acting on rear wheels Lever type V-type

NOTE

\*: &lt;Sedan&gt;

## SERVICE SPECIFICATIONS

N05CB--

Items	Specifications
Standard value	
Brake pedal height    mm (in.)	168 – 170 (6.6 – 6.7)
Brake pedal free play    mm (in.)	3 – 8 (.1 – .3)
Brake pedal to floorboard clearance    mm (in.)	80 (3.1) or more
Output pressure of proportioning valve    MPa (psi)	
Split point	2.95 – 3.45 (420 – 491)
At 7.2 MPa (1,024 psi) input pressure	4.15 – 4.65 (590 – 661)
Booster push rod to master cylinder piston clearance mm (in.)	
7 inch brake booster	0.5 – 0.7 (.020 – .028)
8 inch brake booster	0.6 – 0.8 (.024 – .031)
Disc brake dragging force at hub bolt    N (lbs.) [Nm (ft.lbs.)]	70 (15) or less [4 (3) or less]
Parking brake lever stroke	5 – 7 notches
Limit	
Left/right proportioning valve out pressure difference MPa (psi)	0.4 (57)
Disc brake pad thickness    mm (in.)	2.0 (.08)
Front disc thickness	
AD54 type    mm (in.)	22.4 (.882)
PFS15 type    mm (in.)	11.4 (.449)
Rear disc thickness    mm (in.)	8.4 (.331)
Disc runout    mm (in.)	0.15 (.006)
Rear brake lining thickness    mm (in.)	1.0 (.04)
Brake drum inside diameter    mm (in.)	182 (7.2)

## TORQUE SPECIFICATIONS

N05CC--

Items	Nm	ft.lbs.
Pedal support member mounting bolt	17 – 21	12 – 15
Brake booster and pedal support member (right side)	11 – 17	8 – 12
Master cylinder and brake booster	8 – 12	6 – 9
Flared brake line nuts	13 – 17	9 – 12
Piston stopper bolt	1.5 – 3.0	1 – 2
Reservoir installation screw	1.5 – 3.0	1 – 2
Fitting	15 – 18	11 – 13
Rear disc brake connector installation bolt	25 – 35	18 – 25
Front brake assembly mounting bolt	80 – 100	58 – 72
Guide pin	22 – 32	16 – 23
Bleeder screw	7 – 9	5 – 7
Lock pin	22 – 32	16 – 23
Sleeve bolt	22 – 32	16 – 23
Backing plate and rear axle beam	50 – 60	36 – 43
Wheel bearing nut	150 – 200	108 – 145
Rear drum brake wheel cylinder and backing plate	8 – 12	6 – 9
Rear disc brake adapter and rear disc brake assembly	50 – 60	36 – 43
Parking brake lever lock nut	4 – 6	3 – 4

## LUBRICANTS

N05CD--

Items	Specified lubricants	Quantity
Brake fluid	MOPAR Brake Fluid (DOT3) Part Number 4318051 or equivalent	As required
Front disc brake pad, shim and shim holder installation surfaces	MOPAR Multi-purpose Grease Part Number 2932524 or equivalent	As required
Inner surface of the brake pedal bushings	MOPAR Multi-mileage Lubricant Part Number 2525035 or equivalent	As required
Clevis pin and washer	MOPAR Multi-mileage Lubricant Part Number 2525035 or equivalent	As required
Front disc brake		
AD54 type		
Piston seal	Repair kit grease (orange)	As required
Piston boot inner surfaces	Repair kit grease (orange)	As required
Lock pin boot inner surfaces	Repair kit grease (orange)	As required
Guide pin boot inner surfaces	Repair kit grease (orange)	As required
PFS15 type		
Piston seal	Repair kit grease (orange)	As required
Dust boot inner surfaces	Repair kit grease (orange)	As required
Pin boot inner surfaces	Repair kit grease (orange)	As required
Bush inner surfaces	Repair kit grease (orange)	As required

Items	Specified lubricants	Quantity
Rear brake shoe and backing plate contact surfaces	MOPAR Multi-purpose Grease Part Number 2932524 or equivalent	As required
Anchor plates and piston ends	MOPAR Multi-purpose Grease Part Number 2932524 or equivalent	As required
Threaded portion of adjuster and inside of socket	MOPAR Multi-purpose Grease Part Number 2932524 or equivalent	As required
Outer bearing inner race	MOPAR Multi-mileage Lubricant Part Number 2525035 or equivalent	As required
Hub cap	MOPAR Multi-mileage Lubricant Part Number 2525035 or equivalent	As required
Rear brake pistons, both ends	Repair kit grease (orange)	As required
Spindle lever, lever boot, connecting link, O-ring and auto adjuster spindle	Repair kit grease (orange)	As required
Piston seal and cylinder walls	Repair kit grease (orange)	As required
Piston boot mounting grooves	Repair kit grease (orange)	As required
Guide pin boot inner surface	Repair kit grease (orange)	As required
Lock pin boot inner surface	Repair kit grease (orange)	As required
Lock pin sleeve (not on threads)	Repair kit grease (orange)	As required
Parking brake lever ratchet plate	MOPAR Multi-mileage Lubricant Part Number 2525035 or equivalent	As required

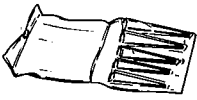
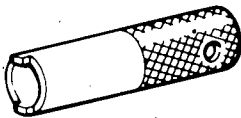
## SEALANTS AND ADHESIVES

N05CE--

Items	Specified sealants	Quantity
Shoe hold-down pin	MOPAR "STIC" Cement Part Number 2299314 or equivalent	As required
Wheel cylinder	MOPAR "STIC" Cement Part Number 2299314 or equivalent	As required

## SPECIAL TOOLS

N05DA--

Tool	Number	Name	Use
	MB990619(A)	Piston cup installer	Installation of drum brake wheel cylinder piston cup
	MB990652	Rear disc brake piston driver	Pressing of the rear disc brake piston

## TROUBLESHOOTING

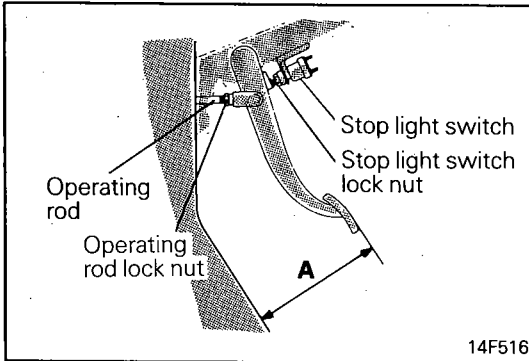
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Symptom	Probable cause	Remedy
Vehicle pulls to one side when brakes are applied	Grease or oil on pad or lining surface	Replace
	Inadequate contact of pad or lining	Correct
	Auto adjuster malfunction	Adjust
	Drum eccentricity or uneven wear	Repair or replace as necessary
Insufficient braking power	Low or deteriorated brake fluid	Refill or change
	Air in brake system	Bleed air
	Overheated brake rotor due to dragging of pad or lining	Correct
	Grease or oil on pad, or lining surface	Replace
	Inadequate contact of pad or lining	Correct
	Brake booster malfunction	Correct
	Auto adjuster malfunction	Adjust
	Clogged brake line	Correct
	Proportioning valve malfunction	Replace
Increased pedal stroke (Reduced pedal to floorboard clearance)	Air in brake system	Bleed air
	Worn lining or pad	Replace
	Broken vacuum hose	Replace
	Brake fluid leaks	Correct
	Auto adjuster malfunction	Adjust
	Excessive push rod to master cylinder clearance	Adjust
	Faulty master cylinder	Replace
Brake drag	Incomplete release of parking brake	Correct
	Incorrect parking brake adjustment	Adjust
	Worn brake pedal return spring	Replace
	Broken rear drum brake shoe return spring	Replace
	Lack of lubrication in sliding parts	Lubricate
	Improper push rod to master cylinder clearance	Adjust
	Faulty master cylinder piston return spring	Replace
	Clogged master cylinder return port	Correct

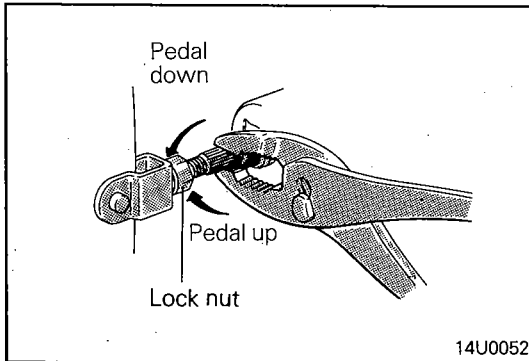
Symptom	Probable cause	Remedy
Insufficient parking brake function	Worn brake lining or pads	Replace
	Excessive parking brake lever stroke	Adjust the parking brake lever stroke or check the parking brake cable routing
	Grease or oil on lining or pad surface	Replace
	Auto adjuster malfunction	Adjust
	Parking brake cable sticking	Replace
	Stuck wheel cylinder or caliper piston	Replace
Scraping or grinding noise when brakes are applied	Worn brake linings or pads	Replace
	Caliper to wheel interference	Correct or replace
	Dust cover to disc interference	Correct or replace
	Bent brake backing plate	Correct or replace
	Cracked drums or brake disc	Correct or replace
Squealing, groaning or chattering noise when brakes are applied	Disc brakes – missing or damaged brake pad anti-squeak shim	Replace
	Brake drums and linings, discs and pads worn or scored	Correct or replace
	Improper lining parts	Correct or replace
	Disc brakes – burred or rusted calipers	Clean or deburr
	Dirty, greased, contaminated or glazed linings	Clean or replace
	Drum brakes – weak, damaged or incorrect shoe hold-down springs, loose or damaged shoe hold-down pins and springs	Correct or replace
	Incorrect brake pedal or booster push rod	Adjust
Squealing noise when brakes are not applied	Bent or warped backing plate causing interference with drum	Replace
	Improper machining of drum causing interference with backing plate or shoe	Replace drum
	Disc brakes – rusted, stuck	Lubricate or replace
	Worn, damaged or insufficiently lubricated wheel bearings	Lubricate or replace
	Drum brakes – weak, damaged or incorrect shoe-to-shoe spring	Replace
	Loose or extra parts in brakes	Retighten

Symptom	Probable cause	Remedy
Squealing noise when brakes are not applied	Improper positioning of pads in caliper	Correct
	Improper installation of support mounting to caliper body	Correct
	Poor return of brake booster or master cylinder or wheel cylinder	Replace
	Incorrect brake pedal or booster push-rod	Adjust
Groaning, clicking or rattling noise when brakes are not applied	Stones or foreign material trapped inside wheel covers	Remove stones, etc.
	Loose wheel nuts	Retighten
	Disc brakes – failure of shim	Replace
	Disc brakes – loose installation bolt	Retighten
	Worn, damaged or dry wheel bearings	Lubricate or replace
	Disc brakes – wear on sleeve	Replace
	Incorrect brake pedal or booster push-rod	Adjust

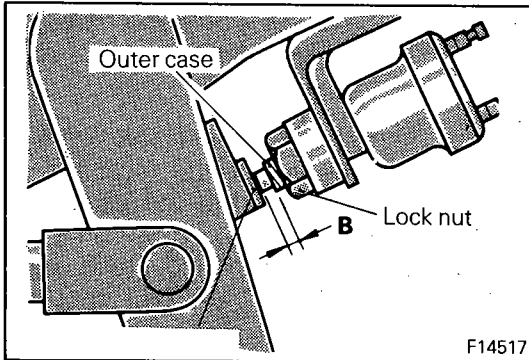




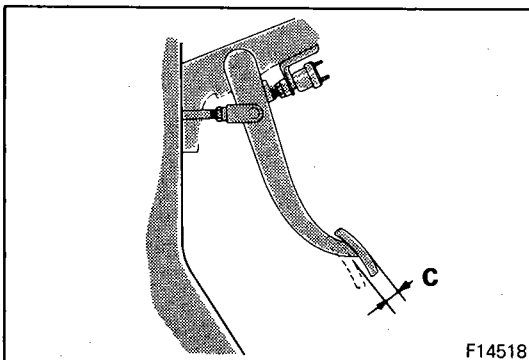
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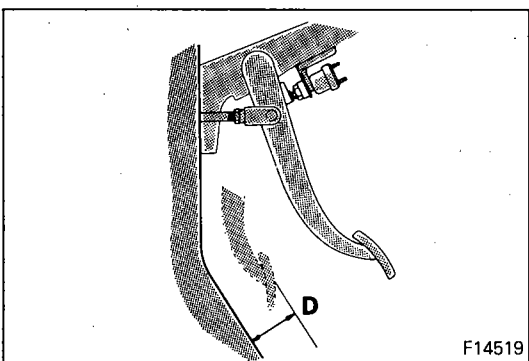
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## SERVICE ADJUSTMENT PROCEDURES

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### BRAKE PEDAL INSPECTION AND ADJUSTMENT

1. Measure the brake pedal height as illustrated. If the brake pedal height is not within the standard value, adjust as follows.

**Standard value (A): 168 – 170 mm (6.6 – 6.7 in.)**

- (1) Disconnect the stop light switch connector, loosen the lock nut, and move the stop light switch to a position where it does not contact the brake pedal arm.
- (2) Adjust the brake pedal height by turning the operating rod with pliers (with the operating rod lock nut loosened), until the correct brake pedal height is obtained.
- (3) Remove the clevis pin that connects the master cylinder push rod and the clutch pedal.
- (4) Remove the nuts that secure the clutch master cylinder, and pull the master cylinder slightly toward the engine compartment.

- (5) After screwing in the stop light switch until it contacts the brake pedal stopper (just before the brake pedal is caused to move), return the stop light switch 1/2 to 1 turn and secure by tightening the lock nut.
- (6) Connect the connector of the stop light switch.
- (7) Check to be sure that the stop light is not illuminated with the brake pedal unpressed.

**Reference value (B): 0.5 – 1.0 mm (.02 – .04 in.)**

2. With the engine stopped, depress the brake pedal two or three times. After eliminating the vacuum in the power brake booster, press the pedal down by hand, and confirm that the amount of movement before resistance is met (the free play) is within the standard value range.

**Standard value (C): 3 – 8 mm (.1 – .3 in.)**

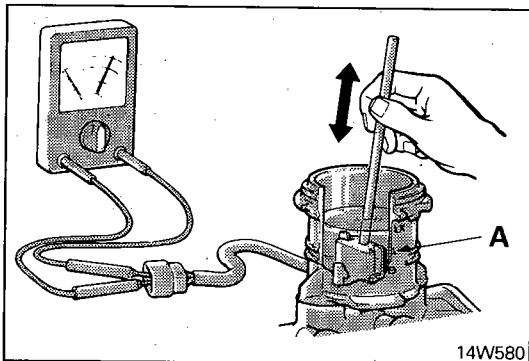
If the free play is less than the standard value, confirm that the clearance between the stop light switch and brake pedal is within the standard value.

If the free play exceeds the standard value, it is probably due to excessive play between the clevis pin and brake pedal arm. Check for excessive clearance and replace faulty parts as required.

3. Start the engine, depress the brake pedal with approximately 500 N (110 lbs.) of force, and measure the clearance between the brake pedal and the floorboard.

**Standard value (D): 80 mm (3.1 in.) or more**

If the clearance is less than the standard value, check for air trapped in the brake line and for brake fluid leaks. If necessary, check the brake system mechanism (excessive shoe clearance due to faulty auto adjuster) and repair faulty parts as required.

**BRAKE FLUID LEVEL SENSOR CHECK**

N05FBAB

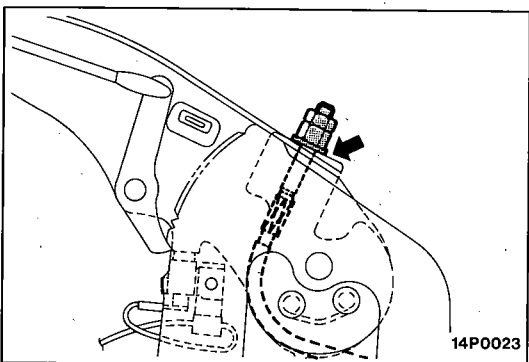
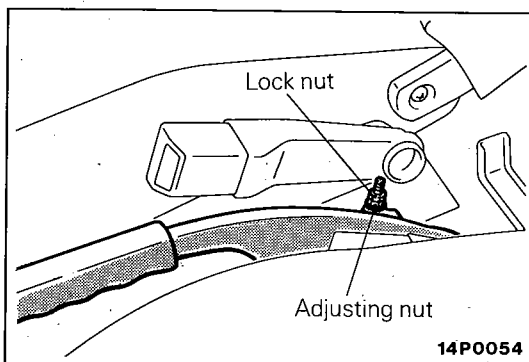
1. Connect a circuit tester to the brake fluid level sensor.
2. Move the float from top to bottom and check for continuity.
3. The brake fluid level sensor is in good condition if there is no continuity when the float surface is above "A", and if there is continuity when the float surface is below "A".

**PARKING BRAKE LEVER STROKE CHECK**

N05FEAI

1. Pull the brake lever with a force of approx. 200 N (20 kg, 45 lbs.), and count the number of notches.

**Standard value: 5 – 7 notches**



2. If the parking brake lever stroke is not within the standard value range, make adjustment by the following procedures:

<Rear drum brake>

- (1) Remove the rear console box, hold the adjusting nut in position with a spanner, and loosen the lock nut.
- (2) Loosen the adjusting nut to the end of the cable and free the parking brake cable.
- (3) Repeat the procedure to pull the parking brake lever back with a force of approx. 200 N (44 lbs.) until the lever stroke ceases to change.

**NOTE**

If the lever stroke does not change, the automatic-adjustment mechanism is functioning normally, and the clearance between the shoe and drum is correct.

- (4) Rotate the adjusting nut to adjust the parking brake stroke to the standard value. After making adjustment, check to ensure that there is no looseness between the adjusting nut and parking brake lever, then tighten the lock nut.

**Caution**

**If the number of brake lever notches engaged is less than the standard value, the cable has been pulled excessively, and failure of the automatic adjuster mechanism will result. Be sure to adjust it to within the standard value.**

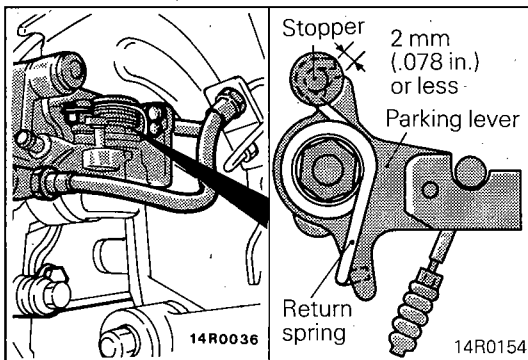
3. After adjusting the lever stroke, jack up the rear of the vehicle. With the parking brake lever in the released position, turn the rear wheel to confirm that the rear brakes are not dragging.

## &lt;Rear disc brake&gt;

- (1) Remove the rear console box, hold the adjusting nut in position with a spanner, and loosen the lock nut.
- (2) Loosen the adjusting nut to the end of the cable rod and free the parking brake cable.
- (3) With the engine idling, forcefully depress the brake pedal five or six times and confirm that the pedal stroke stops changing.

## NOTE

If the pedal stroke stops changing, it indicates that the automatic adjusting mechanism has functioned properly to adjust the clearance between the drum and the shoe assembly (for disc brakes, between the pads and the disc) to the correct value.



- (4) Check to be sure that the clearance between the stopper and the parking brake lever at the caliper side is as shown in the illustration.

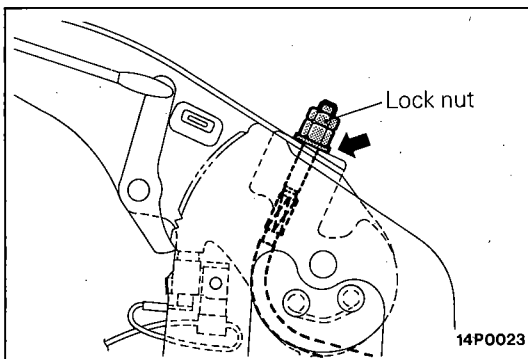
## NOTE

If the clearance between the parking brake lever and the stopper exceeds 2 mm (.078 in.), the probable causes are brake cable sticking, improper wiring, or a malfunction of the automatic adjuster (within the rear brake caliper), so it is necessary to check the parking brake cable and to disassemble and check the rear brake caliper.

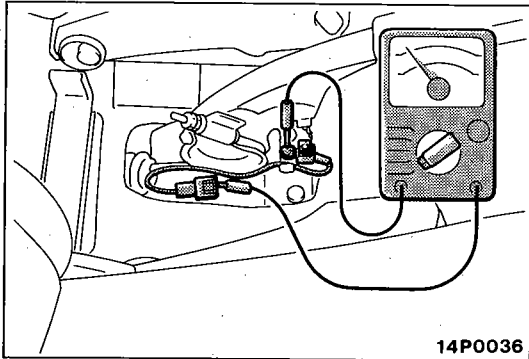
- (5) Turn the adjusting nut to adjust the parking brake lever stroke to within the standard value range.

**Caution**

**If the number of brake lever notches engaged is less than the standard value, the cable has been pulled excessively, and failure of the automatic adjuster mechanism will result. Be sure to adjust it to within the standard value.**



- (6) After making the adjustment, check to be sure that there is no play between the adjusting nut and the parking brake lever, and tighten the lock nut.
- (7) After adjusting the lever stroke, jack up the rear of the vehicle.
- (8) With the parking brake lever in the released position, turn the rear wheel to confirm that the rear brakes are not dragging.



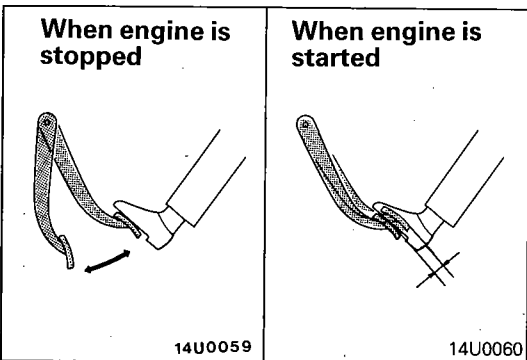
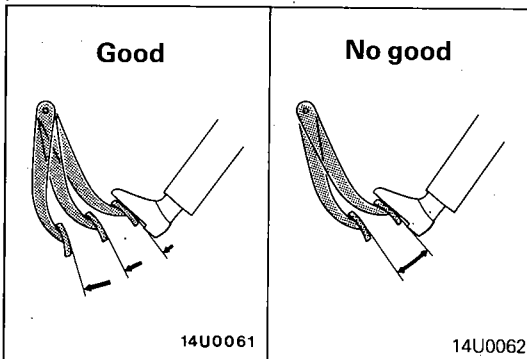
### PARKING BRAKE SWITCH CHECK

N05FDA8

1. Disconnect the connector of the parking brake switch, and connect an ohmmeter to the parking brake switch and the switch installation bolt.
2. The parking brake switch is good if there is continuity when the parking brake pedal is depressed and there is no continuity when it is returned.

#### NOTE

The switch operates from one-notch stroke condition.



### BRAKE BOOSTER OPERATING INSPECTION

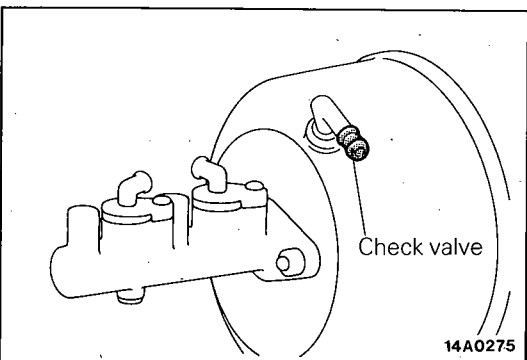
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For simple inspection of brake booster operation, perform the following:

1. Run the engine for one or two minutes, and then stop it.
2. Step on the brake pedal several times with normal pressure.  
If the pedal depresses fully the first time but gradually becomes higher when depressed succeeding times, the booster is operating properly. If the pedal height remains unchanged, the booster is faulty.
3. With the engine stopped, step on the brake pedal several times with the same foot pressure to make sure that the pedal height will not change.  
Then step on the brake pedal and start the engine.  
If the pedal moves downward slightly, the booster is in good condition. If there is no change, the booster is faulty.
4. With the engine running, step on the brake pedal and then stop the engine.  
Hold the pedal depressed for 30 seconds. If the pedal height does not change, the booster is in good condition. If the pedal rises, the booster is faulty.

If the tests above are okay, the booster performance is acceptable.

If any one of the tests above indicates a problem, the check valve, vacuum hose, or booster is faulty.



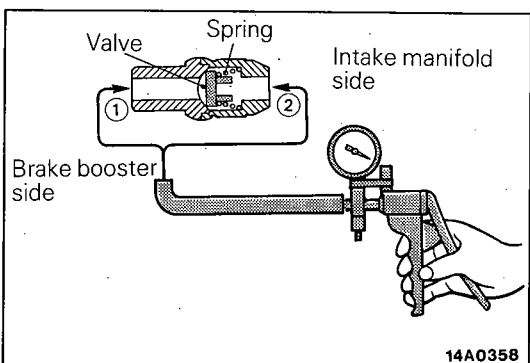
### CHECK VALVE OPERATION CHECK

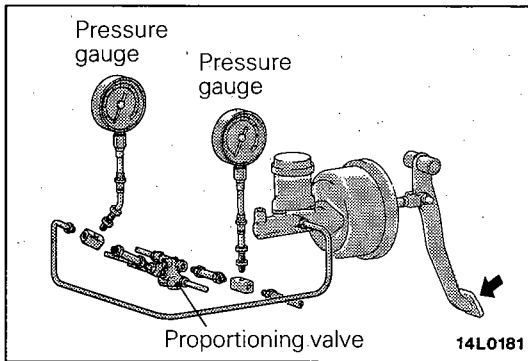
N05FNAD

1. Remove the vacuum hose from the brake booster side.
2. Remove the check valve from the brake booster.

3. Using a vacuum pump, check the operation of the check valve.

Vacuum pump	Guide lines for acceptance or rejection
When connected to brake booster side ①	Negative pressure generated and vacuum maintained
When connected to intake manifold side ②	No negative pressure generated



**PROPORTIONING VALVE FUNCTION TEST**

N05FKACa

1. Connect two pressure gauges, one each to the input side and output side of the proportioning valve, as shown.
2. While gradually depressing the brake pedal, make the following measurements and check to be sure that the measured values are within the allowable range.
  - (1) Output pressure begins to drop relative to input pressure (split point).

**Standard value: 2.95 – 3.45 MPa (400 – 491 psi)**

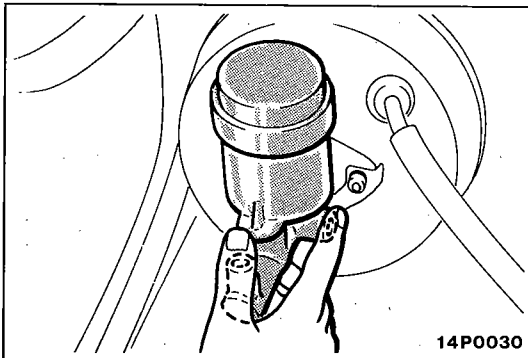
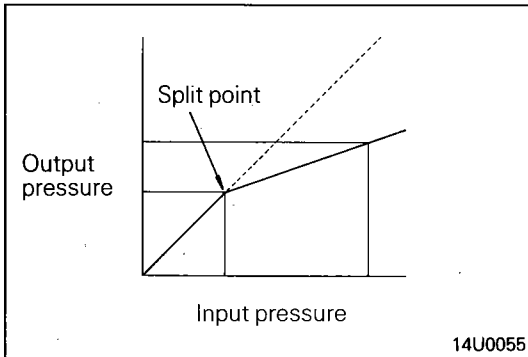
- (2) Output pressure when input pressure is 7.2 MPa (1,024 psi)

**Standard value: 4.15 – 4.65 MPa (590 – 661 psi)**

- (3) Output pressure difference between left and right brake lines

**Limit: 0.4 MPa (57 psi)**

3. If the measured pressure are not within the permissible ranges, replace the proportioning valve.

**BLEEDING**

N05FYAJ

Because the master cylinder employed is the type without the check valve, air should be bled from the master cylinder by following the procedures described below (if there is no brake fluid in the master cylinder).

- (1) Disconnect the brake tube from the master cylinder.
- (2) Two persons should conduct the air bleeding, one person slowly depressing the brake pedal and holding the pedal depressed.

- (3) In this condition, the other person should use a finger to close the outlet part of the master cylinder, and then the first person should release the brake pedal.
  - (4) Steps (2) and (3) should be repeated three or four times, and then the master cylinder should be filled with brake fluid to the specified level.

**NOTE**

The air is completely bled from the master cylinder by steps (1) to (4).

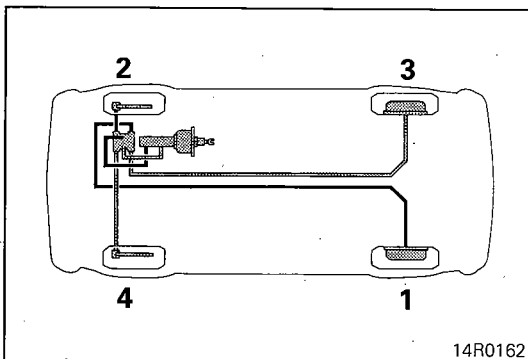
- (5) Connect the brake tube to the master cylinder.

- (6) Start the engine; then, in the sequence shown in the illustration, bleed the air from each wheel cylinder and hydraulic unit.

**Specified brake fluid: MOPAR Brake Fluid (DOT3)  
Part Number 4318051 or equivalent**

**Caution**

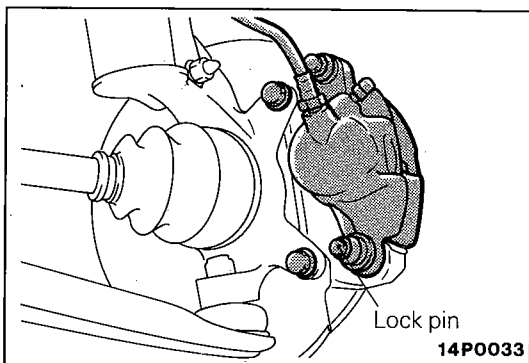
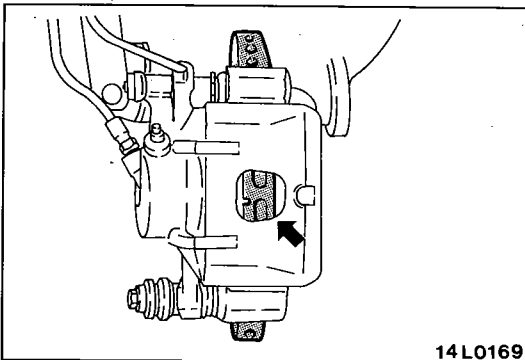
1. Use the specified brake fluid. Avoid using a mixture of the specified brake fluid and other fluid.



2. If brake fluid is exposed to the air, it will absorb moisture; as water is absorbed from the atmosphere, the boiling point of the brake fluid will decrease and the braking performance will be seriously impaired. For this reason, use a hermetically sealed 1.0 lit. (1.06 qt.) or 0.5 lit. (0.52 qt.) brake fluid container.
3. Firmly close the cap of the brake fluid container after use.

### ORDINARY AIR-BLEEDING PROCEDURES

- (1) Depress the brake pedal several times until resistance is felt; then, with the pedal depressed, loosen the bleeder screw 1/3 to 1/2 turn and then tighten it before the fluid pressure is all gone.
- (2) Release the brake pedal. Repeat this procedure until there are no more air bubbles in the brake fluid.



### FRONT DISC BRAKE PAD CHECK AND REPLACEMENT

N05FQAC

1. Check brake pad thickness through caliper body check port.

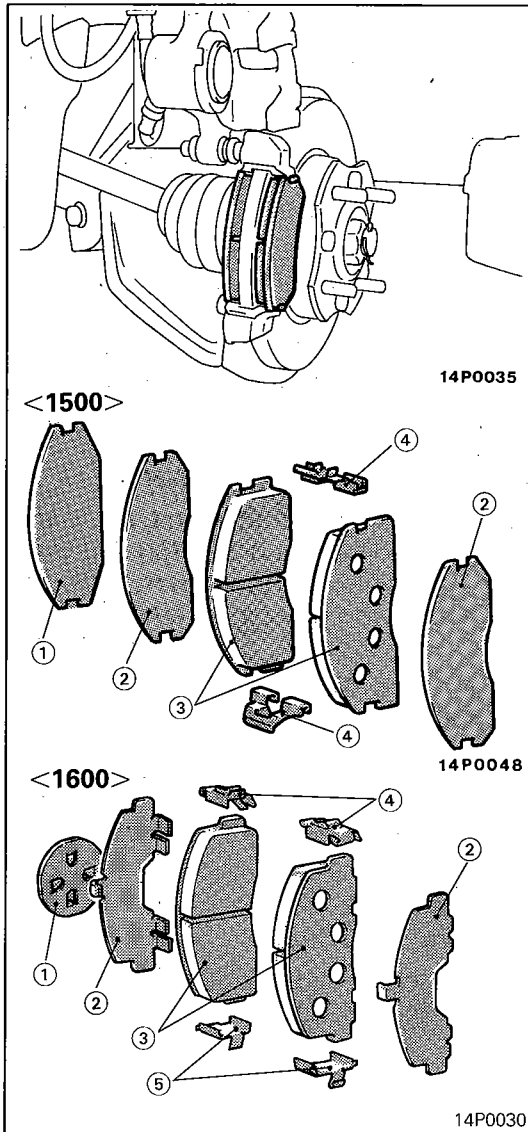
**Limit: 2.0 mm (.08 in.)**

#### Caution

1. When the limit is exceeded, replace the pads at both sides, and also the brake pads for the wheels on the opposite side at the same time.
  2. If there is a significant difference in the thicknesses of the pads on the left and right sides, check the sliding condition of the piston, lock pin sleeve and guide pin sleeve.
2. Remove lock pin. Lift caliper assembly and retain with wires.

#### Caution

**Do not smear special grease on lock pin or make it dirty.**



3. Remove the following parts from caliper support.

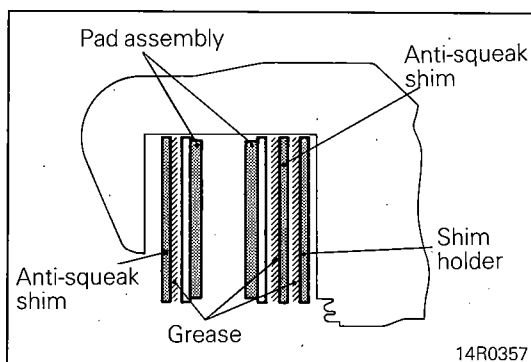
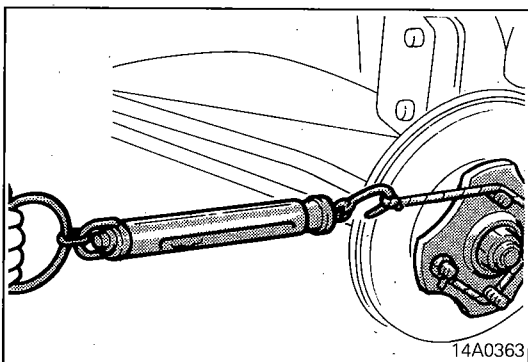
<1500>

- ① Inner shim
- ② Anti-squeak shim
- ③ Pad assembly
- ④ Pad retainer

<1600>

- ① Shim holder
- ② Anti-squeak shim
- ③ Pad assembly
- ④ Pad clip B
- ⑤ Pad clip C

- 4. Measure hub torque with pad removed to measure brake drag torque after pad installation.
- 5. Securely attach the pad clip to the caliper support.

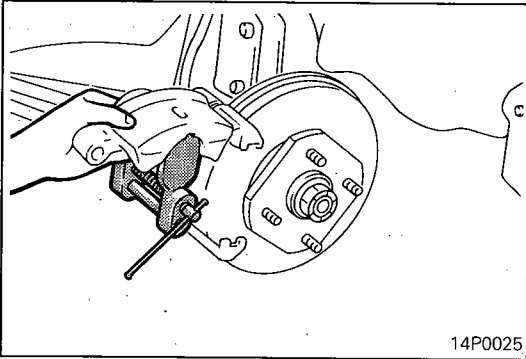


- 6. On 1600-vehicles, apply a coating of the specified grease to the pad, shim and shim holder installation surfaces, and then install the shim and shim holder. Apply the grease so that the grease doesn't ooze out from the edges.

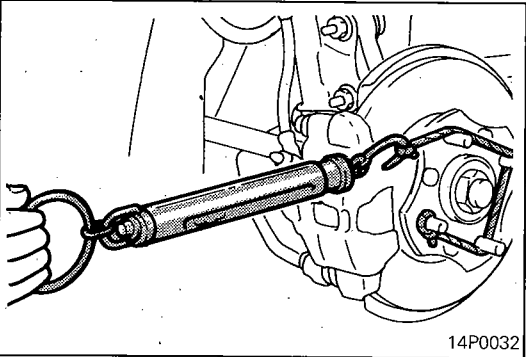
**Specified grease: MOPAR Multi-purpose Grease  
Part Number 2932524 or equivalent**

**Caution**

**Do not deposit grease or other dirt on pad or brake disc friction surfaces.**



14P0025



14P0032

7. Be careful that the piston boot does not become caught, when lowering the caliper assembly and install the lock pin.

8. Check brake drag torque as follows:

- (1) Start engine and hold brake pedal down for 5 seconds.
- (2) Stop engine.
- (3) Turn brake disc forward 10 times.
- (4) Check brake drag torque with spring balance.

If the difference between brake drag torque and hub torque exceeds the standard value, disassemble piston and clean the piston. Check for corrosion or worn piston seal, and check the sliding condition of the lock pin sleeve and guide pin sleeve.

**Standard value: 70 N (15.4 lbs.) or less**  
**[4 Nm (3 ft.lbs.) or less]**

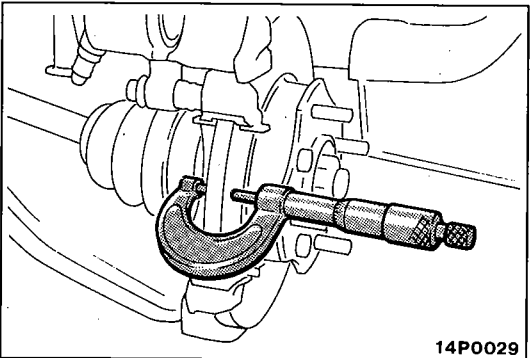
### FRONT BRAKE DISC THICKNESS CHECK

N05FRAC

Remove dirt and rust from brake disc surface. Measure disc thickness at 4 locations or more.

<b>Limit: &lt;1500&gt;</b>	<b>11.4 mm (.449 in.)</b>
<b>&lt;1600&gt;</b>	<b>22.4 mm (.882 in.)</b>

Replace the discs and pad assembly for both sides left and right of the vehicle if they are worn beyond the specified limit.

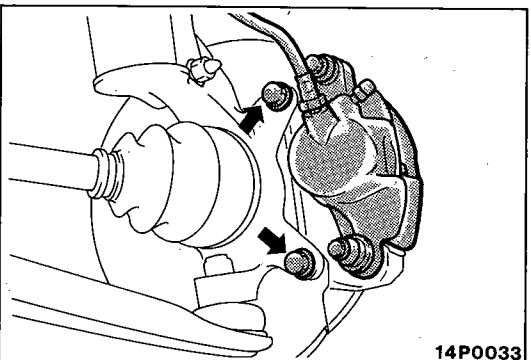


14P0029

### FRONT BRAKE DISC RUN-OUT CHECK

N05FSAC

1. Remove the caliper support; then raise the caliper assembly upward and secure by using wire.

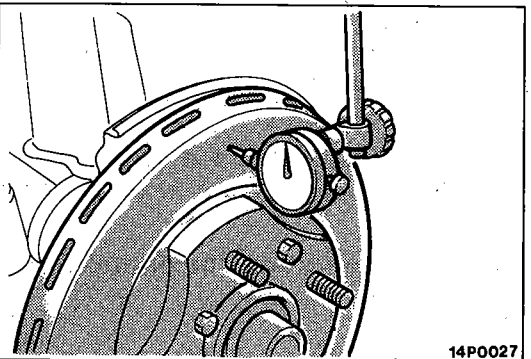


14P0033

2. Place a dial gauge approximately 5 mm (.2 in.) from the outer circumference of the brake disc, and measure the run-out of the disc.

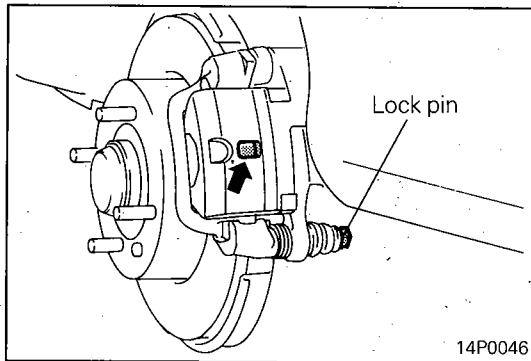
**Limit: 0.15 mm (.006 in.)**

If the measurement exceeds the limit, change the relative position of the hub and brake disc, and measure the run-out again. If the result still does not fall within the limit, check the run-out of the hub, and replace either the hub or disc, whichever is appropriate.



14P0027





## REAR DISC BRAKE PAD CHECK AND REPLACE-MENT

N05FUAB

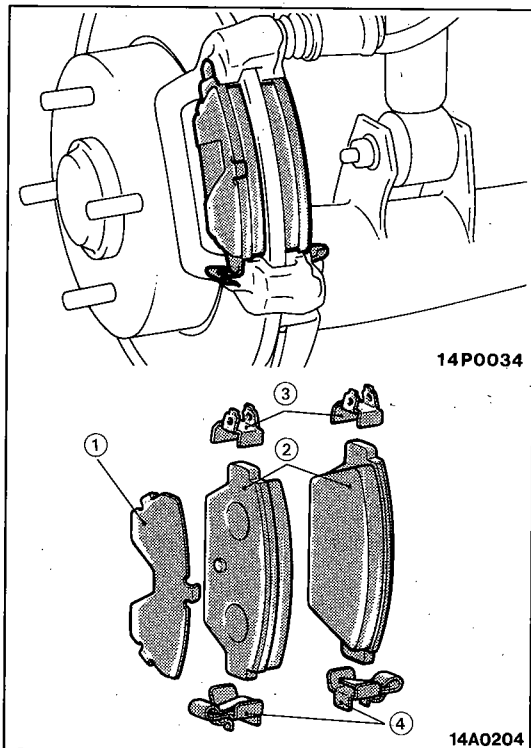
1. Check brake pad thickness through caliper body check port.  
**Limit: 2.0 mm (.08 in.)**

### Caution

1. When the limit is exceeded, replace the pads at both sides, and also the brake pads for the wheels on the opposite side at the same time.
  2. If there is a significant difference in the thicknesses of the pads on the left and right sides, check the sliding condition of the piston, lock pin sleeve and guide pin sleeve.
2. Loosen the parking brake cable (from the vehicle interior), and disconnect the parking brake end installed on the rear brake assembly.
  3. Remove lock pin. Lift caliper assembly and retain with wires.

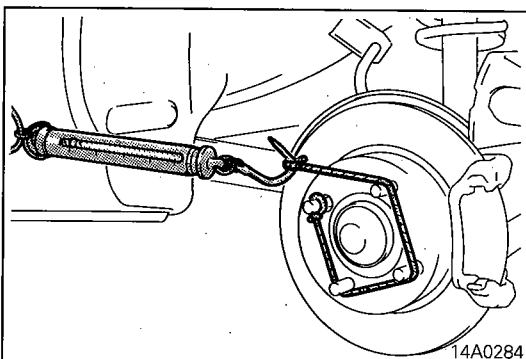
### Caution

**Do not smear special grease on lock pin or make it dirty.**



4. Remove the following parts from caliper support.

- ① Outer shim
- ② Pad assembly
- ③ Pad clips C
- ④ Pad clips B



5. Measure hub torque with pad removed to measure brake drag torque after pad installation.

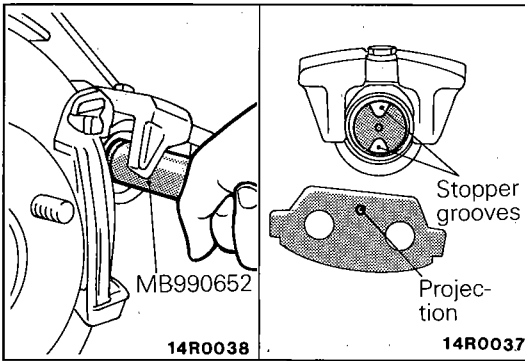
### NOTE

To secure the disc to the hub, tighten the nuts.

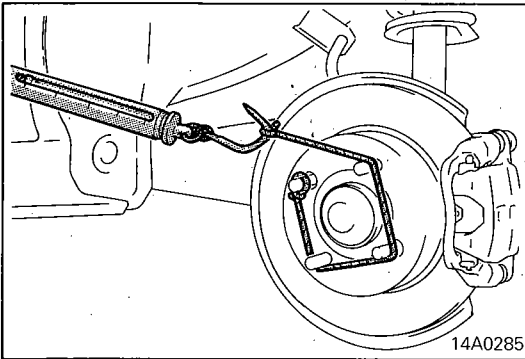
6. Securely attach the pad clip to the caliper support.

### Caution

**Do not deposit grease or other dirt on pad or brake disc friction surfaces.**



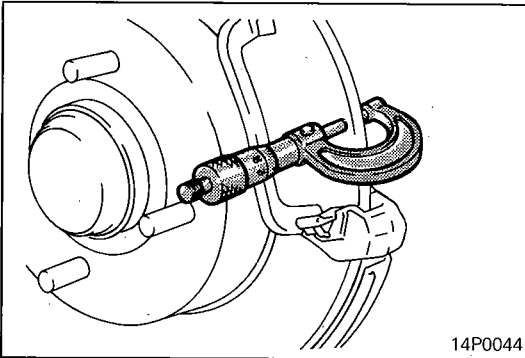
7. Clean the piston; then use the special tool to thread the piston into the cylinder.  
Be sure, at this time, that the stopper groove of the piston correctly fits to the projection on the pad's rear surface.
8. Be careful that the piston boot does not become caught, when lowering the caliper assembly and install the lock pin. With the engine running, forcefully depress the brake pedal five or six times, and then check whether or not the stroke of the parking brake lever is within the standard value. If there is a deviation from the standard value, adjust the stroke of the parking brake lever. (Refer to P. 5-10.)



9. Check brake drag torque as follows:
  - (1) Start engine and hold brake pedal down for 5 seconds.
  - (2) Stop engine.
  - (3) Turn brake disc forward 10 times.
  - (4) Check brake drag torque with spring balance.

If the difference between brake drag torque and hub torque exceeds the standard value, disassemble piston and clean piston. Check for corrosion or worn piston seal, and check the sliding condition of the lock pin sleeve and guide pin sleeve.

**Standard value: 70 N (15.4 lbs.) or less**  
**[4 Nm (3 ft.lbs.) or less]**



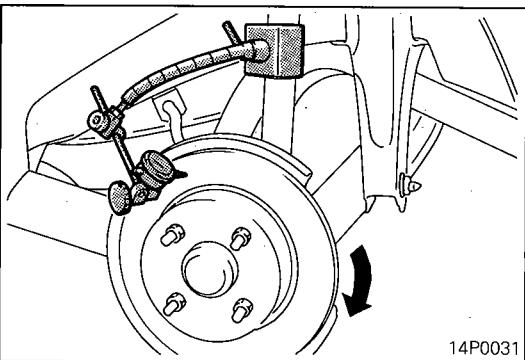
### REAR BRAKE DISC THICKNESS CHECK

N05FVAC

1. Remove dirt and rust from brake disc surface.
2. Measure disc thickness at 4 locations or more.

**Limit: 8.4 mm (.331 in.)**

Replace the discs and pad assembly for both sides left and right of the vehicle if they are worn beyond the specified limit.



### REAR BRAKE DISC RUN-OUT CHECK

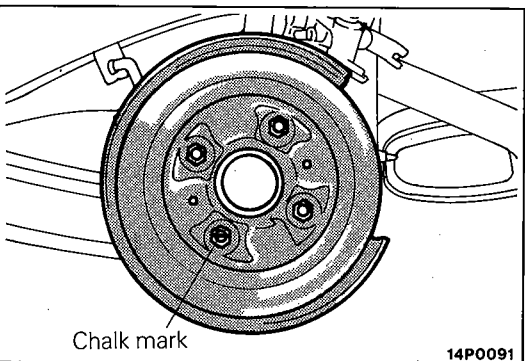
N05FWABa

1. Remove the caliper support, raise the caliper assembly, and secure it by using a wire, etc.
2. Place a dial gauge approximately 5 mm (.2 in.) from the outer circumference of the brake disc, and measure the run-out of the disc.

**Limit: 0.15 mm (.006 in.)**

#### NOTE

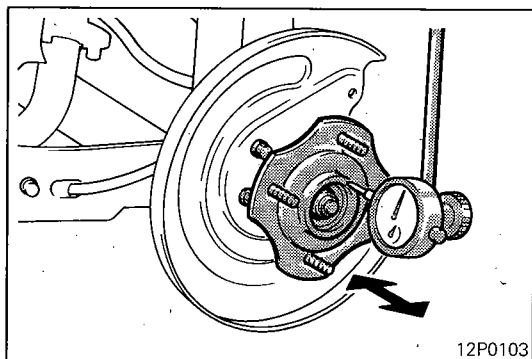
To secure the disc to the hub, tighten the nuts.



### REAR BRAKE DISC RUN-OUT CORRECTION

N05FTAAb

1. If the run-out of the brake disc is equivalent to or exceeds the limit specification, change the phase of the disc and hub, and then measure the run-out again.
  - (1) Before removing the brake disc, chalk both sides of the wheel stud on the side at which run-out is greatest.

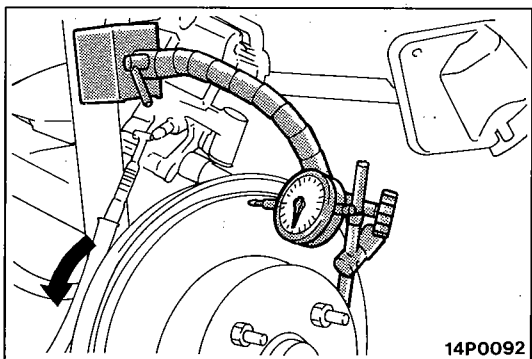


12P0103

- (2) Remove the brake disc, and then place a dial gauge as shown in the illustration; then move the hub in the axial direction and measure the play.

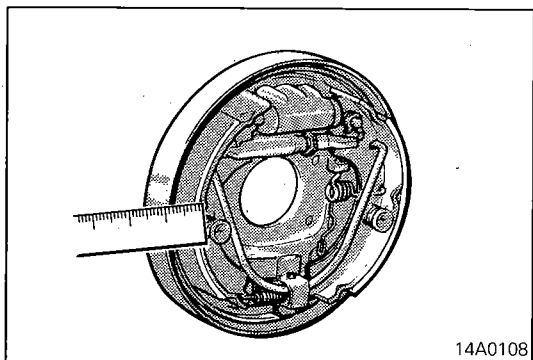
**Limit: 0.2 mm (.008 in.)**

If the play is equivalent to or exceeds the limit, disassemble the hub knuckle and check each part.



14P0092

- (3) If the play does not exceed the limit specification, install the brake disc at a position 180° away from the chalk mark, and then check the run-out of the brake disc once again.
2. If the run-out cannot be corrected by changing the phase of the brake disc, replace the disc.



14A0108

## BRAKE LINING THICKNESS CHECK

N05FIAA

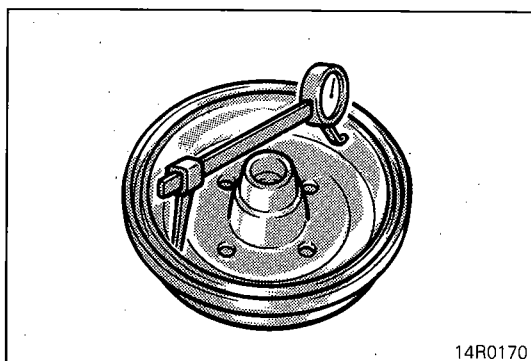
1. Remove the brake drum.
2. Measure the wear of the brake lining at the place worn the most.

**Limit: 1.0 mm (.04 in.)**

Replace the shoe and lining assembly if brake lining thickness is less than the limit if it is not worn evenly. For information concerning the procedures for installation of the shoe and lining assembly, refer to P.5-40.

### Caution

**Whenever the shoe and lining assembly is replaced, replace both RH and LH assemblies as a set to prevent vehicle from pulling to one side when braking. If there is a significant difference in the thicknesses of the shoe and lining assemblies on the left and right sides, check the sliding condition of the piston.**



14R0170

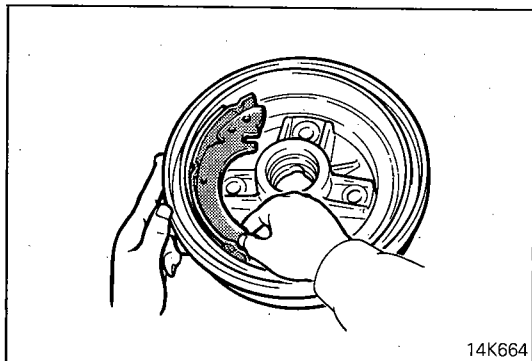
## BRAKE DRUM INSIDE DIAMETER CHECK

N05FJAAa

1. Remove the brake drum.
- Measure the inside diameter of the hub and drum at two or more locations.

**Limit: 182 mm (7.2 in.)**

Replace brake drums and shoe and lining assembly when wear exceeds the limit value or is badly imbalanced.

**BRAKE LINING AND BRAKE DRUM CONNECTION CHECK**

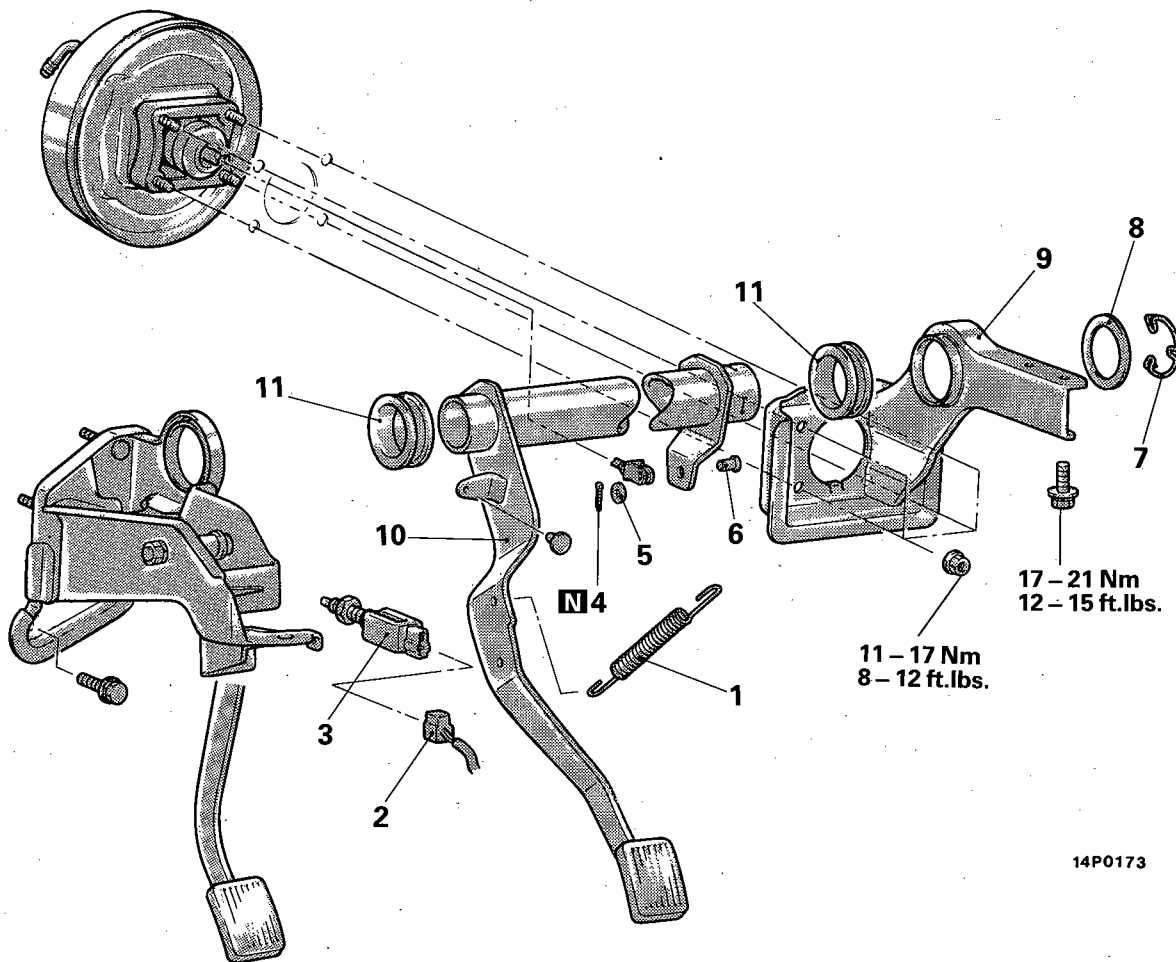
N05FPAA

1. Remove the brake drum.
2. Remove the shoe and lining assembly (Refer to P.5-40.)
3. Chalk inner surface of brake drum and rub with shoe and lining assembly.
4. Replace shoe and lining assembly or brake drums if very irregular contact area.

For information concerning the procedures for installation of the shoe and lining assembly, refer to P.5-40.

**NOTE**

Clean off chalk after check.

**BRAKE PEDAL****REMOVAL AND INSTALLATION**

14P0173

**Removal steps**

- ◆◆ 1. Return spring
- 2. Stop light switch connector
- 3. Stop light switch
- 4. Cotter pin
- ◆◆ 5. Washer
- ◆◆ 6. Clevis pin
- 7. Stopper
- 8. Washer
- 9. Pedal support member (R.H.)
- 10. Brake pedal
- ◆◆ 11. Bushings

**NOTE**

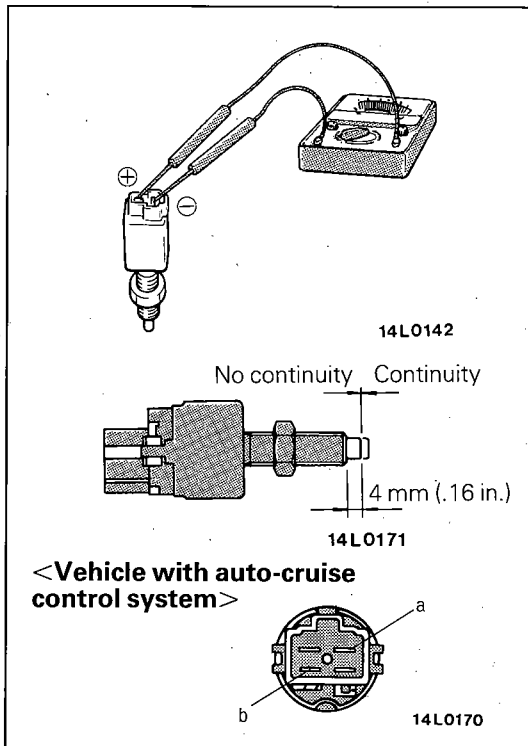
- (1) Reverse the removal procedures to reinstall.
- (2) ◆◆: Refer to "Service Points of Installation".
- (3) **N**: Non-reusable parts

**Pre-removal Operation**

- Removal of Steering Shaft Assembly  
(Refer to GROUP 19 – Steering Shaft.)
- Removal of Instrument Panel  
(Refer to GROUP 23 – Instrument Panel.)
- Removal of Heater Unit  
(Refer to GROUP 24 – Heater Unit.)
- Removal of Evaporator  
(Refer to GROUP 24 – Evaporator.)
- Removal of Blower Motor  
(Refer to GROUP 24 – Blower Assembly.)

**Post-installation Operation**

- Installation of Blower Motor  
(Refer to GROUP 24 – Blower Assembly.)
- Installation of Evaporator  
(Refer to GROUP 24 – Evaporator.)
- Installation of Heater Unit  
(Refer to GROUP 24 – Heater Unit.)
- Installation of Instrument Panel  
(Refer to GROUP 23 – Instrument Panel.)
- Installation of Steering Shaft Assembly  
(Refer to GROUP 19 – Steering Wheel Shaft.)
- Adjustment of Clutch Pedal  
(Refer to GROUP 6 – Service Adjustment Procedures.)
- Adjustment of Brake Pedal  
(Refer to P.5-9.)



## INSPECTION

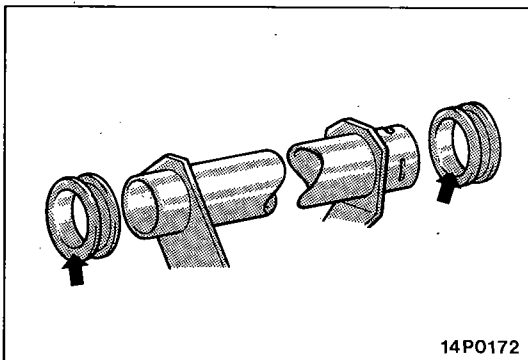
N05GCAJ

- Check the bushing for wear.
- Check the brake pedal for bend or twisting.
- Check the brake pedal return spring for damage.

### Stop light switch

Connect a circuit tester to the stop light switch, and check whether or not there is continuity when the plunger of the stop light switch is pushed in and when it is released. The stop light switch is in good condition if there is no continuity when the plunger is pushed in to a depth of within 4 mm (.16 in.) from the outer case edge surface, and if there is continuity when it is released.

For vehicles with the auto-cruise control system, the check for continuity should be made at connectors "a" and "b" of the stop light switch.



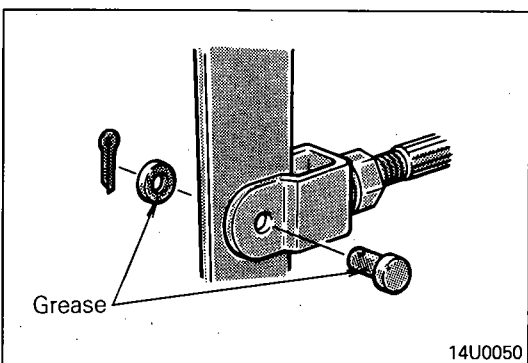
## SERVICE POINTS OF INSTALLATION

N05GDAUa

### 11. APPLICATION OF GREASE TO BUSHINGS

Apply a coating of multipurpose grease to the inner surface of the bushings.

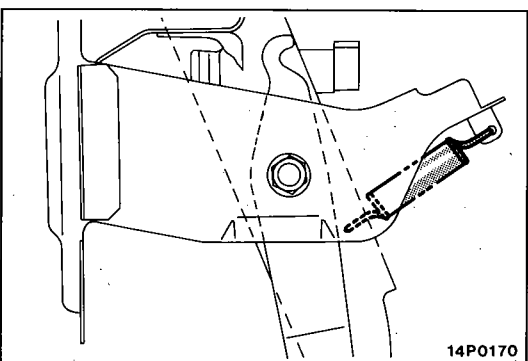
**Grease: MOPAR Multi-mileage Lubricant**  
**Part Number 2525035 or equivalent**



### 6. APPLICATION OF GREASE TO CLEVIS PIN / 5. WASHER

After applying multipurpose grease to the clevis pin and washer, insert the clevis pin and bend the cotter pin tightly.

**Grease: MOPAR Multi-mileage Lubricant**  
**Part Number 2525035 or equivalent**



### 1. INSTALLATION OF RETURN SPRING

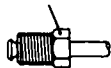
Install the return spring in the direction indicated in the illustration.

# MASTER CYLINDER REMOVAL AND INSTALLATION

N051A--

**Flared brake line nuts**

13 – 17 Nm  
9 – 12 ft.lbs.



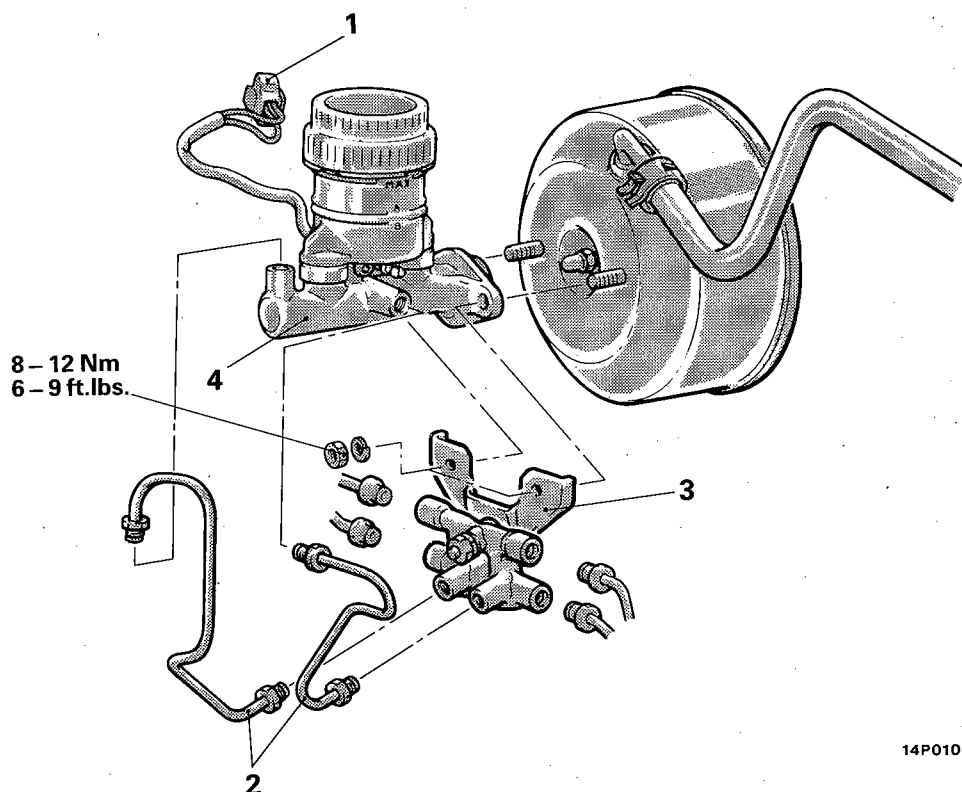
14F038

**Pre-removal Operation**

- Draining Brake Fluid

**Post-installation Operation**

- Supplying Brake Fluid
- Bleeding Brake Lines (Refer to P.5-13.)
- Adjustment of Brake Pedal (Refer to P.5-9.)



14P0100

**Removal steps**

1. Fluid level sensor connector
  2. Brake tubes
  3. Proportioning valve bracket
  4. Master cylinder
- ◆◆ Adjustment of clearance between brake booster push rod and primary piston

**NOTE**

- (1). Reverse the removal procedures to reinstall.  
 (2) ◆◆: Refer to "Service Points of Installation".

## SERVICE POINTS OF INSTALLATION

N05IDA0b

- **ADJUSTMENT OF CLEARANCE BETWEEN BRAKE BOOSTER PUSH ROD AND PRIMARY PISTON**

Adjust the clearance (A) between the brake booster push rod and primary piston as follows:

- (1) Measure the dimension (B) between the master cylinder end face and piston.

**NOTE**

To obtain (B), first take measurement with a square placed on the master cylinder end face. Then, subtract the thickness of the square to arrive at (B).

- (2) Obtain the dimension (C) between the brake booster mounting surface on the master cylinder and the end face.

- (3) Measure the dimension (D) between the master cylinder mounting surface on brake booster and the push rod end.

**NOTE**

To obtain (D), first take measurement with a square placed on the brake booster. Then, subtract the thickness of the square to arrive at (D).

- (4) Using the measured values obtained in (1) through (3), obtain the clearance (A) between the brake booster push rod and primary piston.

**Standard value: A ( $A = B - C - D$ )**

**7 inch brake booster**

**0.5 – 0.7 mm (.020 – .028 in.)**

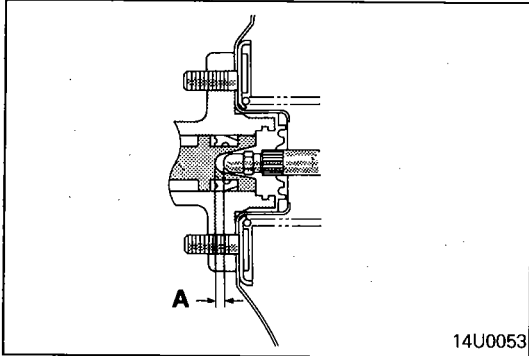
**8 inch brake booster**

**0.6 – 0.8 mm (.024 – .031 in.)**

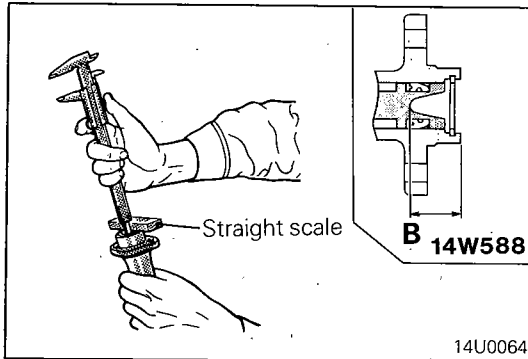
- (5) If the clearance is not within the standard value range, adjust by changing the push rod length by turning the adjustable end of the push rod.

**Caution**

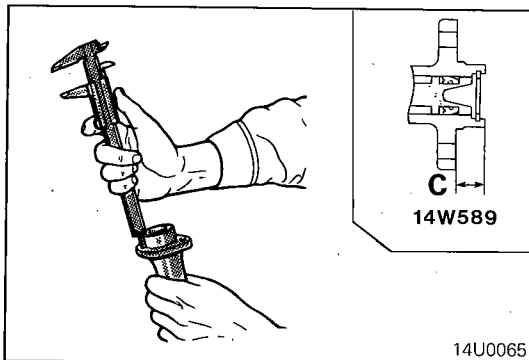
**Improper clearance may cause excessive brake drag.**



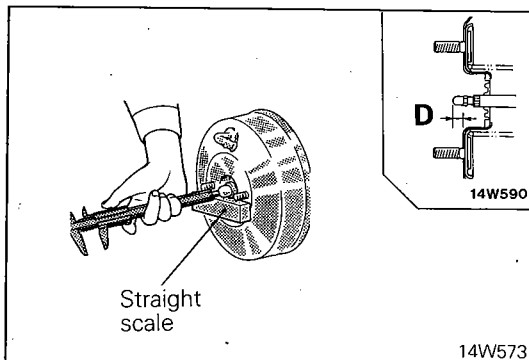
14U0053



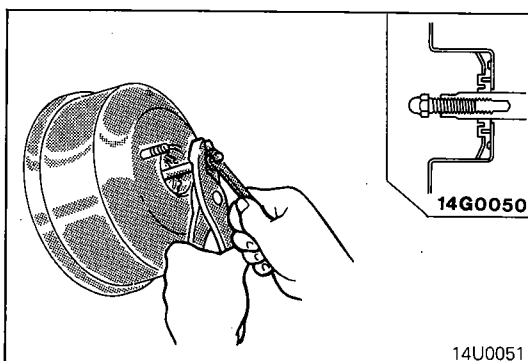
14U0064



14U0065



14W573

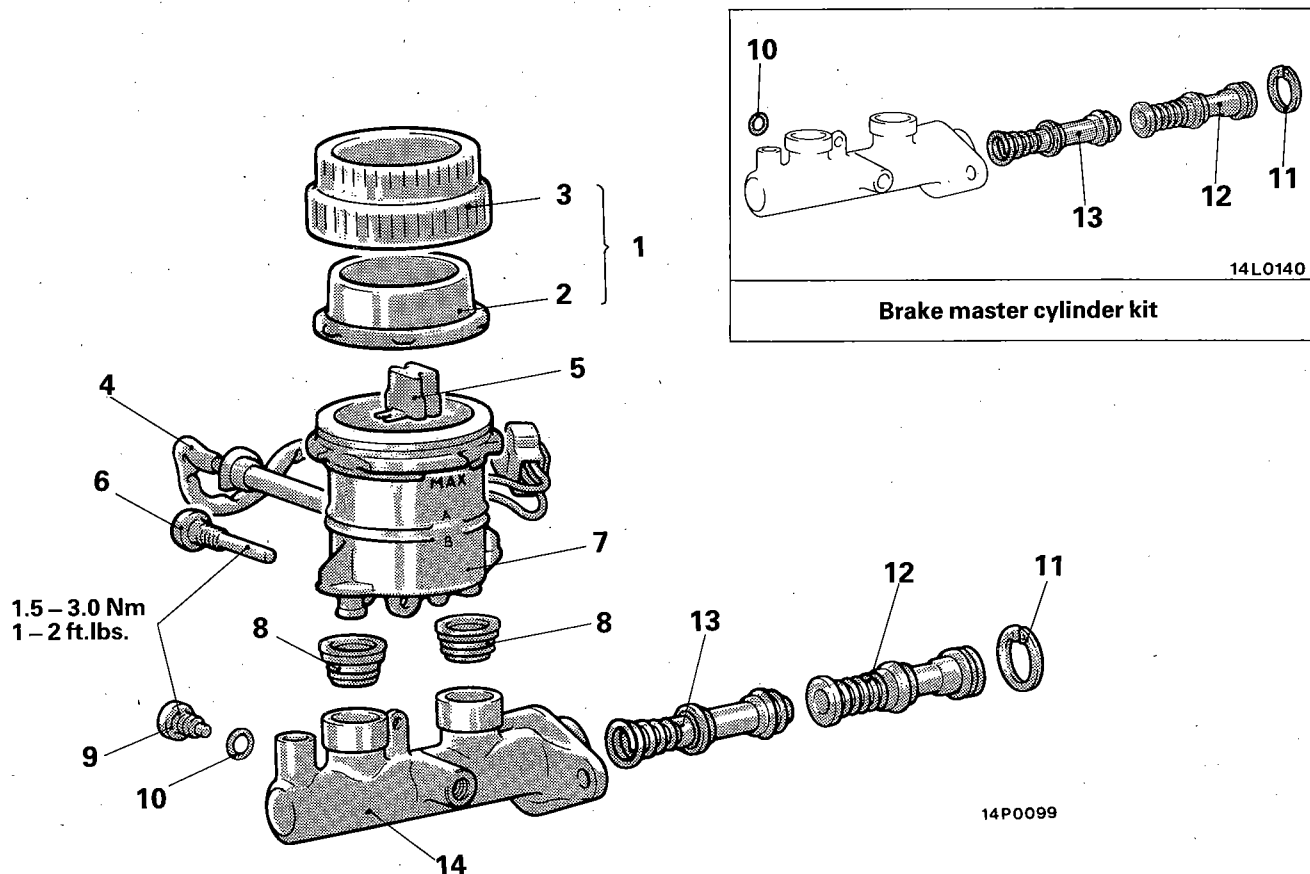


14U0051



## DISASSEMBLY AND REASSEMBLY

N05HA--



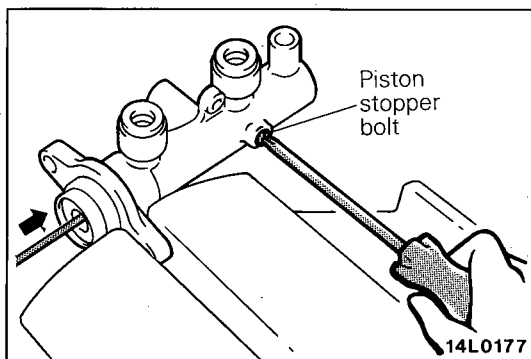
## Disassembly steps

1. Reservoir cap assembly
2. Diaphragm
3. Reservoir cap
4. Brake fluid level sensor
5. Float
6. Reservoir installation bolt
7. Reservoir
8. Reservoir seal
9. Piston stopper bolt
10. Gasket

11. Piston stopper ring
12. Primary piston assembly
13. Secondary piston assembly
14. Master cylinder body

## NOTE

- (1) Reverse the disassembly procedures to reassemble.
- (2) ◆◆: Refer to "Service Points of Disassembly".
- (3) ◆◆: Refer to "Service Points of Reassembly".

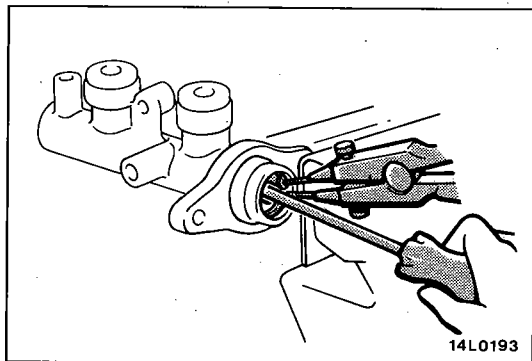


## SERVICE POINTS OF DISASSEMBLY

N05HBAA

## 9. DISASSEMBLY OF PISTON STOPPER BOLT

Remove the piston stopper bolt, while depressing the piston.

**11. DISASSEMBLY OF PISTON STOPPER RING**

Remove the piston stopper ring, while depressing the piston.

**12. DISASSEMBLY OF PRIMARY PISTON ASSEMBLY****Caution**

**Do not disassemble the primary piston assembly.**

**13. DISASSEMBLY OF SECONDARY PISTON ASSEMBLY****NOTE**

If it is hard to remove the secondary piston from the cylinder, gradually apply compressed air from the outlet port on the secondary end of the master cylinder.

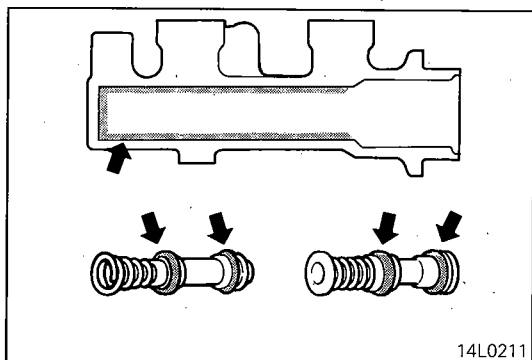
**Caution**

**Do not disassemble the secondary piston assembly.**

**INSPECTION**

N05HDAC

- Check the inner surface of master cylinder body for rust or pitting.
- Check the primary and secondary pistons for rust, scoring, wear, damage or wear.
- Check the diaphragm for cracks and wear.

**SERVICE POINTS OF REASSEMBLY**

N05HCAAa

**14. APPLICATION OF FLUID TO MASTER CYLINDER BODY / 13. SECONDARY PISTON ASSEMBLY / 12. PRIMARY PISTON ASSEMBLY**

Apply the specified brake fluid sufficiently to the inner surface of the master cylinder body and to the entire periphery of the secondary and primary pistons.

**Specified brake fluid: MOPAR Brake Fluid (DOT3)**  
**Part Number 4318051 or equivalent**

## BRAKE BOOSTER

## REMOVAL AND INSTALLATION

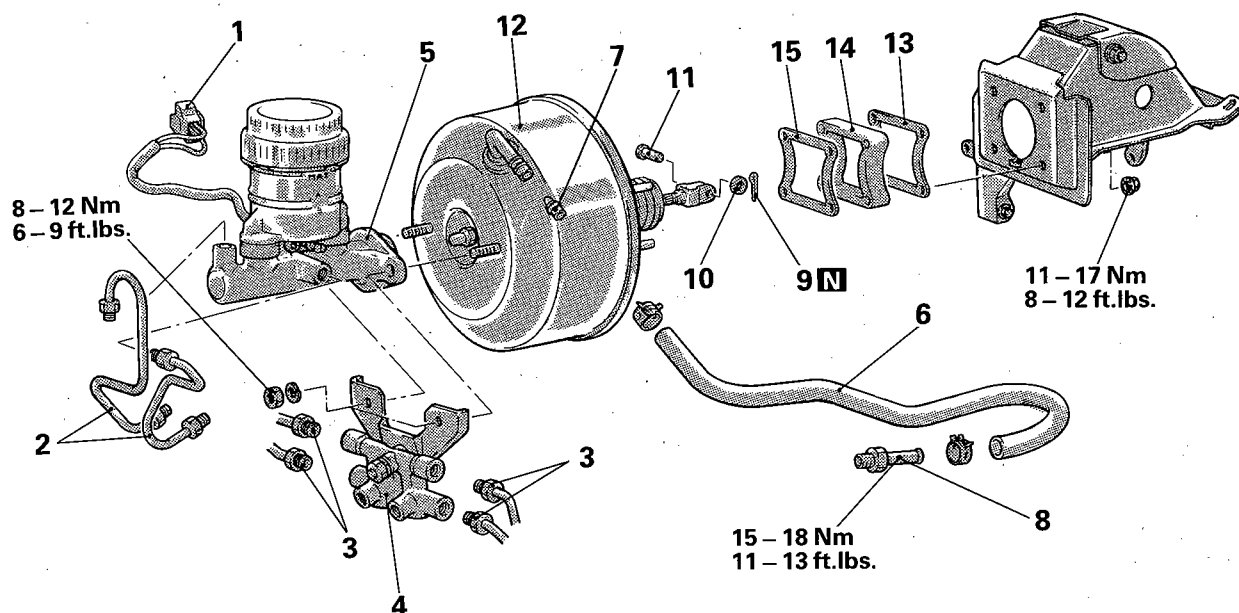
N05JA--

**Pre-removal Operation**

- Draining Brake Fluid

**Post-installation Operation**

- Supplying Brake Fluid
- Bleeding Brake Lines (Refer to P.5-13.)
- Adjustment of Brake Pedal (Refer to P.5-9.)



14P0097

**Removal steps**

1. Brake fluid level sensor connector
2. Brake tubes
3. Brake tubes
4. Proportioning valve
5. Master cylinder
- ↔ 6. Vacuum hose
- ↔ 7. Check valve
- ↔ 8. Fitting
- ↔ 9. Cotter pin
- ↔ 10. Washer
- ↔ 11. Clevis pin
12. Brake booster
13. Sealer
14. Spacer
15. Sealer

**Flared brake line nuts**

13-17 Nm  
9-12 ft.lbs.



14F038

**NOTE**

- (1) Reverse the removal procedures to reinstall.
- (2) ↔: Refer to "Service Points of Removal".
- (3) ↔: Refer to "Service Points of Installation".
- (4) **N**: Non-reusable parts

**SERVICE POINTS OF REMOVAL**

N05JBAEb

**6. REMOVAL OF VACUUM HOSE**

To remove the vacuum hose from the brake booster, pull it straight upward.

**Caution**

**Prying off the vacuum hose could damage the check valve installed in the brake booster.**

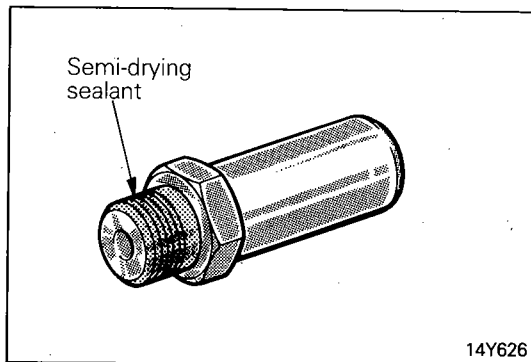
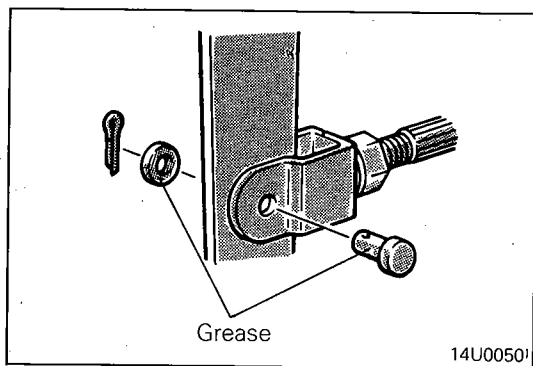
**SERVICE POINTS OF INSTALLATION**

N05JDAQ

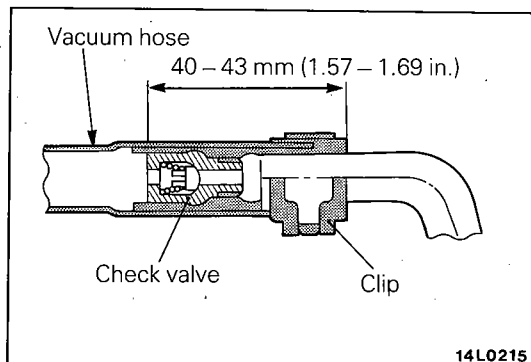
**11. APPLICATION OF GREASE TO CLEVIS PIN / 10. WASHER**

After applying multipurpose grease to the clevis pin and washer, insert the clevis pin and bend the cotter pin tightly.

**Grease: MOPAR Multi-mileage Lubricant  
Part Number 2525035 or equivalent**

**8. APPLICATION OF SEALANT TO FITTING**

When installing the vacuum hose fitting, apply semi-drying sealant to its threaded portion.

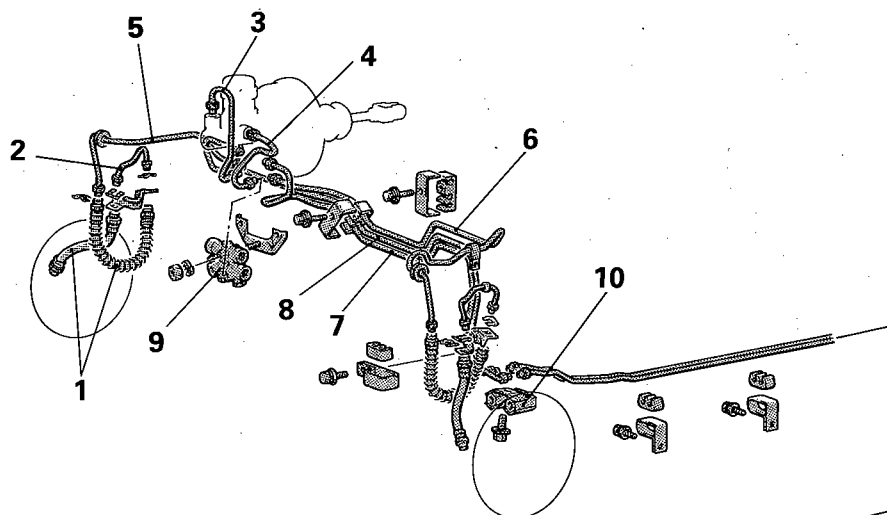
**6. CONNECTION OF VACUUM HOSES**

- (1) The vacuum hose at the brake booster should be connected for the distance shown in the illustration and should be secured by the hose clip so that there is no contact with the check valve.
- (2) The vacuum hose at the engine should be securely connected until it contacts the hexagonal edge of the fitting, and then should be secured by the hose clip.

## BRAKE LINE

N05KA--

## REMOVAL AND INSTALLATION



## Flared brake line nuts

13–17 Nm  
9–12 ft.lbs.



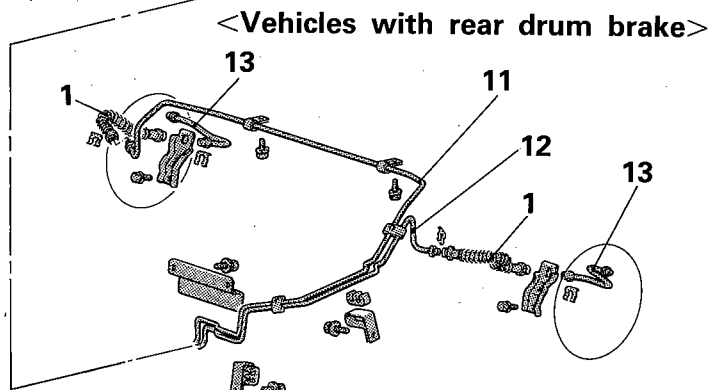
14F038

## Pre-removal Operation

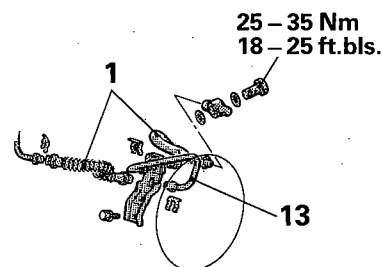
- Draining Brake Fluid

## Post-installation Operation

- Supplying Brake Fluid
- Bleeding Brake Lines (Refer to P.5-13.)



## &lt;Vehicles with rear disc brake&gt;



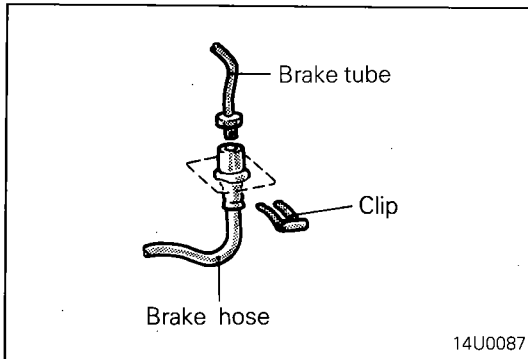
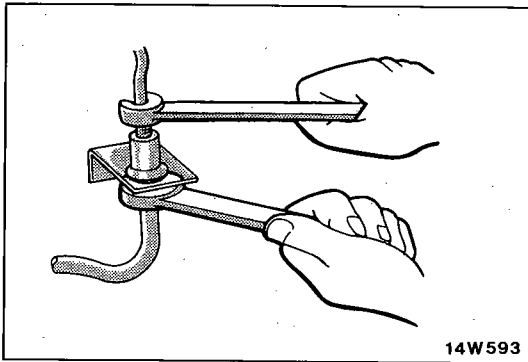
14P0041

## Removal steps

- ◆◆ ◆◆
1. Brake hose
  2. Brake tube (strut)
  3. Brake tube (B)
  4. Brake tube
  5. Front brake tube (R.H.)
  6. Front brake tube (L.H.)
  7. Main brake tube (R.H.)
  8. Main brake tube (L.H.)
  9. Proportioning valve
  10. 2-way connector
  11. Main brake tube (R.H.)
  12. Main brake tube (L.H.)
  13. Rear brake tube

## NOTE

- (1) ◆◆: Refer to "Service Points of Removal".  
(2) ◆◆: Refer to "Service Points of Installation".

**SERVICE POINT OF REMOVAL**

N05KBAK

**1. REMOVAL OF BRAKE HOSE**

- (1) Holding the lock nut on the brake hose side, loosen the flared brake line nut.

- (2) Pull off the brake hose clip and remove the brake hose from the bracket.

**INSPECTION**

N05KCAA

- Check the brake tubes for cracks, crimps and corrosion.
- Check the brake hoses for cracks, damage and leakage.
- Check the brake line flare nuts for damage and leakage.

**SERVICE POINT OF INSTALLATION**

N05KDAH

**1. INSTALLATION OF BRAKE HOSE**

Install the brake hoses without twisting them.

## FRONT DISC BRAKE

N05LA--

## REMOVAL AND INSTALLATION

**Pre-removal Operation**

- Draining Brake Fluid

**Post-installation Operation**

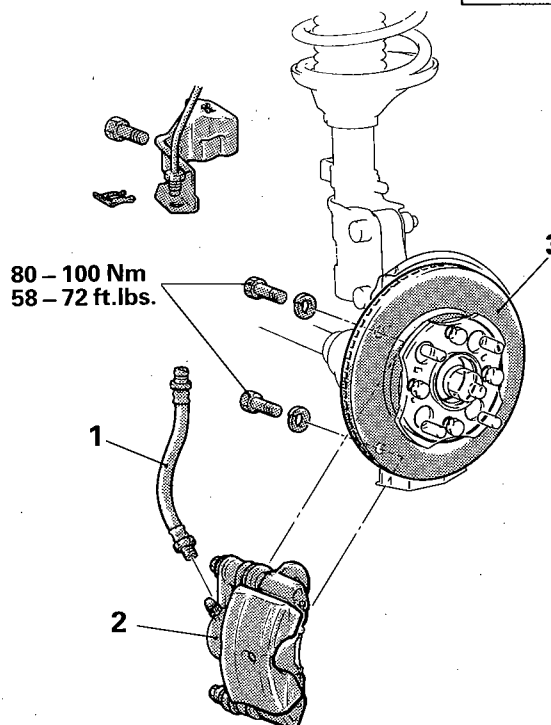
- Filling Brake Fluid
- Bleeding Brake Lines  
(Refer to P.5-13.)

**Flared brake line nuts**

13–17 Nm  
9–12 ft.lbs.



14F038



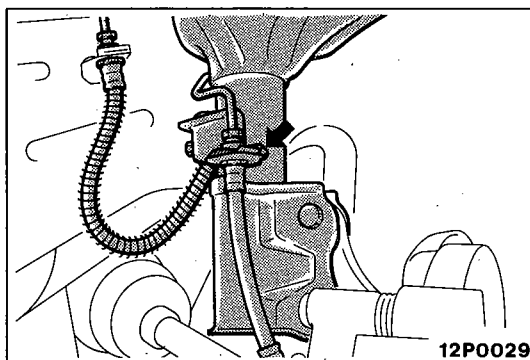
14R0352

**Removal steps**

- ◆◆ ◆◆ 1. Connection of the brake hose
- ◆◆ 2. Front brake assembly
- ◆◆ ◆◆ 3. Brake disc

**NOTE**

- (1) Reverse the removal procedures to reinstall.
- (2) ◆◆: Refer to "Service Points of Removal".
- (3) ◆◆◆◆: Refer to "Service Points of Installation".



12P0029

**SERVICE POINTS OF REMOVAL**

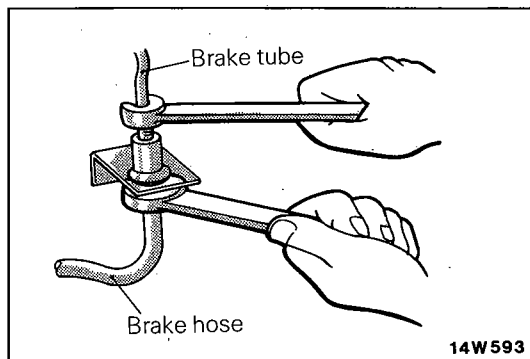
N05LBAG

**1. DISCONNECTION OF BRAKE HOSE**

Holding the nut on the brake hose side. Loosen the flared brake line nut.

**3. REMOVAL OF BRAKE DISC**

Refer to GROUP 2 – Axle Hub.



14W593

**INSPECTION**

N05LCAA

**INSPECTION OF BRAKE DISC**

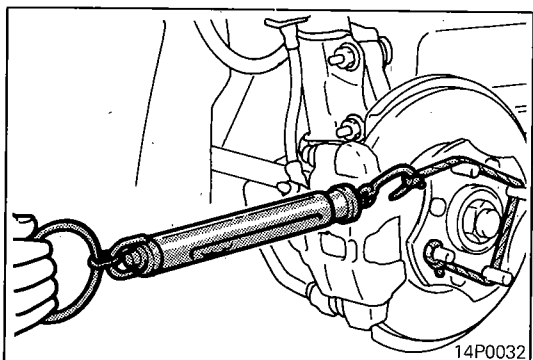
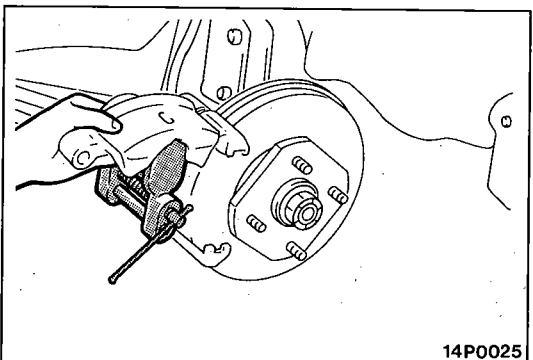
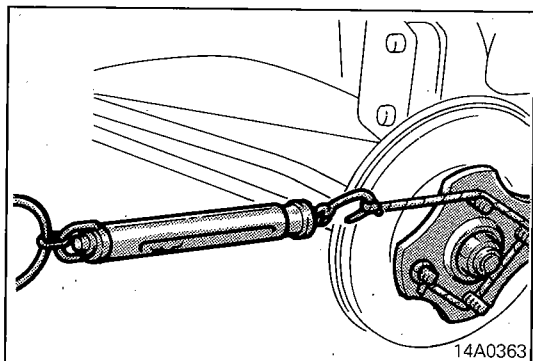
- Check for disc damage.

**SERVICE POINTS OF INSTALLATION**

N05LDAH

**3. INSTALLATION OF BRAKE DISC**

Refer to GROUP 2 – Axle Hub.

**2. INSTALLATION OF FRONT BRAKE ASSEMBLY**

- (1) Measure hub torque with pad removed to measure brake drag torque after pad installation.

- (2) After installing the caliper support to the knuckle, expand the piston, and then install the caliper body.

**1. INSTALLATION OF BRAKE HOSE**

Install brake hose without twisting or kinking.  
Check brake drag torque as follows.

- (1) Start engine and hold brake pedal down for 5 seconds.
- (2) Stop engine.
- (3) Turn brake disc forward 10 times.
- (4) Check brake drag torque with spring balance.

If the difference between brake drag torque and hub torque exceeds the standard value, disassemble piston and clean the piston. Check for corrosion or worn piston seal.

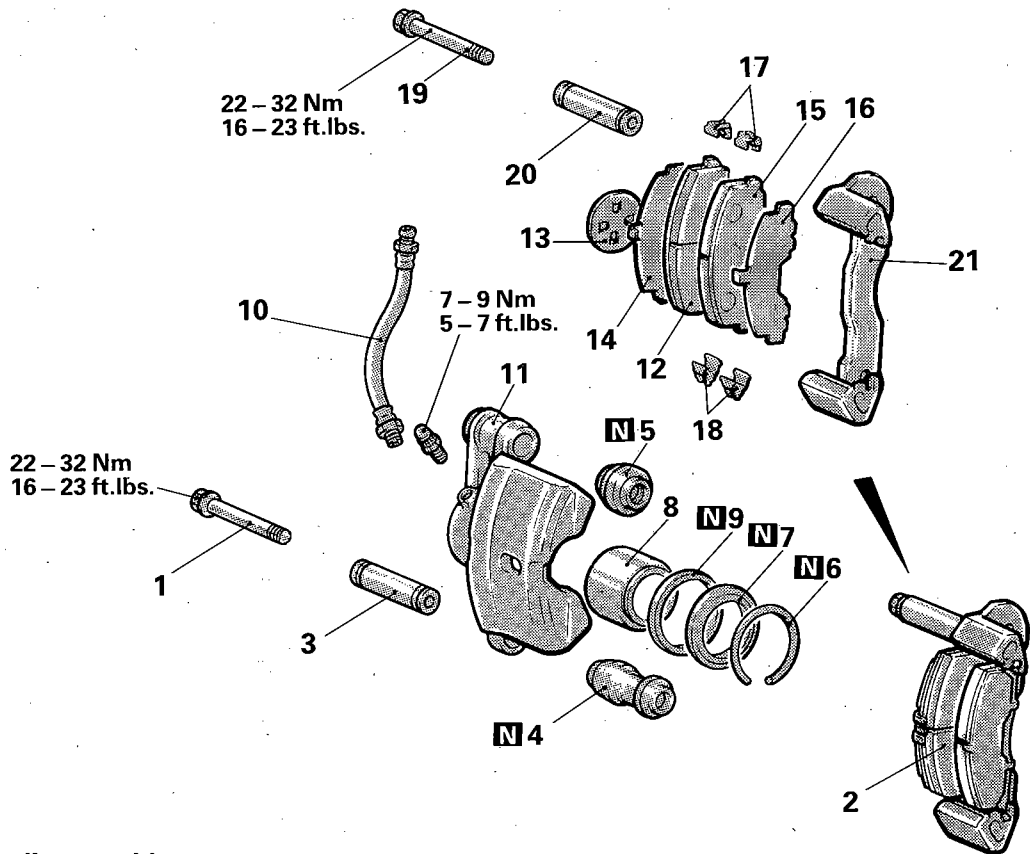
**Standard value: 70 N (15.4 lbs.) or less**  
**[4 Nm (3 ft.lbs.)] or less**



# DISASSEMBLY AND REASSEMBLY

<AD54 TYPE>

N05LE--



14P0026

## Caliper disassembly steps

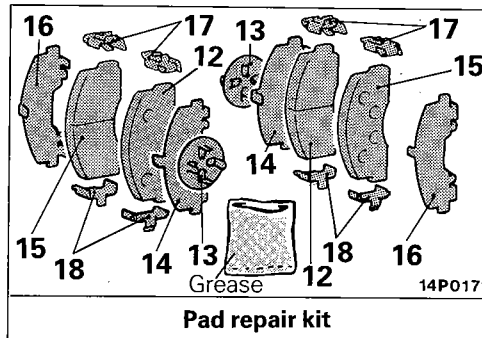
1. Lock pin
2. Caliper support (pad, clip, shim)
3. Lock pin sleeve
4. Lock pin boot
5. Guide pin boot
6. Boot ring
7. Piston boot
8. Piston
9. Piston seal
10. Brake hose
11. Caliper body

## Pad assembly disassembly steps

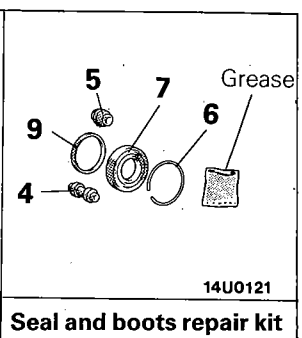
1. Lock pin
2. Caliper support (pad, clip, shim)
12. Pad assembly
13. Shim holder
14. Anti-squeak shim (inner)
15. Pad assembly
16. Anti-squeak shim (outer)
17. Pad clips B
18. Pad clips C
19. Guide pin
20. Guide pin sleeve
21. Support mounting

### NOTE

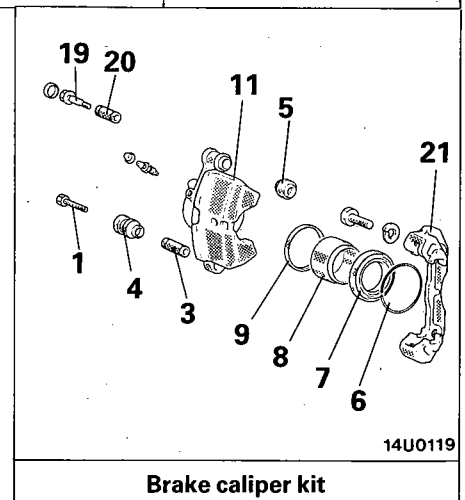
- (1) Reverse the disassembly procedures to reassemble.
- (2) ⇐⇐: Refer to "Service Points of Disassembly".
- (3) ⇐⇐: Refer to "Service Points of Reassembly".
- (4) **N**: Non-reusable parts



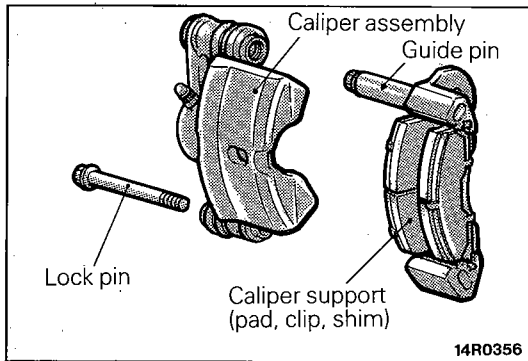
Pad repair kit



Seal and boots repair kit



Brake caliper kit



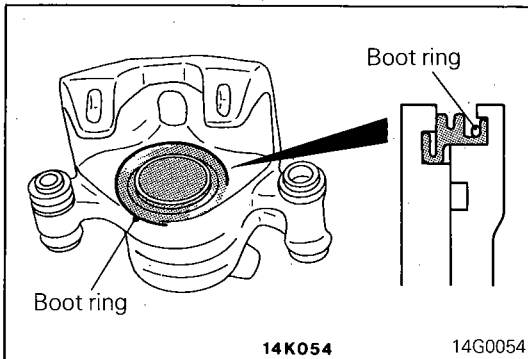
## SERVICE POINTS OF DISASSEMBLY

N05LFAHa

When disassembling the front disc brakes, disassemble both sides (left and right) as a set.

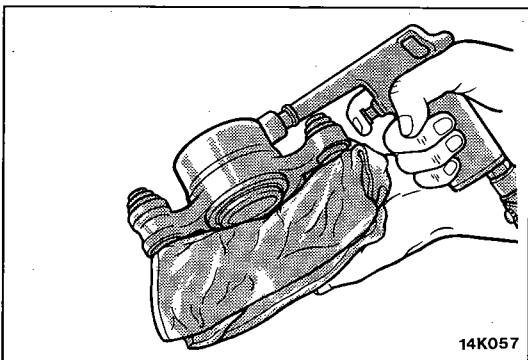
### 2. REMOVAL OF CALIPER SUPPORT (PAD, CLIP, SHIM)

Remove caliper support from caliper body.



### 6. REMOVAL OF BOOT RING

Remove boot ring with (–) screwdriver.

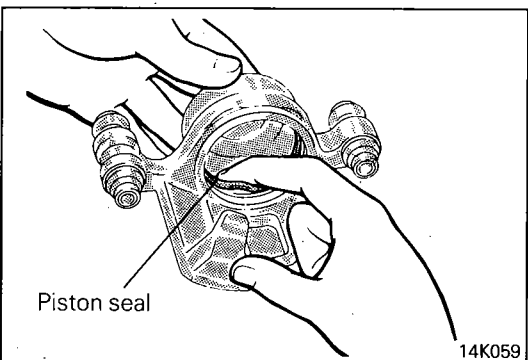


### 7. REMOVAL OF PISTON BOOT / 8. PISTON

Protect caliper body with cloth. Blow compressed air through brake hose to remove piston boot and piston.

#### Caution

Blow compressed air gently.



### 9. REMOVAL OF PISTON SEAL

(1) Remove piston seal with finger tip.

#### Caution

Do not use (–) screwdriver or other tool to prevent damage to inner cylinder.

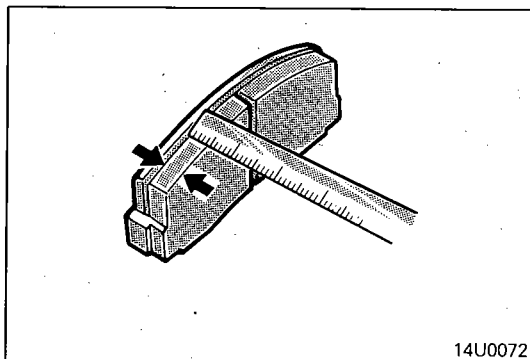
(2) Clean piston surface and inner cylinder with trichloroethylene, alcohol or specified brake fluid.

**Specified brake fluid: MOPAR Brake Fluid (DOT3)  
Part Number 4318051 or equivalent**

## INSPECTION

N05LGAH

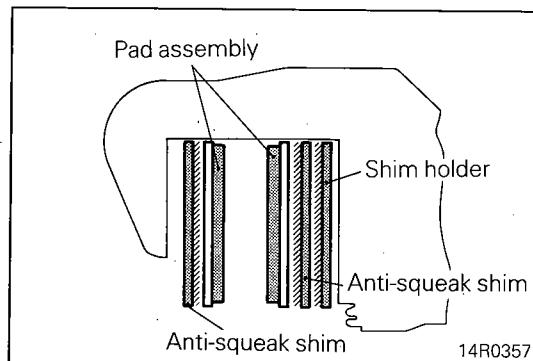
- Check cylinder for wear, damage or rust.
- Check piston for wear, damage or rust.
- Check caliper body and sleeve for wear.
- Check pad for damage or adhesion of grease, check backing metal for damage.



### PAD WEAR CHECK

Measure thickness at the thinnest and worn area of the pad. Replace pad assembly when pad thickness is less than the limit value.

**Limit value: 2.0 mm (.08 in.)**



### SERVICE POINTS OF REASSEMBLY

N05LHAKa

#### 16. APPLICATION OF BRAKE GREASE TO ANTI-SQUEAK SHIM (OUTER) / 14. ANTI-SQUEAK SHIM (INNER) / 13. SHIM HOLDER

Apply specified grease to the pad, the shim and shim holder mounting surface, then install the shim and shim holder. Apply grease so that it does not seep out from the edges of the shim and shim holder.

**Specified grease: MOPAR Multi-Purpose Grease  
Part Number 2932524 or equivalent**

#### Caution

**Do not deposit grease or other dirt on pad or brake disc friction surfaces.**

#### 11. APPLICATION OF BRAKE FLUID TO CALIPER BODY

Apply specified brake fluid to inner cylinder.

**Specified brake fluid: MOPAR Brake Fluid (DOT3)  
Part Number 4318051 or equivalent**

#### 9. INSTALLATION OF PISTON SEAL

Install piston seal in cylinder groove.

#### Caution

**Do not wipe special grease on piston seal.**

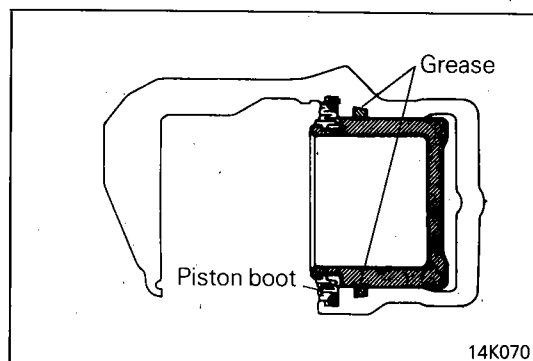
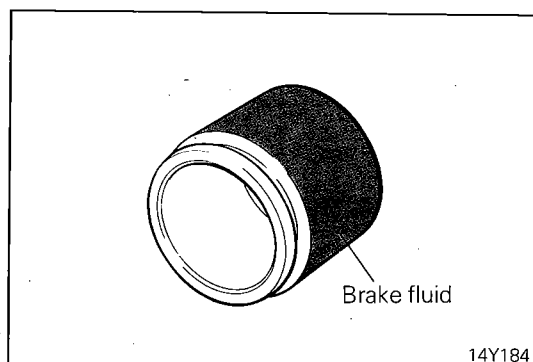
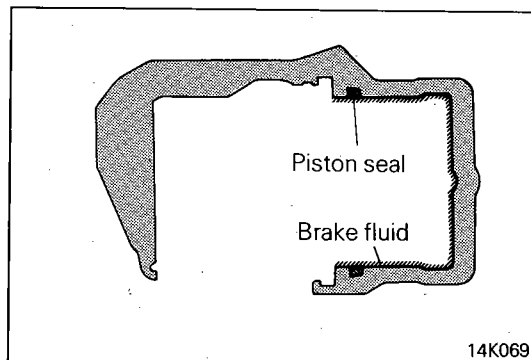
#### 8. INSTALLATION OF PISTON

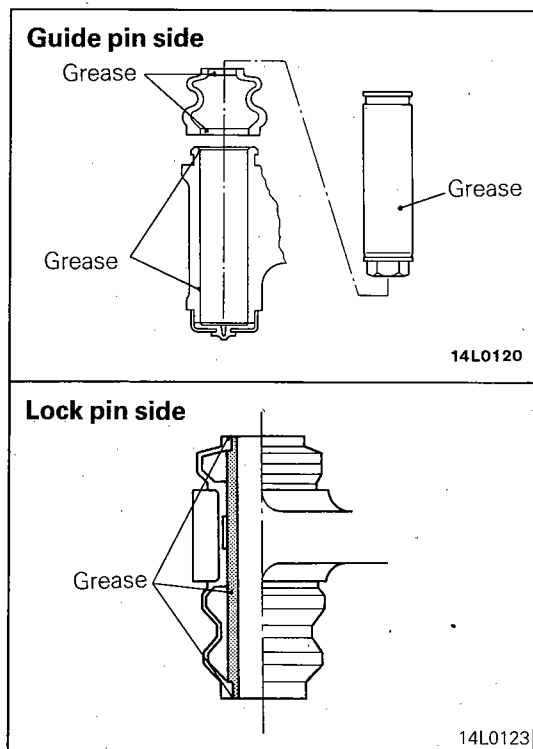
- (1) Apply specified brake fluid to piston. Insert into cylinder without twisting.

**Specified brake fluid: MOPAR Brake Fluid (DOT3)  
Part Number 4318051 or equivalent**

- (2) Fill piston edge with specified grease. Install piston boots.

**Specified grease: Repair kit grease (orange)**





**5. APPLICATION OF GREASE TO GUIDE PIN BOOT / 4. LOCK PIN BOOT**

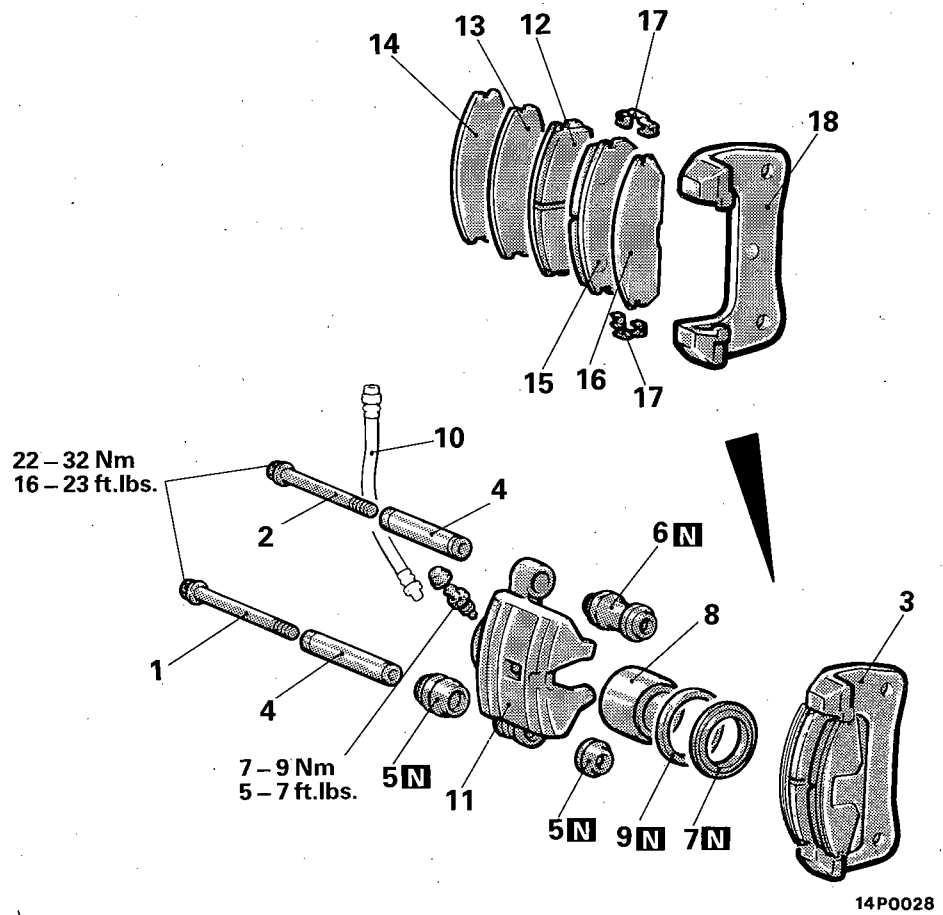
Grease parts as illustrated with specified grease.

**Specified grease: Repair kit grease (orange)**

# DISASSEMBLY AND REASSEMBLY

<PFS15 TYPE>

N05LE-A

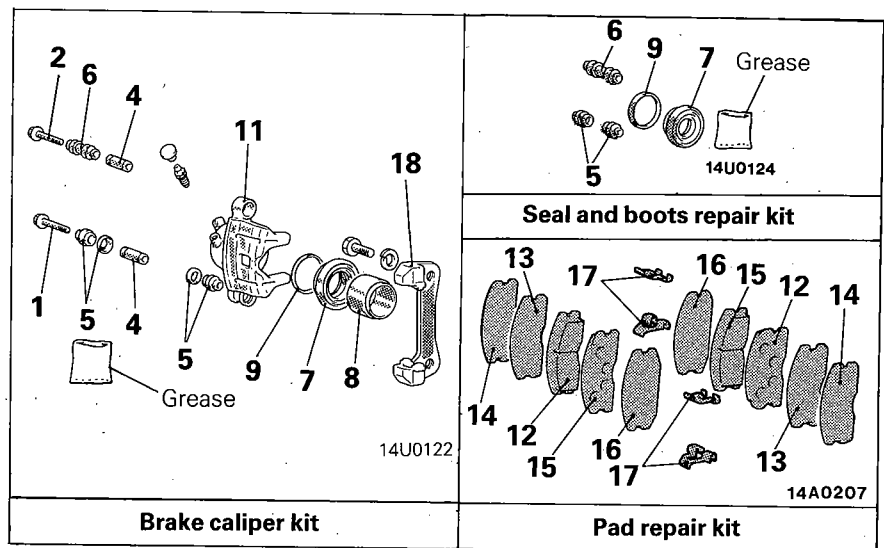


## Caliper disassembly steps

- ◆◆ 1. Sleeve bolt A
- ◆◆ 2. Sleeve bolt B
- ◆◆ 3. Caliper support (pad, retainer, shim)
- ◆◆ 4. Sleeve
- ◆◆ 5. Sleeve boot
- ◆◆ 6. Bushing
- ◆◆ 7. Dust boot
- ◆◆ 8. Piston
- ◆◆ 9. Piston seal
- ◆◆ 10. Brake hose
- ◆◆ 11. Caliper body

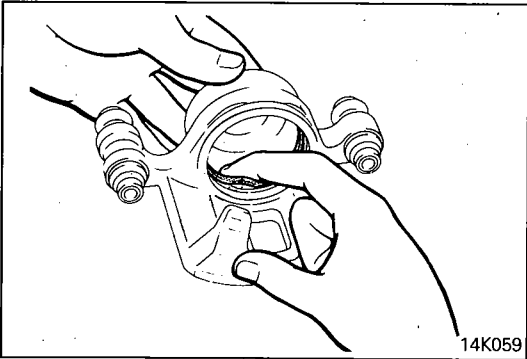
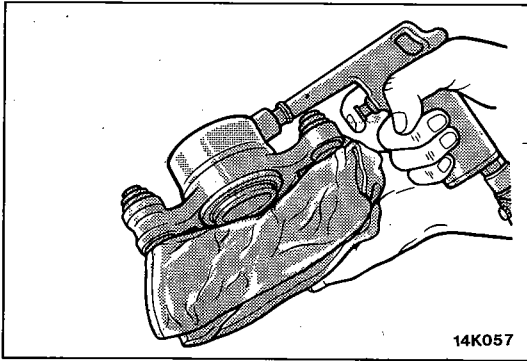
## Pad assembly disassembly steps

- ◆◆ 1. Sleeve bolt A
- ◆◆ 2. Sleeve bolt B
- ◆◆ 3. Caliper support (pad, retainer, shim)
- 12. Pad assembly
- 13. Anti-squeak shim (inner)
- 14. Inner shim
- 15. Pad assembly
- 16. Anti-squeak shim (outer)
- 17. Pad retainer
- 18. Caliper support



## NOTE

- (1) Reverse the disassembly procedures to reassemble.
- (2) ◆◆: Refer to "Service Points of Disassembly".
- (3) ◆◆: Refer to "Service Points of Reassembly".
- (4) [N]: Non-reusable parts



## SERVICE POINTS OF DISASSEMBLY

N05LFBC

When disassembling the front disc brakes, disassemble both sides (left and right) as a set.

### 7. REMOVAL OF PISTON BOOT / 8. PISTON

Protect caliper body with cloth. Blow compressed air through brake hose to remove piston boot and piston.

#### Caution

Blow compressed air gently.

### 9. REMOVAL OF PISTON SEAL

- (1) Remove piston seal with finger tip.

#### Caution

Do not use (–) screwdriver or other tool to prevent damage to inner cylinder.

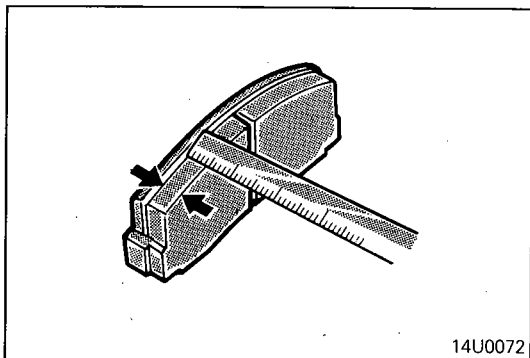
- (2) Clean piston surface and inner cylinder with trichloroethylene, alcohol or specified brake fluid.

**Specified brake fluid: MOPAR Brake Fluid (DOT3)  
Part Number 4318051 or equivalent**

## INSPECTION

N05LGAH

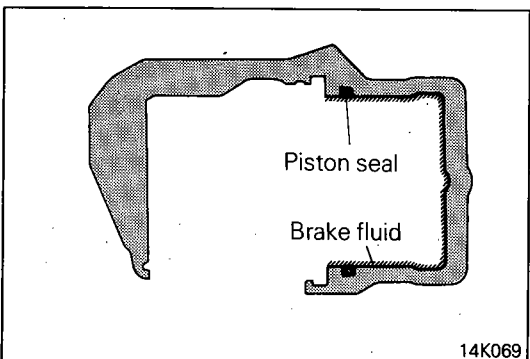
- Check cylinder for wear, damage or rust.
- Check piston surface for wear, damage or rust.
- Check caliper body or sleeve for wear.
- Check pad for damage or adhesion of grease, check backing metal for damage.



### PAD WEAR CHECK

Measure thickness at the thinnest and worn area of the pad. Replace pad assembly when pad thickness is less than the limit value.

**Limit value: 2.0 mm (.08 in.)**



## SERVICE POINTS OF REASSEMBLY

N05LHBE

### 11. APPLICATION OF BRAKE FLUID TO CALIPER BODY

Apply specified brake fluid to inner cylinder.

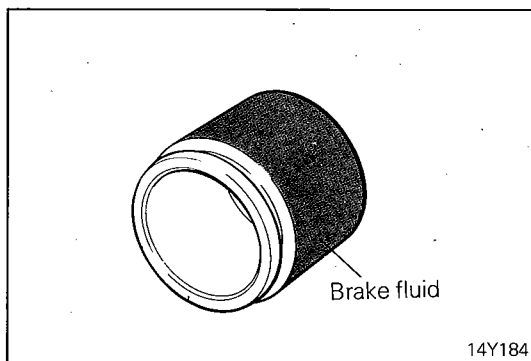
**Specified brake fluid: MOPAR Brake Fluid (DOT3)  
Part Number 4318051 or equivalent**

### 9. INSTALLATION OF PISTON SEAL

Install piston seal in cylinder groove.

#### Caution

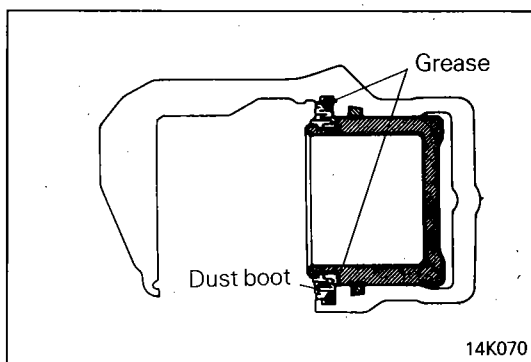
Do not wipe special grease on piston seal.



## 8. INSTALLATION OF PISTON

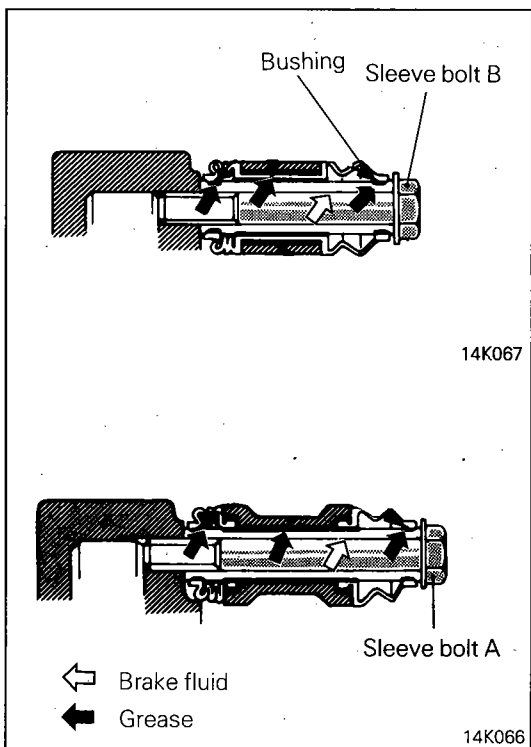
- (1) Apply specified brake fluid to piston. Insert into cylinder without twisting.

**Specified brake fluid: MOPAR Brake Fluid (DOT3)  
Part Number 4318051 or equivalent**



- (2) Fill piston edge with specified grease. Install dust boots.

**Specified grease: Repair kit grease (orange)**



## 6. GREASING BUSHING / 5. SLEEVE BOOT / 4. SLEEVE / 2. SLEEVE BOLT B / 1. SLEEVE BOLT A

- (1) Apply the specified grease to the following points:

- ① Bushing inner surface (lip)
- ② Pin boot inner surface (lip)
- ③ Sleeve

**Specified grease: Repair kit grease (pink)**

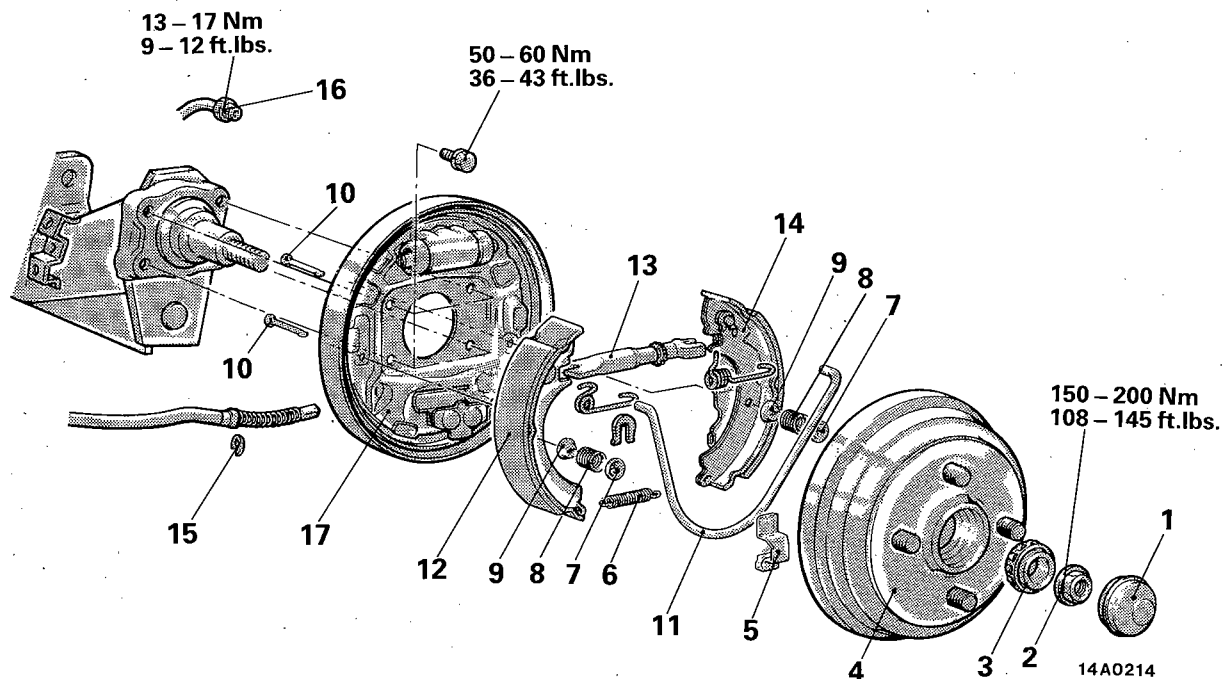
- (2) Apply the specified brake fluid to the following points:

- ① Bushing
- ② Sleeve bolts A and B (threads)

**Specified brake fluid: MOPAR Brake Fluid (DOT3)  
Part Number 4318051 or equivalent**

# REAR DRUM BRAKE

## REMOVAL AND INSTALLATION



### Pre-removal Operation

- Draining Brake Fluid

### Post-installation Operation

- Filling Brake Fluid and Air Bleeding (Refer to P.5-13.)
- Adjustment of Parking Brake Lever Stroke (Refer to P.5-10.)

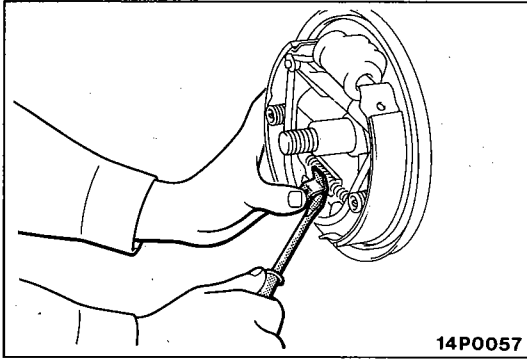
### Removal steps

- ◆◆ 1. Hub cap
- ◆◆ 2. Wheel bearing nut
- ◆◆ 3. Outer bearing inner race
- ◆◆ 4. Brake drum
- ◆◆ Adjustment of shoe outside diameter
- ◆◆ 5. Clip spring
- ◆◆ 6. Retainer spring
- 7. Shoe hold down cups
- 8. Shoe hold down springs
- 9. Shoe hold down cups
- ◆◆ 10. Shoe hold down pins
- 11. Shoe to shoe spring
- 12. Shoe and lining assembly
- ◆◆ 13. Adjuster
- 14. Shoe and lever assembly
- 15. Snap ring
- 16. Brake tube
- ◆◆ 17. Backing plate

### NOTE

- (1) Reverse the removal procedures to reinstall.
- (2) ◆◆: Refer to "Service Points of Removal".
- (3) ◆◆: Refer to "Service Points of Installation".





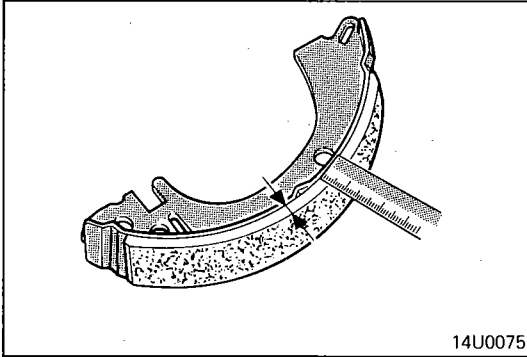
14P0057

**SERVICE POINT OF REMOVAL**

N05UBAH

**5. REMOVAL OF CLIP SPRING**

Using an ordinary screwdriver, remove the clip spring as shown.



14U0075

**INSPECTION**

N05UCAI

**BRAKE LINING THICKNESS CHECK**

- (1) Measure the wear of the brake lining at the place worn the most.

**Limit: 1.0 mm (.04 in.)**

- (2) Replace the shoe assembly if brake lining thickness is less than the limit if it is not worn evenly.

**Caution**

1. Whenever the shoe assembly is replaced, replace both RH and LH assemblies as a set to prevent car from pulling to one side when braking.
2. If there is a significant difference in the thicknesses of the shoe and lining assemblies on the left and right sides, check the sliding condition of the piston.

**BRAKE DRUM INSIDE DIAMETER CHECK**

- (1) Measure the inside diameter of the brake drum at two or more locations.

**Limit: 182 mm (7.2 in.)**

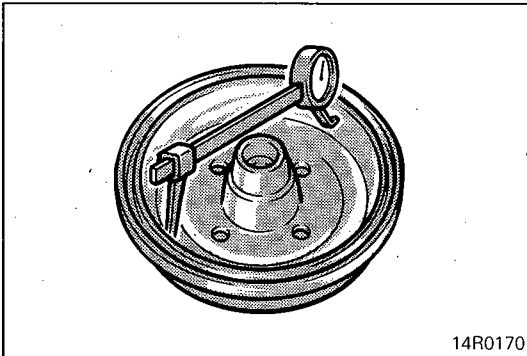
- (2) If wear in excess of the limit or considerable uneven wear is evident, replace the brake drums and shoe and lining assemblies on both the right and left sides of the vehicle at the same time as a set.

**BRAKE LINING AND BRAKE DRUM CONNECTION CHECK**

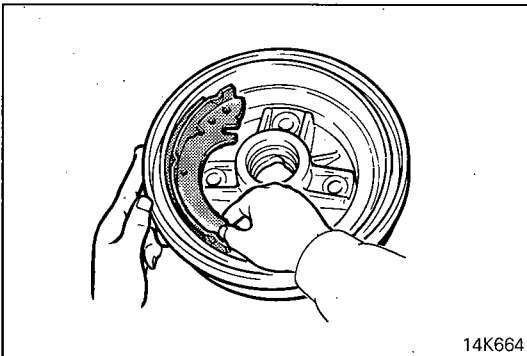
Chalk inner surface of brake drum and hub with shoe and lining assembly. Replace shoe and lining assembly or brake drum when contact area badly irregular.

**NOTE**

Clean chalk off after check.



14R0170



14K664

**SERVICE POINTS OF INSTALLATION**

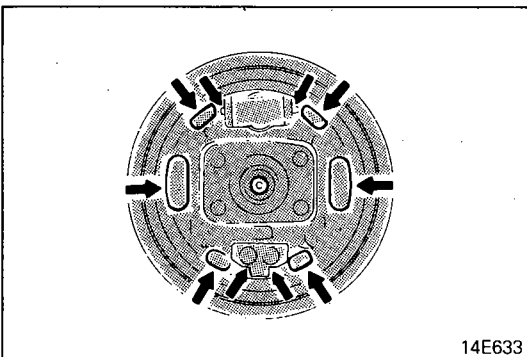
N05UDAP

**17. APPLICATION OF GREASE TO BACKING PLATE**

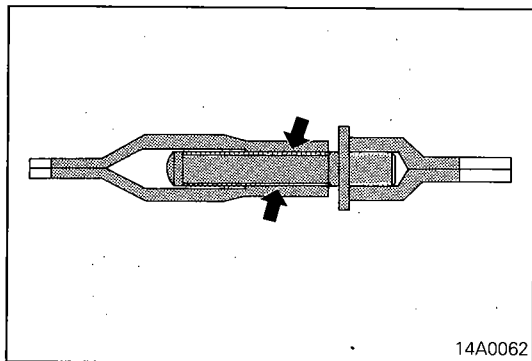
Apply a coating of the specified grease to the following locations:

- Shoe and backing plate contact surfaces
- Shoe and anchor plate contact surfaces
- Piston ends

**Specified grease: MOPAR Multi-purpose Grease  
Part Number 2932524 or equivalent**



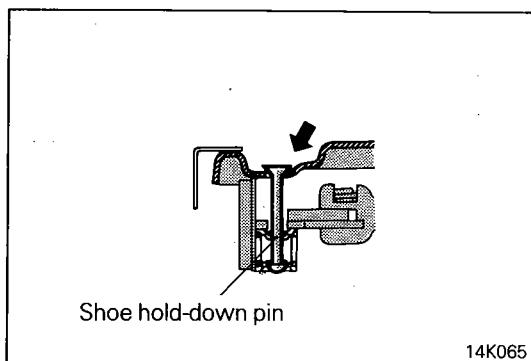
14E633



### 13. APPLICATION OF GREASE TO ADJUSTER

Apply specified grease to the threaded portion of the adjuster and the inside of the socket.

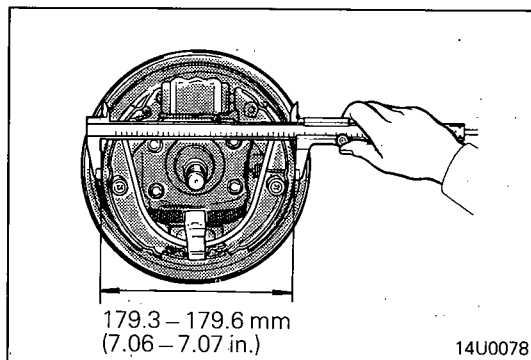
**Specified grease: MOPAR Multi-purpose Grease  
Part Number 2932524 or equivalent**



### 10. APPLICATION OF SEALANT TO SHOE HOLD DOWN PINS

Apply the specified sealant to the shoe hold-down pins inserting portion of the backing plate.

**Specified sealant: MOPAR "STIC" Cement  
Part Number 2299314 or equivalent**

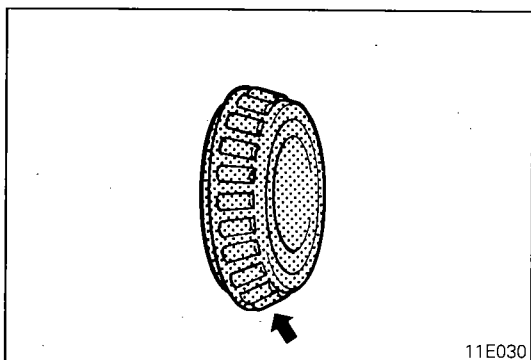


### • ADJUSTMENT OF SHOE OUTSIDE DIAMETER

Adjust the shoe outer diameter to the specified measurement by turning the adjuster screw.

#### Caution

Release the parking brake lever and confirm that the parking brake cable is not pulling the lever inside the brake. If the lever is being pulled by the cable, the automatic shoe clearance adjustment will not function.



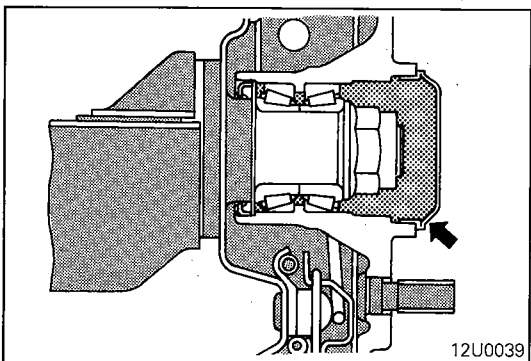
### 4. INSTALLATION OF BRAKE DRUM

Before the brake drum is installed, determine whether the wheel bearing can be reused. (Refer to GROUP 17 – Rear Axle Hub.)

### 3. APPLICATION OF GREASE TO OUTER BEARING INNER RACE

Apply a coating of multipurpose grease to the outer wheel bearing inner race.

**Grease: MOPAR Multi-mileage Lubricant  
Part Number 2525035 or equivalent**



### 1. APPLICATION OF GREASE TO HUB CAP

After filling the hub cap with multipurpose grease, install the hub cap.

**Grease: MOPAR Multi-mileage Lubricant  
Part Number 2525035 or equivalent**

# REAR DRUM BRAKE WHEEL CYLINDER

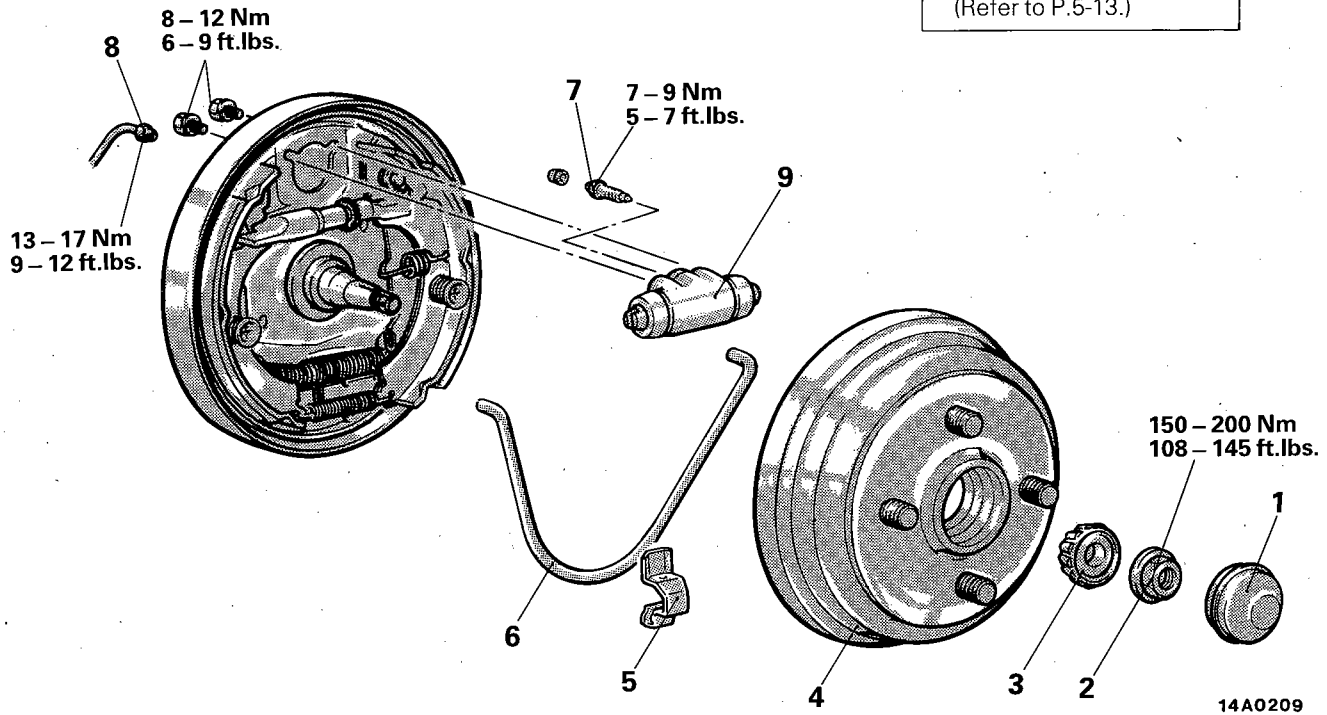
## REMOVAL AND INSTALLATION

### Pre-removal Operation

- Draining Brake Fluid

### Post-installation Operation

- Filling Brake Fluid and Air Bleeding (Refer to P.5-13.)

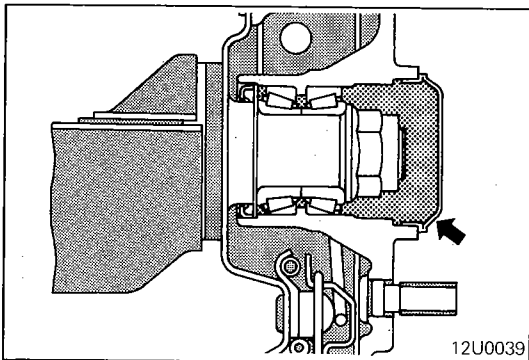
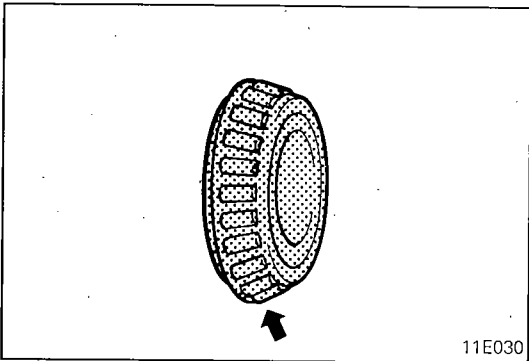
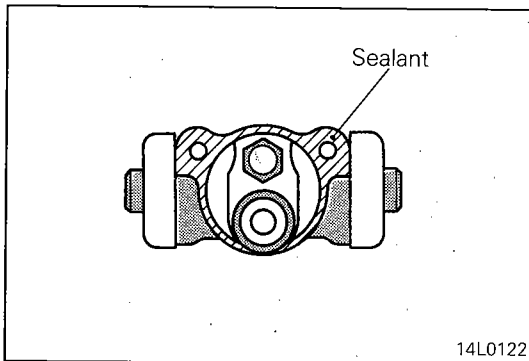


### Removal steps

- ◆◆ 1. Hub cap
- ◆◆ 2. Wheel bearing nut
- ◆◆ 3. Outer bearing inner race
- ◆◆ 4. Brake drum
- ◆◆ 5. Clip spring
- ◆◆ 6. Shoe to shoe spring
- ◆◆ 7. Bleeder screw
- ◆◆ 8. Brake tube
- ◆◆ 9. Wheel cylinder assembly

### NOTE

- (1) Reverse the removal procedures to reinstall.
- (2) ◆◆: Refer to "Service Points of Installation".



## SERVICE POINTS OF INSTALLATION

N05VDAL

### 9. APPLICATION OF SEALANT TO WHEEL CYLINDER

Apply the specified sealant to the mounting surfaces of the wheel cylinder and the backing plate.

**Specified sealant: MOPAR "STIC" Cement**

**Part Number 2299314 or equivalent**

### 4. INSTALLATION OF BRAKE DRUM

Before the brake drum is installed, determine whether the wheel bearing nut can be reused. (Refer to GROUP 2 – Rear Axle Hub.)

### 3. APPLICATION OF GREASE TO OUTER WHEEL BEARING INNER RACE

Apply a coating of multipurpose grease to the outer wheel bearing inner race.

**Grease: MOPAR Multi-mileage Lubricant**

**Part Number 2525035 or equivalent**

### 1. APPLICATION OF GREASE TO HUB CAP

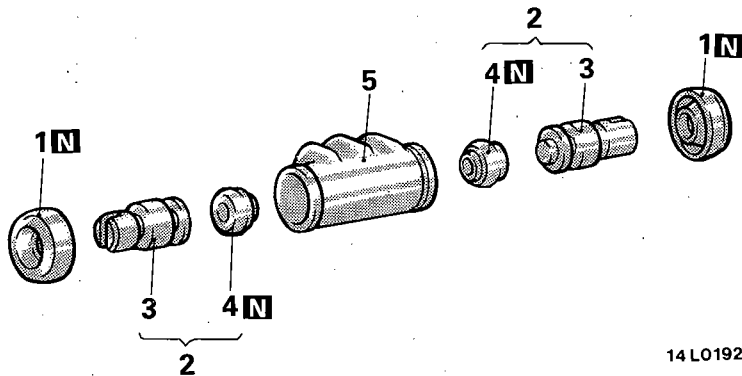
After filling the hub cap with multipurpose grease, install the hub cap.

**Grease: MOPAR Multi-mileage Lubricant**

**Part Number 2525035 or equivalent**

## DISASSEMBLY AND REASSEMBLY

N05VE-

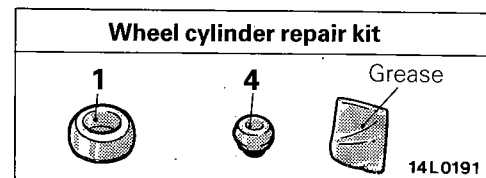


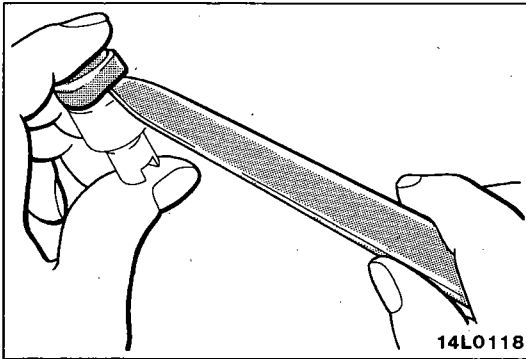
### Disassembly steps

1. Boots
- ♦♦ 2. Piston assembly
- ♦♦ 3. Pistons
- ♦♦ ♦♦ 4. Piston cups
5. Wheel cylinder body

### NOTE

- (1) Reverse the disassembly procedures to reassemble.
- (2) ♦♦: Refer to "Service Points of Disassembly".
- (3) ♦♦♦: Refer to "Service Points of Reassembly".
- (4) **N**: Non-reusable parts



**SERVICE POINT OF DISASSEMBLY**

N05VFAE

When disassembling the wheel cylinders, disassemble both sides (left and right) as a set.

**4. REMOVAL OF PISTON CUPS**

Remove piston cup, being careful not to damage the piston.

**INSPECTION**

N05VGAD

Check the piston and wheel cylinder walls for rust or damage, and if there is any abnormality, replace the entire wheel cylinder assembly.

**SERVICE POINTS OF REASSEMBLY**

N05VHAEa

**4. REASSEMBLY OF PISTON CUPS / 3. PISTONS**

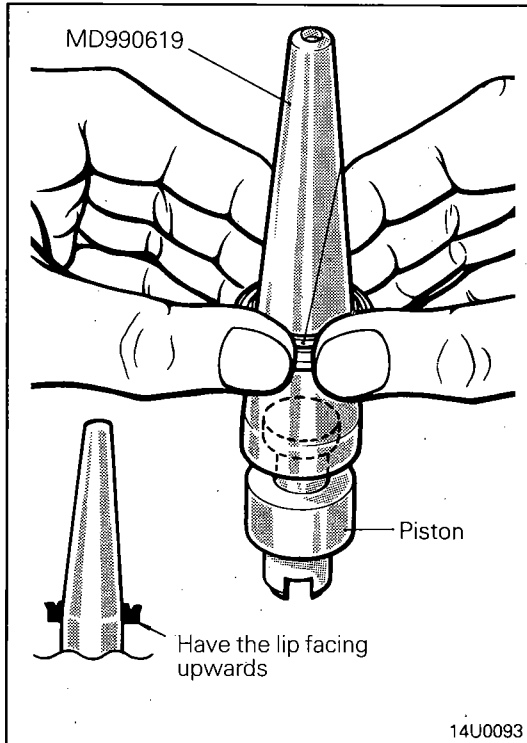
- (1) Use alcohol or the specified brake fluid to clean the wheel cylinder and the piston.
- (2) Apply the specified brake fluid to the piston cups and the special tool.

**Specified brake fluid: MOPAR Brake Fluid (DOT3)  
Part Number 4318051 or equivalent**

- (3) Set the piston cup on the special tool with the lip of the cup facing up, fit the cup onto the special tool, and then slide it down the outside of the tool into the piston groove.

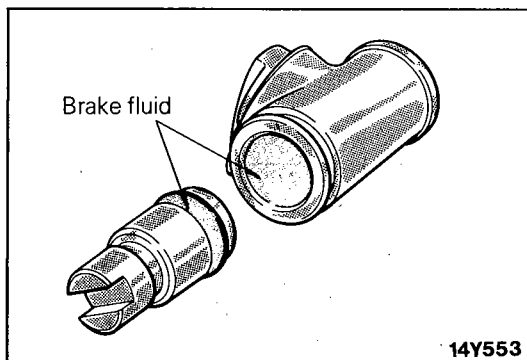
**Caution**

**In order to keep the piston cup from becoming twisted or slanted, slide the piston cup down the tool slowly and carefully, without stopping.**

**2. INSTALLATION OF PISTON ASSEMBLY**

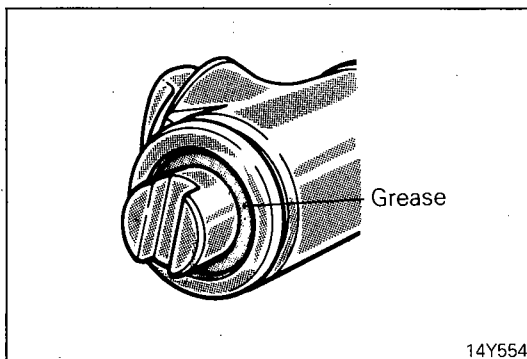
- (1) Clean the inside surfaces of the wheel cylinder body with the specified brake fluid.
- (2) Apply the specified brake fluid to the wheel cylinder body walls and the piston cups.

**Specified brake fluid: MOPAR Brake Fluid (DOT3)  
Part Number 4318051 or equivalent**



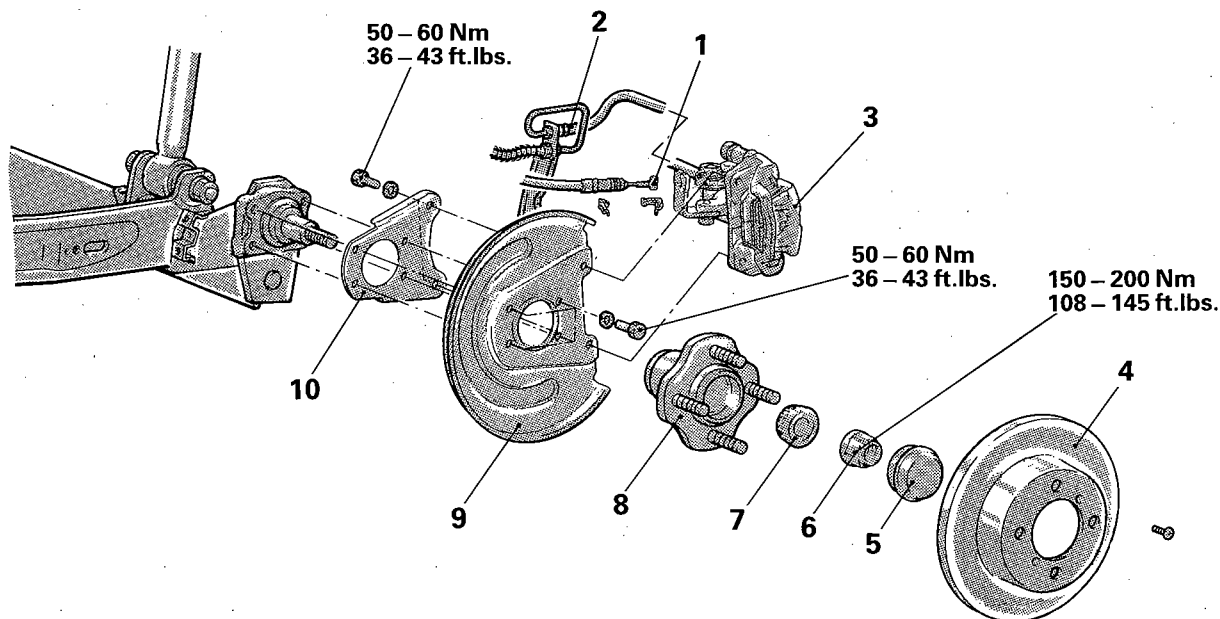
- (3) Apply a sufficient amount of the specified grease to both ends of the piston, and then install the boots.

**Specified grease: Repair kit grease (orange)**



## REAR DISC BRAKE

## REMOVAL AND INSTALLATION



14P0093

## Removal steps

- ◆◆ 1. Connection of parking brake cable
- ◆◆ 2. Connection of brake hose
- 3. Rear brake assembly
- 4. Rear brake disc
- ◆◆ 5. Hub cap
- ◆◆ 6. Wheel bearing nut
- ◆◆ 7. Outer bearing inner race
- ◆◆ 8. Rear hub assembly
- 9. Dust shield
- 10. Disc brake adapter

## NOTE

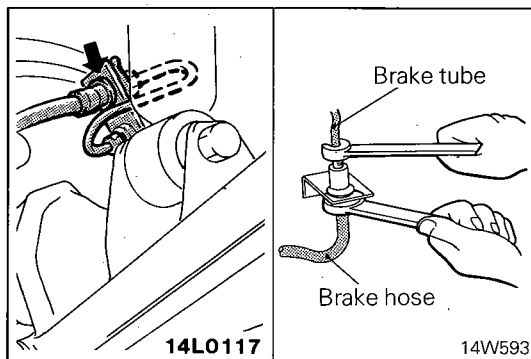
- (1) Reverse the removal procedures to reinstall.
- (2) ◆◆: Refer to "Service Points of Removal".
- (3) ◆◆: Refer to "Service Points of Installation".

## Pre-removal Operation

- Draining Brake Fluid

## Post-installation Operation

- Filling Brake Fluid and Air Bleeding (Refer to P.5-13.)
- Adjustment of Parking Brake Lever Stroke (Refer to P.5-10.)
- Checking and Adjustment of Brake Disc Deflection (Refer to P.5-18.)
- Checking and Adjustment of Rear Disc Brake Dragging Torque (Refer to P.5-17.)

**SERVICE POINT OF REMOVAL**

N05MBAC

**2. DISCONNECTION OF BRAKE HOSE**

Holding the lock nut on the brake hose side. Loosen the flared brake line nut.

**INSPECTION**

N05MDAA

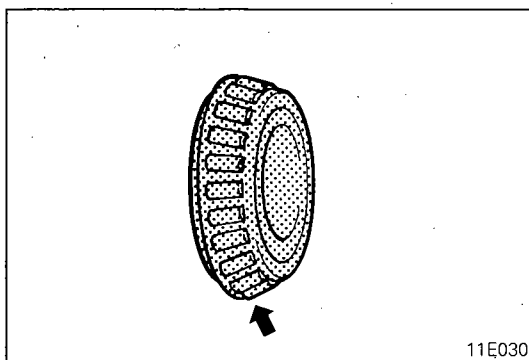
- Check for disc damage.

**SERVICE POINTS OF INSTALLATION**

N05MCAE

**8. INSTALLATION OF REAR HUB ASSEMBLY**

Before installing the rear hub assembly, determine whether or not the wheel bearing nut has sufficient resistance to turning to be reusable. (Refer to GROUP 17 – Rear Axle Hub.)

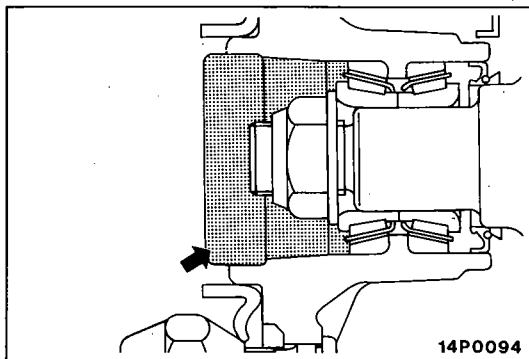


11E030

**7. APPLICATION OF GREASE TO OUTER BEARING INNER RACE**

Apply a coating of multipurpose grease to the outer bearing inner race.

**Grease: MOPAR Multi-mileage Lubricant**  
**Part Number 2525035 or equivalent**



14P0094

**5. APPLICATION OF GREASE TO HUB CAP**

After filling the hub cap with multipurpose grease, install the hub cap.

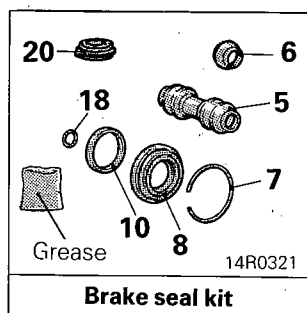
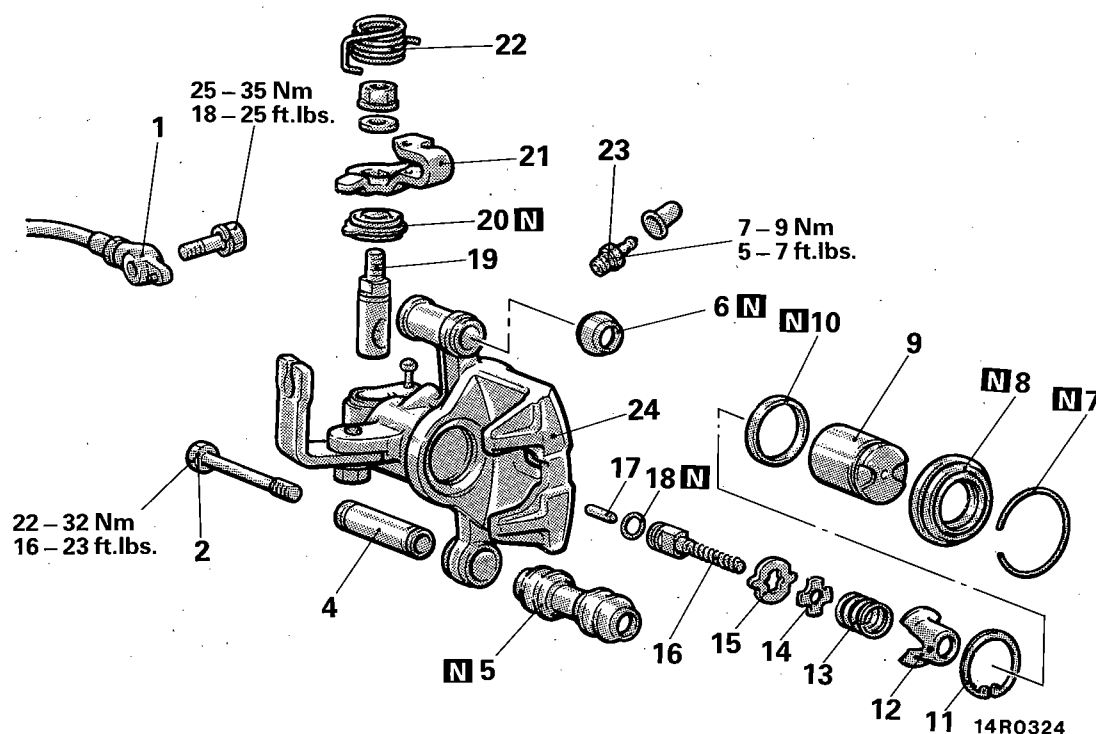
**Grease: MOPAR Multi-mileage Lubricant**  
**Part Number 2525035 or equivalent**

**1. INSTALLATION OF PARKING BRAKE CABLE**

After installing the parking brake cable, check and adjust the parking brake lever stroke.  
(Refer to P.5-10.)

## DISASSEMBLY AND REASSEMBLY

N05NA--



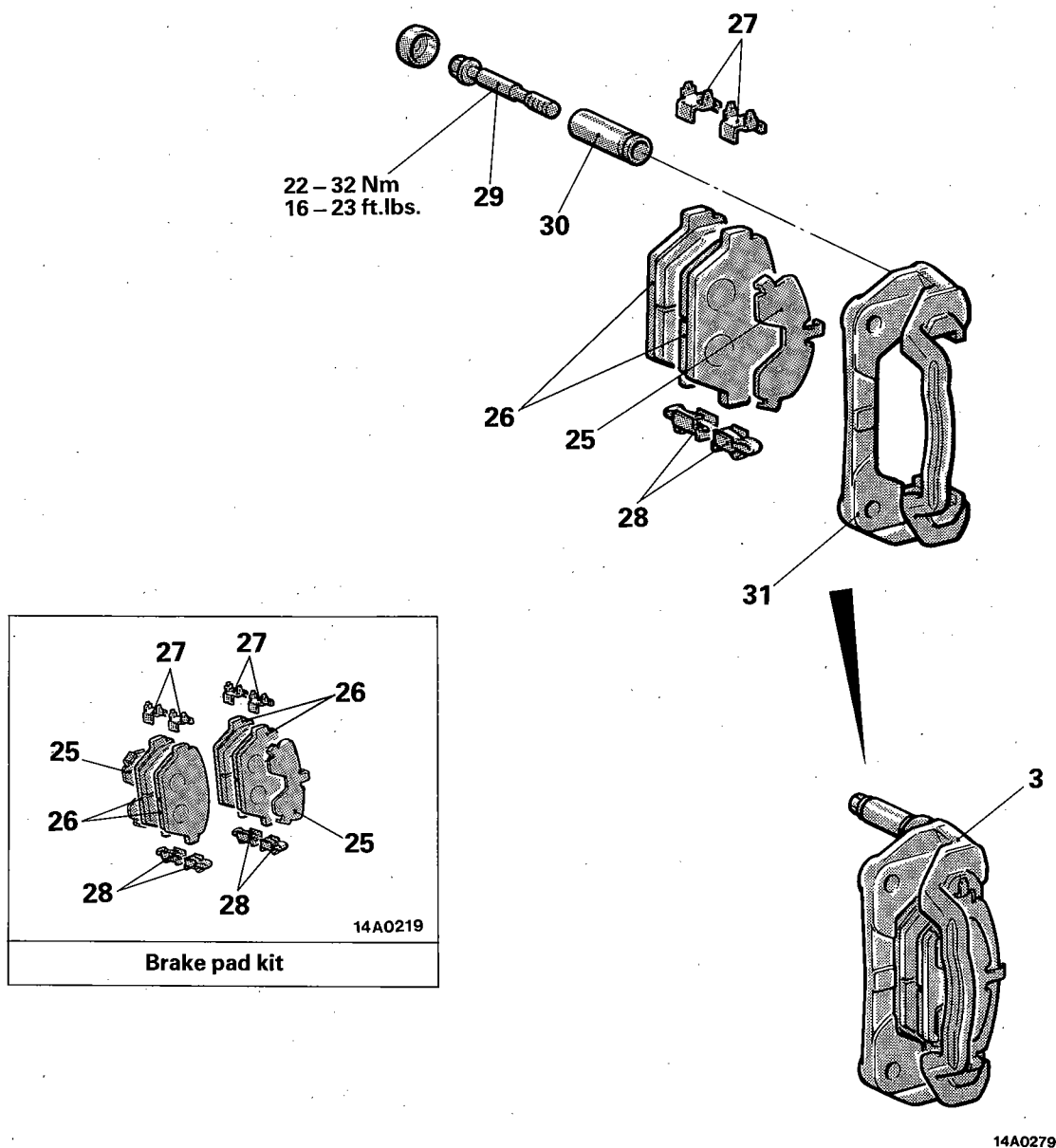
## Caliper assembly disassembly steps

- |        |                           |        |                       |
|--------|---------------------------|--------|-----------------------|
| 1.     | Connection for brake hose | ◆◆ 16. | Auto-adjuster spindle |
| 2.     | Lock pin                  | ◆◆ 17. | Connecting link       |
| ◆◆ 4.  | Lock pin sleeve           | ◆◆ 18. | O-ring                |
| ◆◆ 5.  | Lock pin boot             | ◆◆ 19. | Spindle lever         |
| ◆◆ 6.  | Guide pin boot            | ◆◆ 20. | Lever boot            |
| 7.     | Boot ring                 | 21.    | Parking brake lever   |
| ◆◆ 8.  | Piston boot               | 22.    | Return spring         |
| ◆◆ 9.  | Piston assembly           | 23.    | Bleeder screw         |
| ◆◆ 10. | Piston seal               | 24.    | Caliper body          |
| ◆◆ 11. | Snap ring                 |        |                       |
| 12.    | Spring case               |        |                       |
| 13.    | Return spring             |        |                       |
| 14.    | Stopper plate             |        |                       |
| 15.    | Stopper                   |        |                       |

## NOTE

- (1) Reverse the disassembly procedures to reassemble.  
 (2) ◆◆: Refer to "Service Points of Disassembly".  
 (3) ◆◆: Refer to "Service Points of Reassembly".  
 (4) **N**: Non-reusable parts



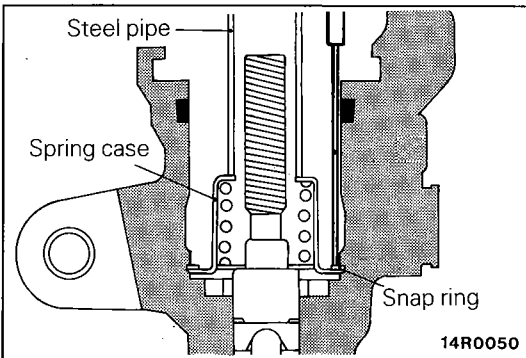
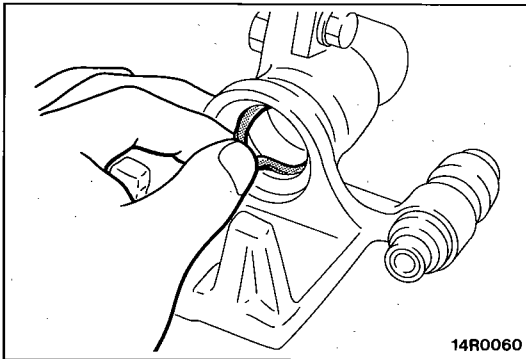
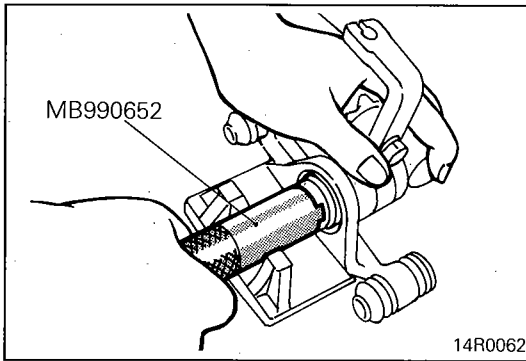


### Pad assembly disassembly steps

- 1. Lock pin
- ↔ 3. Support mounting (pad, shim, clip)
- 25. Outer shim
- 26. Pad assembly
- 27. Pad clip C
- 28. Pad clip B
- 29. Guide pin
- 30. Guide pin sleeve
- 31. Support mounting

#### NOTE

- (1) Reverse the disassembly procedures to reassemble.
- (2) ↔: Refer to "Service Points of Disassembly".



## SERVICE POINTS OF DISASSEMBLY

N05NBADa

When disassembling the rear disc brakes, disassemble both sides (left and right) as a set.

### 3. REMOVAL OF SUPPORT MOUNTING

With the lock pin removed, pull the support mounting off from the caliper body.

### 9. DISASSEMBLY OF PISTON ASSEMBLY

Use the special tool to twist the piston out of the caliper body.

### 10. DISASSEMBLY OF PISTON SEAL

- (1) Remove piston seal with finger tip.

#### Caution

**Do not use (–) screwdriver or other tool to prevent damage to inner cylinder.**

- (2) Clean piston surface and inner cylinder with trichloroethylene, alcohol or specified brake fluid.

**Specified brake fluid: MOPAR Brake Fluid (DOT3)  
Part Number 4318051 or equivalent**

### 11. DISASSEMBLY OF SNAP RING

While using a 19 mm (.75 in.) diameter steel pipe to press the spring case into the caliper body, use the snap ring pliers to remove the snap ring from the caliper body.

## INSPECTION

N05NCAAa

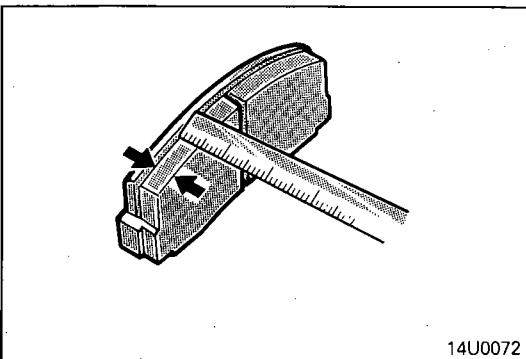
- Check the connecting link and the spindle for wear or damage.
- Check the caliper body for cracks or rust.
- Check the spindle lever shaft for rust.
- Check the bearing for wear.
- Check the piston for rust.
- Check the piston seal for wear or deterioration.
- Check the piston boot for cracks or deterioration.

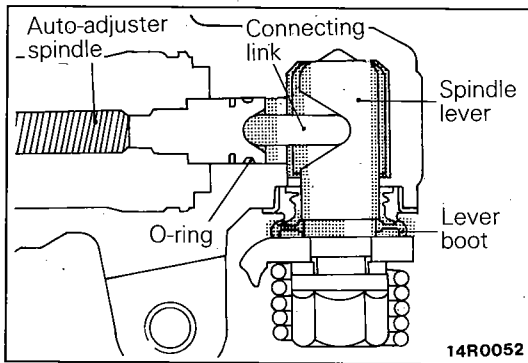
### PAD WEAR CHECK

- (1) Measure the thickness of the pad at the thinnest place.

**Limit: 2.0 mm (.08 in.)**

- (2) If the pad assemblies are worn beyond the limit, replace them.



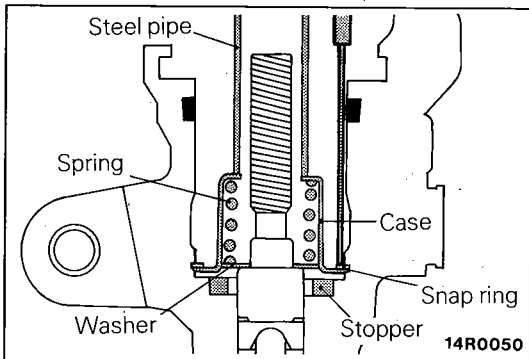
**SERVICE POINTS OF REASSEMBLY**

N05NDAEa

**20. APPLICATION OF GREASE TO LEVER BOOT / 19. SPINDLE LEVER / 18. O-RING / 17. CONNECTING LINK / 16. AUTO-ADJUSTER SPINDLE**

Apply specified grease to the lever boot, spindle lever, O-ring, connecting link, auto-adjuster spindle.

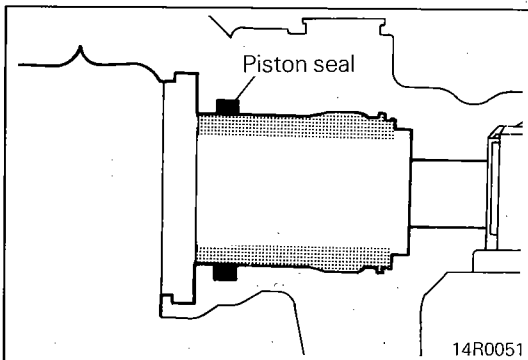
**Specified grease: Repair kit grease (orange)**

**11. REASSEMBLY OF SNAP RING**

While using a 19 mm (.75 in.) diameter steel pipe to press in the spring case, use the snap ring pliers to attach the snap ring to the caliper body.

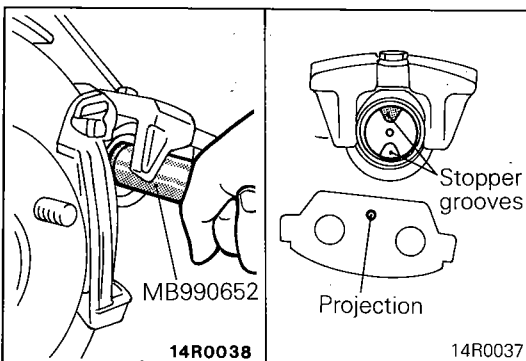
**Caution**

**Attach the snap ring to the caliper body with the opening facing the bleeder.**

**10. APPLICATION OF GREASE TO PISTON SEAL**

Apply the specified grease to the piston seal and the cylinder walls and then insert the piston seal into the cylinder.

**Specified grease: Repair kit grease (orange)**

**9. REASSEMBLY OF PISTON ASSEMBLY**

- (1) Push the piston into the caliper with special tool.

**NOTE**

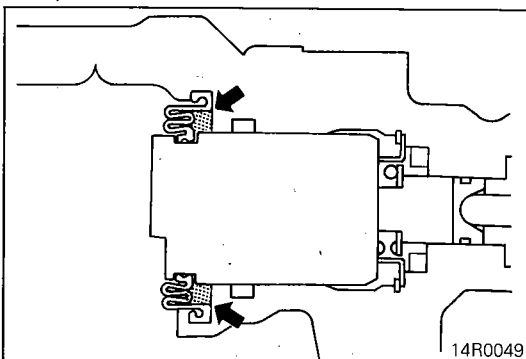
Align the grooves as illustrated.

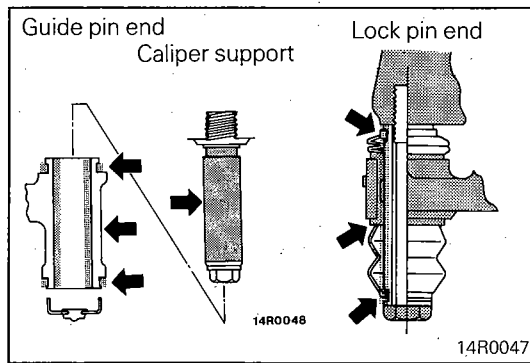
- (2) The pins on the back side of the brake pad must be placed in the grooves in the position.

**8. APPLICATION OF GREASE TO PISTON BOOT**

Apply the specified grease to the piston boot mounting grooves in the caliper body and in the piston, and then install the piston boot.

**Specified grease: Repair kit grease (orange)**





#### 6. APPLICATION OF GREASE TO GUIDE PIN BOOT / 5. LOCK PIN BOOT / 4. LOCK PIN SLEEVE

Apply the specified grease to the following points:

- (1) Guide pin boot inner surface (lip)
- (2) Lock pin boot inner surface (lip)
- (3) Lock pin sleeve (not on threads)

#### **Specified grease: Repair kit grease (orange)**

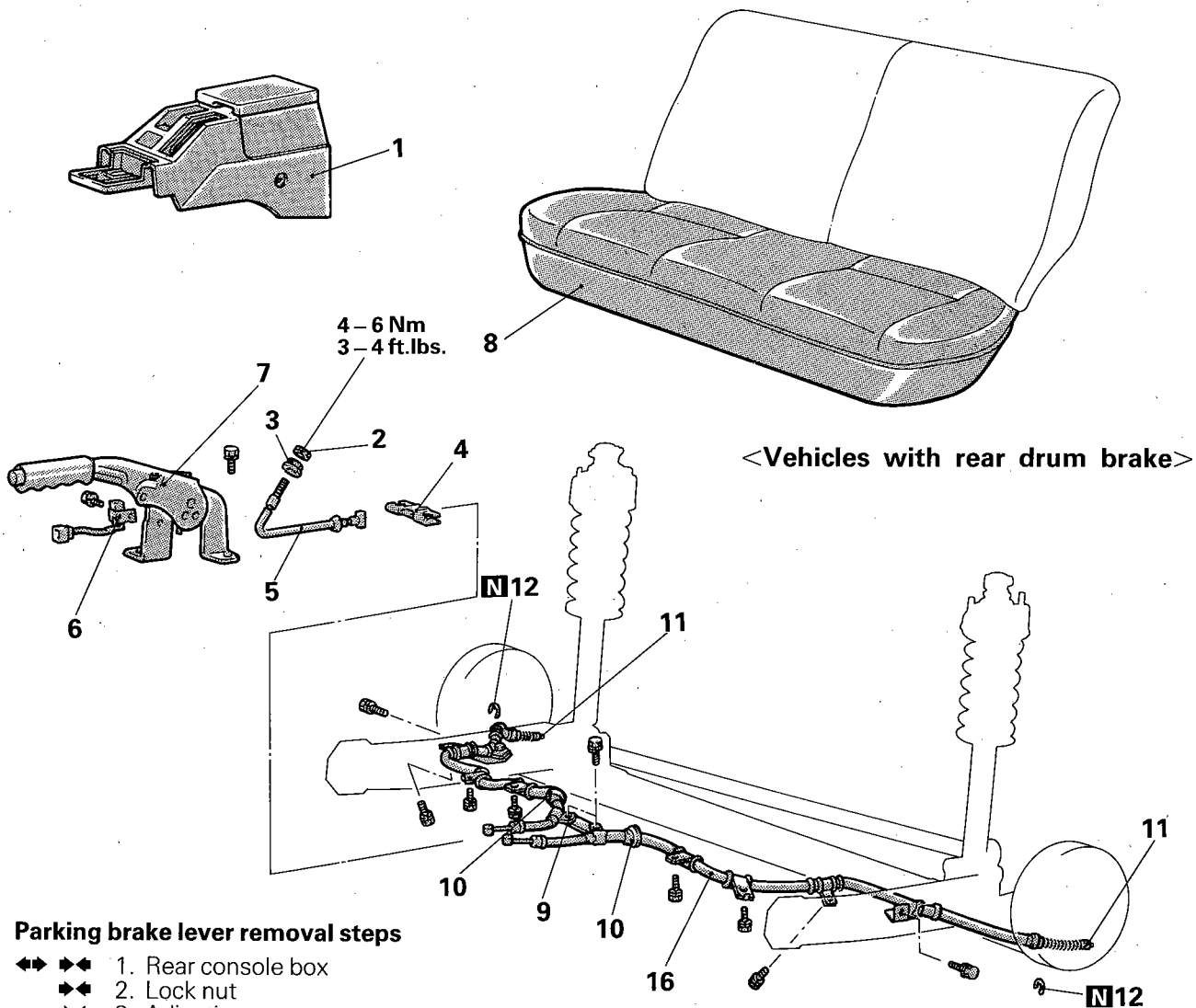
After assembling the rear disc brake assembly, install on the body, and then make the adjustment of the parking brake lever as described below.

- (1) Free the parking brake cable.
- (2) With the engine running, forcefully depress the brake pedal five or six times.
- (3) Check whether or not the stroke of the parking brake lever is within the standard value.

#### **Standard value: 5 – 7 notches**

- (4) If there is a deviation from the standard value, adjust the stroke of the parking brake lever. (Refer to P.5-10.)

# PARKING BRAKE LEVER AND PARKING BRAKE CABLE REMOVAL AND INSTALLATION



## Parking brake lever removal steps

- ➡ ➡ 1. Rear console box
- ➡ ➡ 2. Lock nut
- ➡ ➡ 3. Adjusting nut
- ➡ ➡ 4. Cable equalizer
- ➡ ➡ 5. Front parking brake cable
- ➡ ➡ 6. Parking brake switch
- ➡ ➡ 7. Parking brake lever

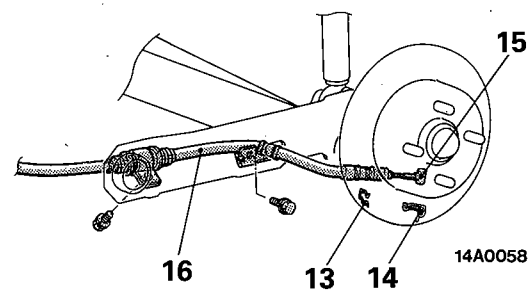
## Parking brake cable removal steps

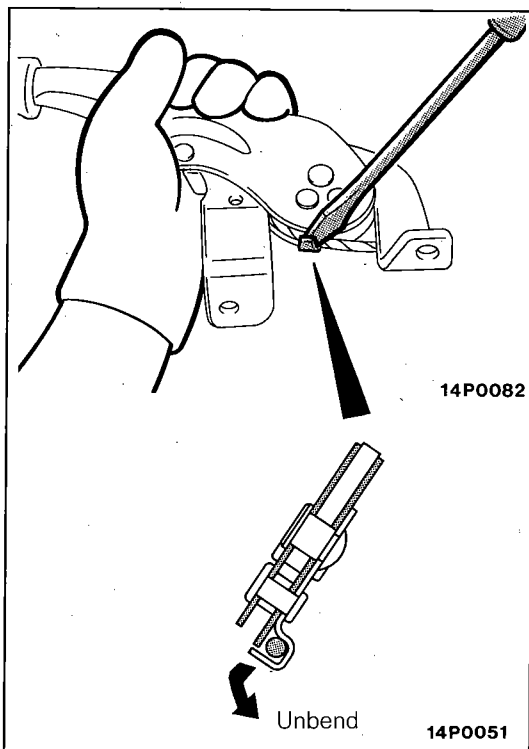
- ➡ ➡ 1. Rear console box
- ➡ ➡ 8. Rear seat cushion
- ➡ ➡ 9. Cable clamp
- ➡ ➡ 10. Grommet
- ➡ ➡ 11. Cable end
- ➡ ➡ 12. Snap ring
- ➡ ➡ 13. Parking clip
- ➡ ➡ 14. Retainer spring
- ➡ ➡ 15. Cable end
- ➡ ➡ 16. Parking brake cable

## NOTE

- (1) Reverse the removal procedures to reinstall.
- (2) ➡ ➡: Refer to "Service Points of Removal".
- (3) ➡ ➡: Refer to "Service Points of Installation".
- (4) **N**: Non-reusable parts

## <Vehicles with rear disc brake>



**SERVICE POINTS OF REMOVAL****1. REMOVAL OF REAR CONSOLE BOX**

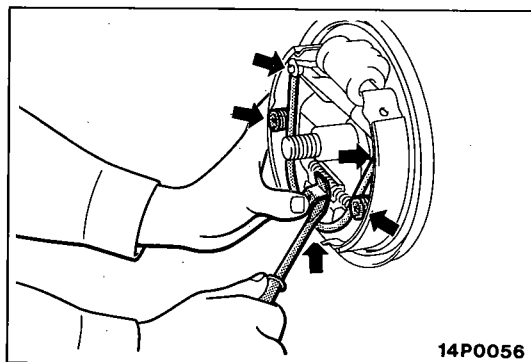
Refer to GROUP 23 – Floor Console.

**5. REMOVAL OF FRONT PARKING BRAKE CABLE**

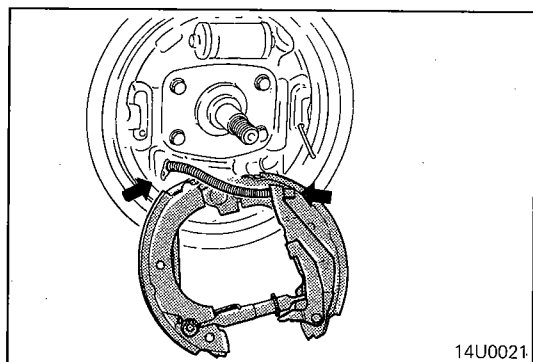
Unbend the bar of the parking brake lever shown in the illustration to remove the parking brake cable.

**8. REMOVAL OF REAR SEAT CUSHION**

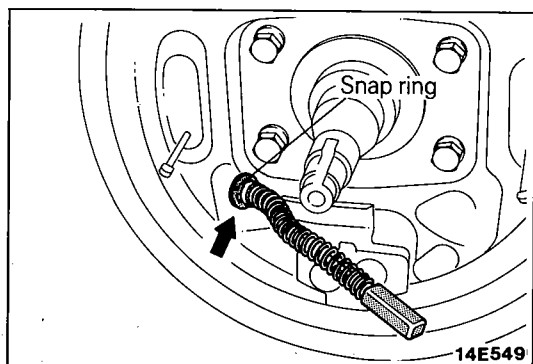
Refer to GROUP 23 – Seat.

**11. REMOVAL OF CABLE END / 12. SNAP RING**

- (1) Remove the brake drum.
- (2) Remove the clip spring.
- (3) Remove the shoe hold-down spring, shoe hold-down pins and the retainer spring.



- (4) Disconnect the cable end from the brake shoe.
- (5) Remove the snap ring of the parking brake cable, and disconnect the parking brake cable from the backing plate.

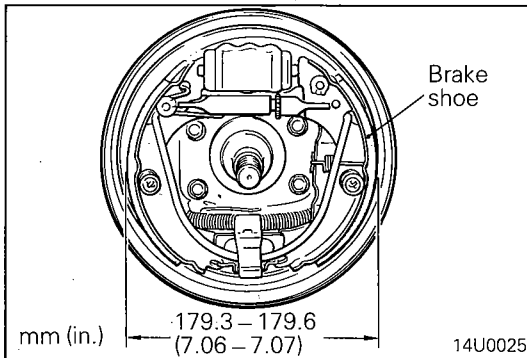
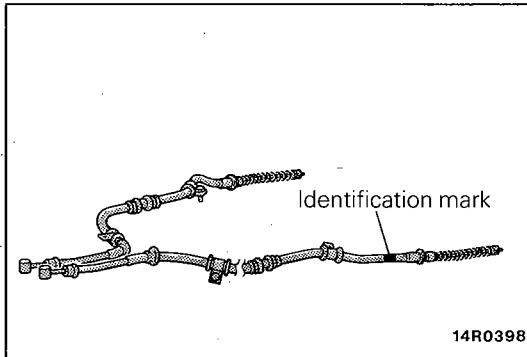


- (6) Remove the snap ring of the parking brake cable, and disconnect the parking brake cable from the backing plate.

**INSPECTION**

N05YCAC

- Check the parking brake lever ratchet for wear.
- Check the parking brake cable for damage or operation.

**SERVICE POINTS OF INSTALLATION**

N05YDAI

**16. INSTALLATION OF PARKING BRAKE CABLE**

Check the parking brake cables for an identification mark and install as appropriate on the left and right sides.

Item		Hatchback	Sedan
Identification mark	L.H.	Yellow	White
	R.H.	Orange	None

**11. INSTALLATION OF CABLE END**

- (1) Connect the cable end to the brake shoe assembly.
- (2) Install the brake shoe assembly.
- (3) Turn the brake shoe adjuster to adjust the outside diameter of brake shoe to the specified value.

**NOTE**

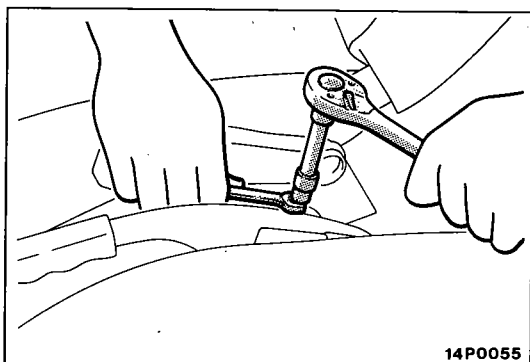
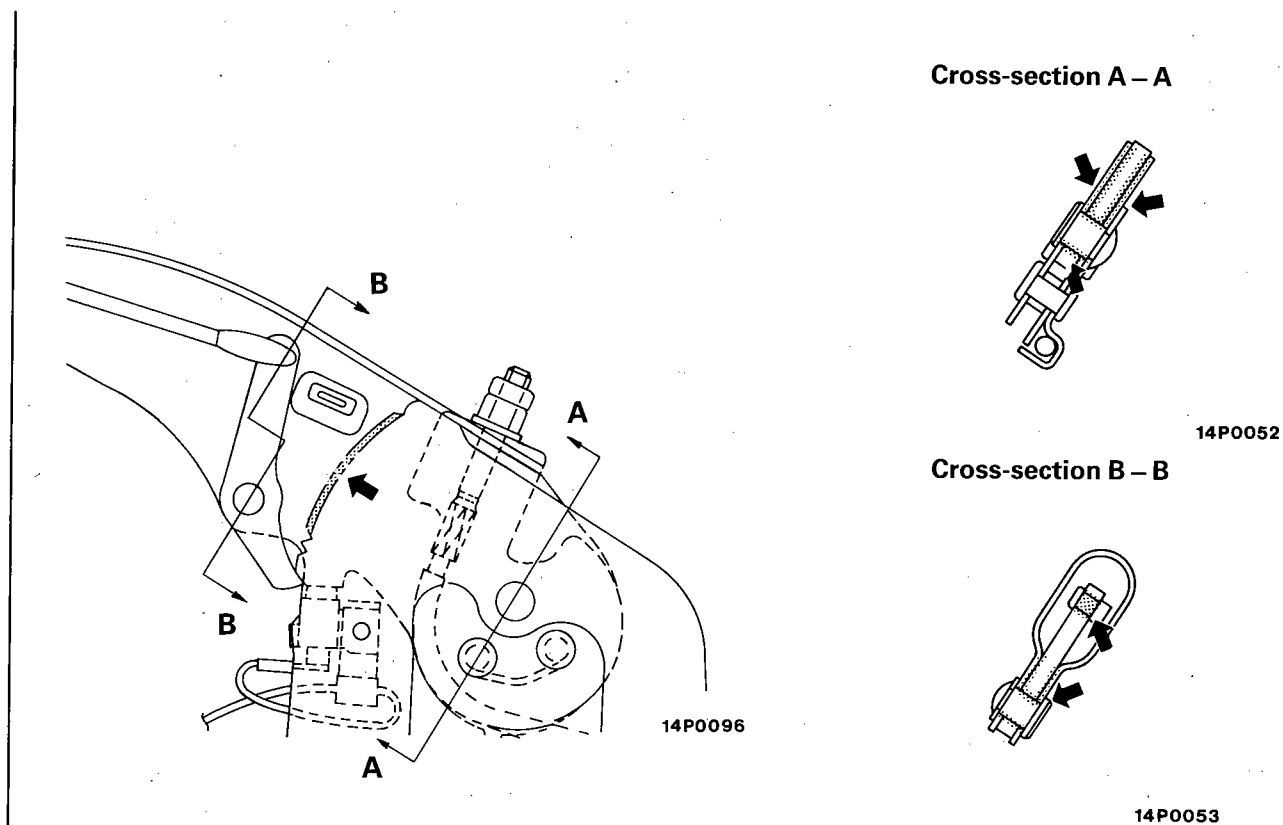
Adjusting the outside diameter of brake shoe to the specified value will facilitate adjustment of the shoe clearance.

**8. INSTALLATION OF REAR SEAT CUSHION**

Refer to GROUP 23 – Seat.

**7. APPLICATION OF GREASE TO PARKING BRAKE LEVER**

Apply multi-purpose grease to the portions of the parking brake lever indicated in the illustration.

**3. INSTALLATION OF ADJUSTING NUT / 2. LOCK NUT**

After the parking brake lever stroke has been adjusted, tighten the lock nut, while holding the adjusting nut in position with a spanner.

**1. INSTALLATION OF REAR CONSOLE BOX.**

Refer to GROUP 23 – Floor Console.