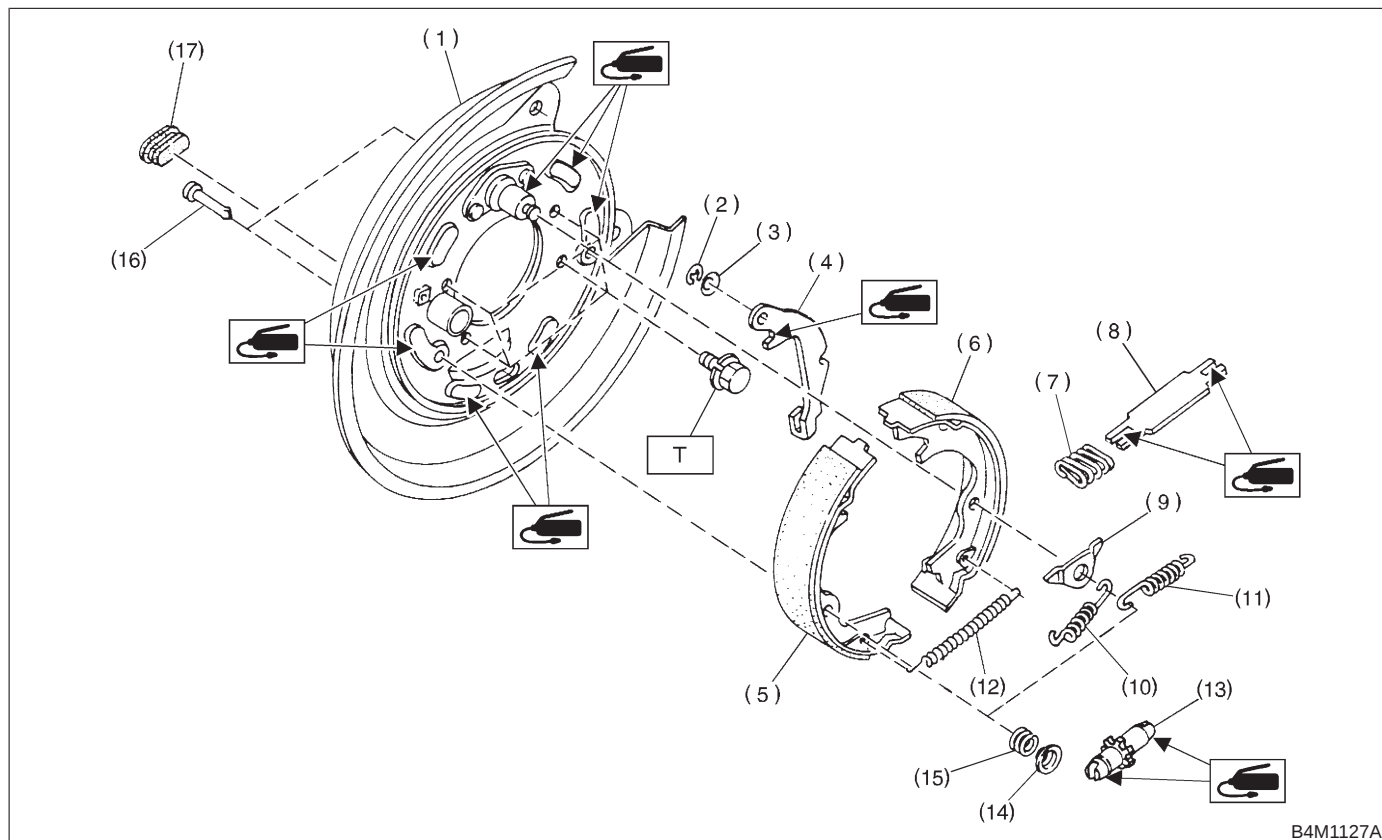


4. Parking Brake (Rear Disc Brake)

A: REMOVAL



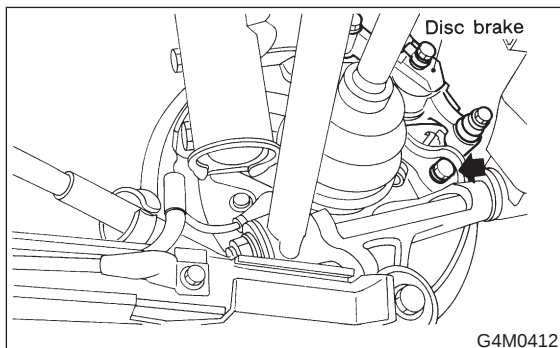
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- | | |
|------------------------------------|------------------------------|
| (1) Back plate | (8) Strut |
| (2) Retainer | (9) Shoe guide plate |
| (3) Spring washer | (10) Primary return spring |
| (4) Lever | (11) Secondary return spring |
| (5) Parking brake shoe (Primary) | (12) Adjusting spring |
| (6) Parking brake shoe (Secondary) | (13) Adjuster |
| (7) Strut spring | (14) Shoe hold-down cup |

- | |
|----------------------------|
| (15) Shoe hold down spring |
| (16) Shoe hold down pin |
| (17) Adjusting hole cover |

Tightening torque: N·m(kg·m, ft·lb)
T: 52±6 (5.3±0.6, 38.3±4.3)

1) Remove the two mounting bolts to the disc brake assembly and remove the disc brake assembly.



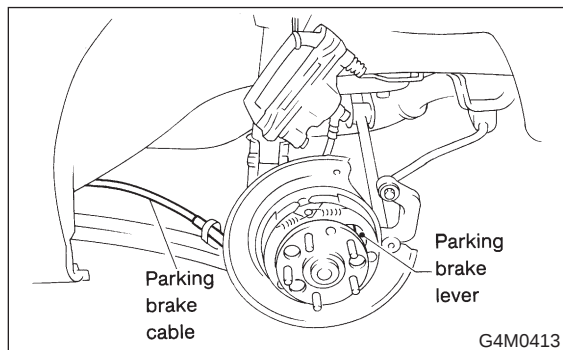
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- 2) Suspend the disc brake assembly so that the hose is not stretched.
- 3) Remove the disc rotor.

- 4) Remove shoe return spring from parking brake assembly.
- 5) Remove front shoe hold down spring and pin with pliers.
- 6) Remove strut and strut spring.
- 7) Remove adjuster assembly from parking brake assembly.
- 8) Remove brake shoe.
- 9) Remove rear shoe hold-down spring and pin with pliers.

4. Parking Brake (Rear Disc Brake)

- 10) Remove parking cable from parking lever.



- 11) Using a standard screwdriver, raise retainer. Remove parking lever and washer from brake shoe.

B: INSPECTION

- 1) Measure brake disc inside diameter. If the disc is scored or worn, replace the brake disc.

Disc inside diameter:**Standard**

170 mm (6.69 in)

Service limit

171 mm (6.73 in)

- 2) Measure the lining thickness. If it exceeds the limit, replace shoe assembly.

Lining thickness:**Standard**

3.2 mm (0.126 in)

Service limit

1.5 mm (0.059 in)

CAUTION:

Replace the brake shoes on the right and left brake assembly at the same time.

C: INSTALLATION**CAUTION:**

Be sure lining surface is free from oil contamination.

Brake grease:

Dow Corning Molykote No 7439 (Part No. 725191460)

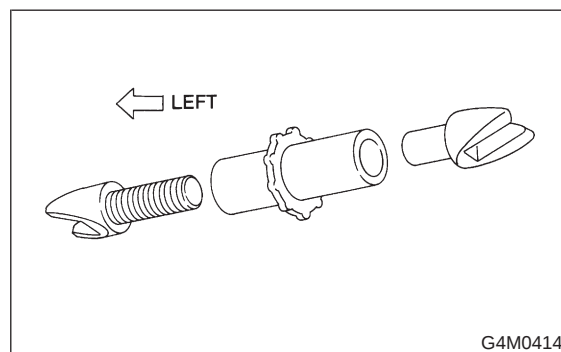
- 1) Apply brake grease to the following places.
 - Six contact surfaces of shoe rim and back plate packing
 - Contact surface of shoe wave and anchor pin
 - Contact surface of lever and strut
 - Contact surface of shoe wave and adjuster assembly
 - Contact surface of shoe wave and strut
 - Contact surface of lever and shoe wave
- 2) Installation is in reverse order of removal.

CAUTION:

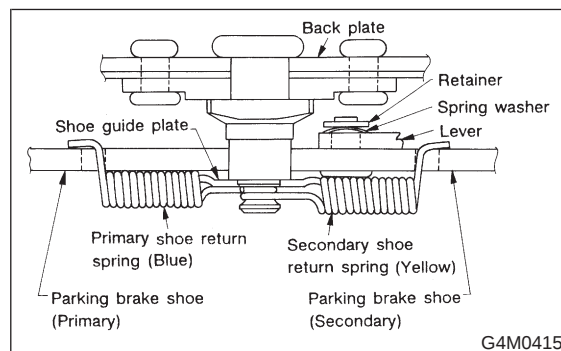
- Use new retainers and clinch them when installing brake shoes to levers.
- Ensure that parking lever moves smoothly.
- Do not confuse left parking lever with right one.
- Do not confuse left strut with right one.

NOTE:

Ensure that adjuster assembly is securely installed with screw in the left side, facing vehicle front.

**NOTE:**

Ensure that shoe return spring is installed as shown in Figure.



- 3) Adjust parking brakes. <Ref. to 4-4 [W4D1]>

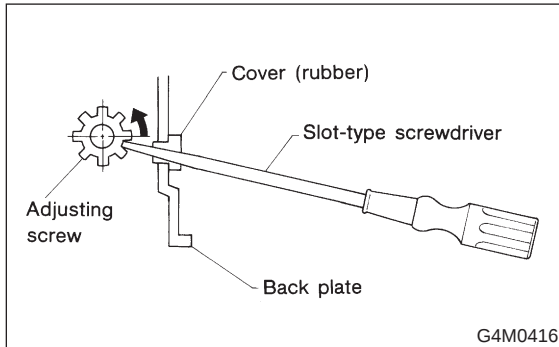
CAUTION:

After replacing parking brake lining, be sure to drive vehicle for "break-in" purposes.

- (1) Drive the vehicle about 35 km/h (22 MPH).
- (2) With the parking brake release button pushed in, pull the parking brake lever gently, pulling with a force of approximately 147 N (15 kg, 33 lb).
- (3) Drive the vehicle for about 200 m (0.12 mile) in this condition.
- (4) Wait 5 to 10 minutes for the parking brake to cool down. Repeat this procedure once more.
- (5) After breaking-in, re-adjust parking brakes.

D: ADJUSTMENT**1. SHOE CLEARANCE**

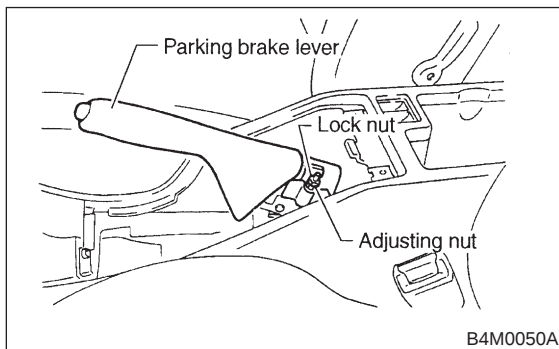
- 1) Remove adjusting hole cover from back plate.
- 2) Turn adjusting screw using a slot-type screwdriver until brake shoe is in close contact with disc rotor.



- 3) Turn back (downward) adjusting screw 3 or 4 notches.
- 4) Install adjusting hole cover to back plate.

2. LEVER STROKE

- 1) Remove console box lid.
- 2) Forcibly pull parking brake lever 3 to 5 times.
- 3) Adjust parking brake lever by turning adjusting nut until parking brake lever stroke is set at 7 to 8 notches with operating force of 196 N (20 kg, 44 lb).



- 4) Tighten lock nut.
- 5) Install console box lid.

Lever stroke:

7 to 8 notches when pulled with a force of 196 N (20 kg, 44 lb)

Tightening torque (Lock nut):

5.9 ± 1.5 N·m (0.60 ± 0.15 kg·m, 4.3 ± 1.1 ft·lb)

5. Master Cylinder**A: REMOVAL**

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

CAUTION:

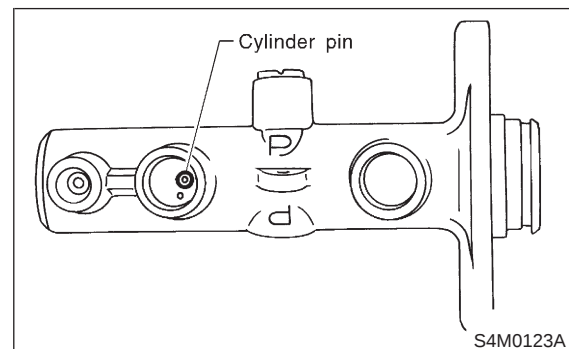
Be extremely careful not to spill brake fluid. Brake fluid spilt on the vehicle body will harm the painted surface; wipe it off quickly if spilt.

B: DISASSEMBLY**1. PRECAUTIONS FOR DISASSEMBLING**

- 1) Remove mud and dirt from the surface of brake master cylinder.
- 2) Prepare tools necessary for disassembly operation, and arrange them neatly on work bench.
- 3) Clean work bench.

2. DISASSEMBLING PROCEDURE

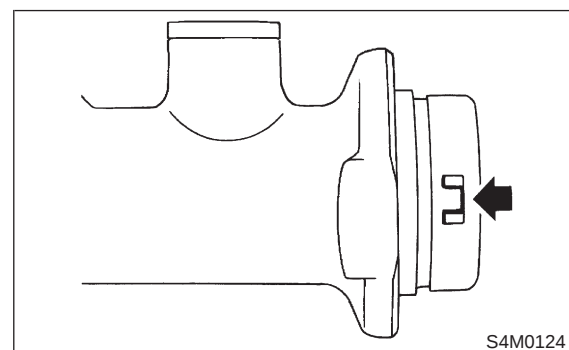
- 1) Remove reserve tank.
- 2) Remove cylinder pin. (only vehicle equipped with ABS)



- 3) Pry up the pawl and remove the piston retainer.

NOTE:

Piston may jump out from master cylinder.



- 4) Extract primary piston assembly and secondary piston assembly.