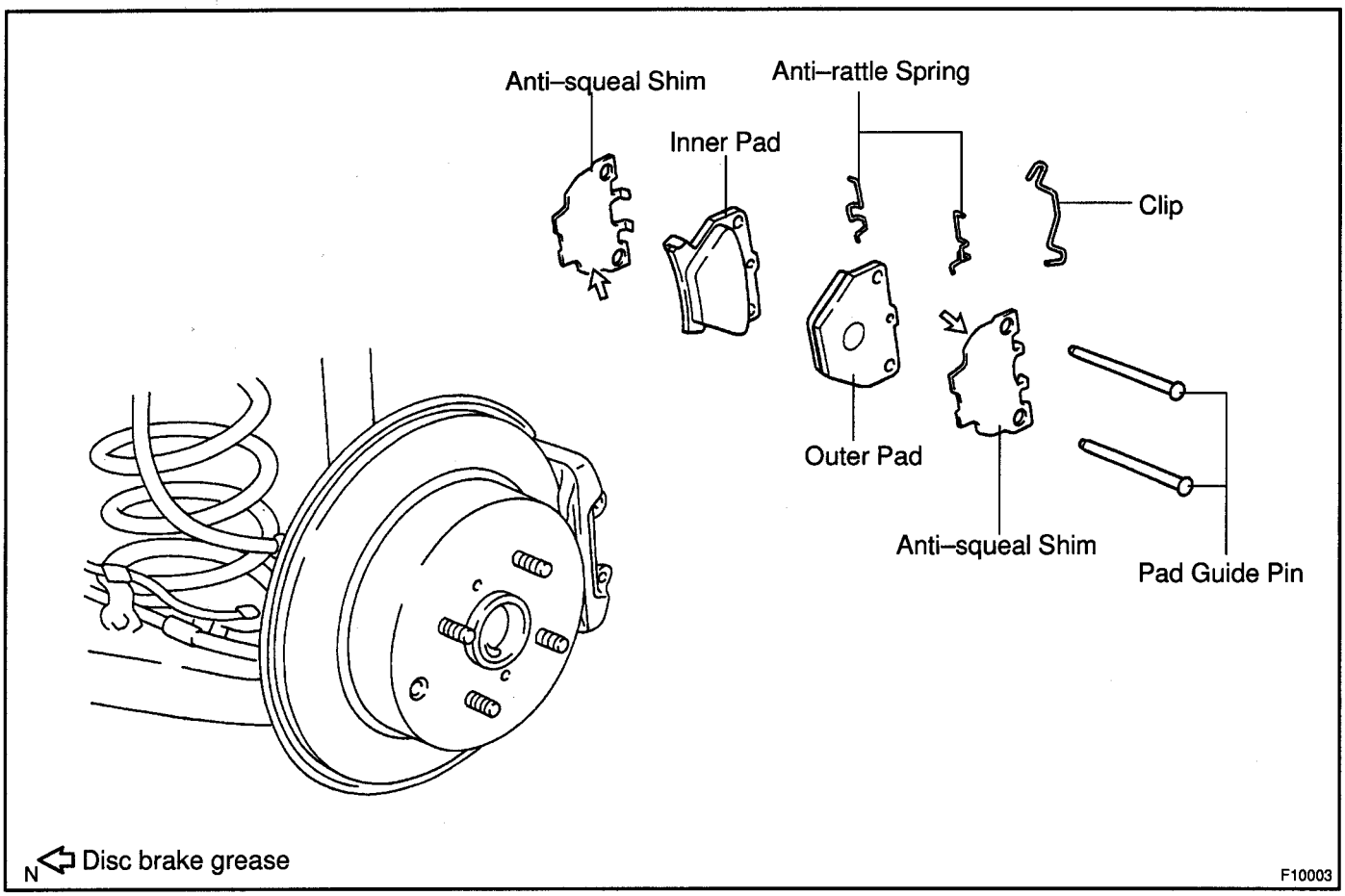
REAR BRAKE PAD

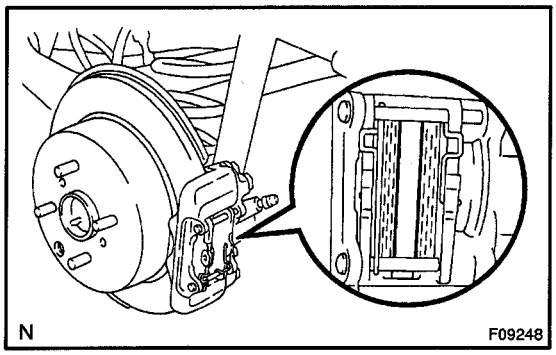
COMPONENTS

BR14N–01



BR140–01

REPLACEMENT

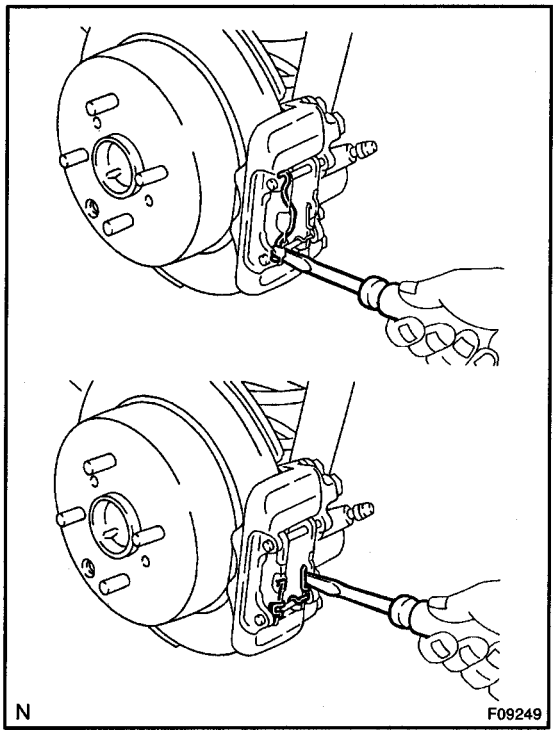


1. REMOVE REAR WHEEL

2. INSPECT PAD LINING THICKNESS

Check the pad thickness.

Minimum thickness: 1.0 mm (0.039 in.)



3. REMOVE CLIP, 2 ANTI–RATTLE SPRINGS AND 2 PAD GUIDE PINS

(a) Using a screwdriver, remove the clip and 2 anti–rattle springs.

NOTICE:

- **Do not deform the clip and anti–rattle spring.**
- **The clip and anti–rattle spring can be used again provided that they have sufficient rebound, no deformation, cracks or wear, and have had all rust, dirt and foreign particles cleaned off.**

(b) Remove the 2 pad guide pins.

4. REMOVE PADS AND ANTI–SQUEAL SHIMS

(a) Remove the 2 pads.

(b) Remove the anti–squeal shim from each pad.

5. CHECK DISC THICKNESS AND RUNOUT
(See page BR–40)

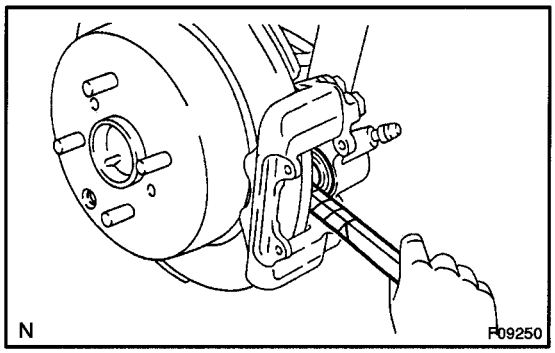
6. INSTALL NEW PADS

NOTICE:

When replacing worn pads, the anti–squeal shims must be replaced together with the pads.

(a) Apply disc brake grease to inside of anti–squeal shims (See page BR–34).

(b) Install the anti–squeal shim on each pad.



(c) Draw out a small amount of brake fluid from the reservoir.

(d) Press in the piston with a monkey wrench handle or equivalent.

HINT:

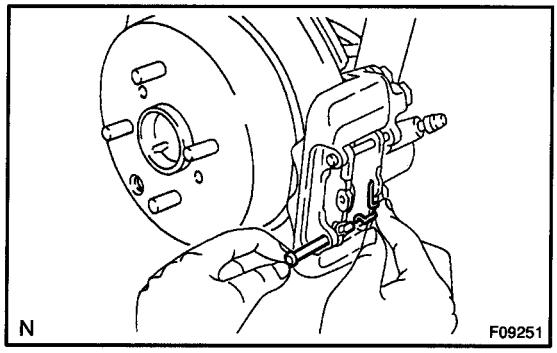
- Tape the monkey wrench handle before use.
- If the piston is difficult to push in, loosen the bleeder plug and push in the piston while letting some brake fluid escape.

(e) Install the inner pad with the pad wear indicator plate facing upward, and install the outer pad.

NOTICE:
There should be no oil or grease adhering to the friction surfaces of the pads and the disc.

7. INSTALL 2 ANTI–RATTLE SPRINGS, 2 PAD GUIDE PINS AND CLIP

(a) Install the 2 anti–rattle spring on the each pad.



(b) While pressing the anti–rattle spring, and install the pad guide pin.

(c) Install the clip to the pad guide pin.

8. INSTALL REAR WHEEL
Torque: 103 N·m (1,050 kgf·cm, 76 ft·lbf)

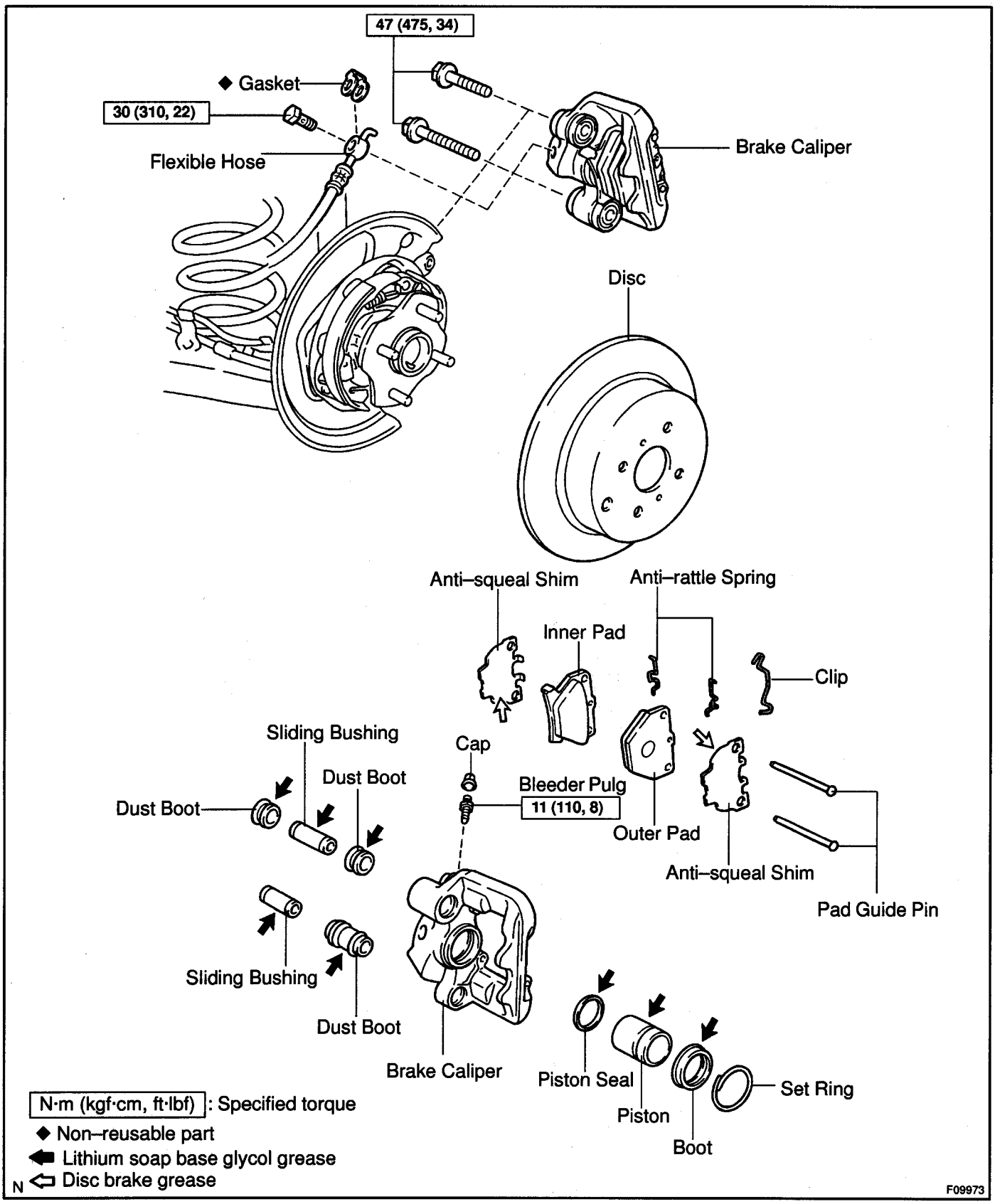
9. DEPRESS BRAKE PEDAL SEVERAL TIMES

10. CHECK THAT FLUID LEVEL IS AT MAX LINE

REAR BRAKE CALIPER

COMPONENTS

BR14P–01

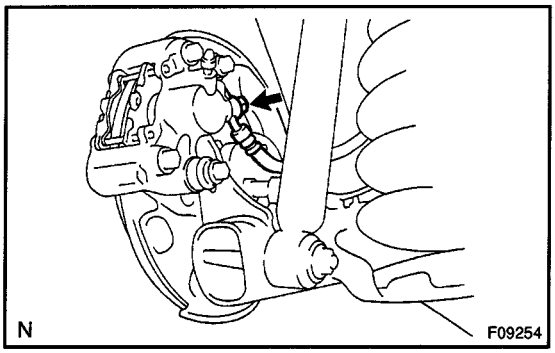


BR14Q-01

REMOVAL

1. REMOVE REAR WHEEL

Torque: 103 N·m (1,050 kgf·cm, 76 ft·lbf)



2. DISCONNECT FLEXIBLE HOSE

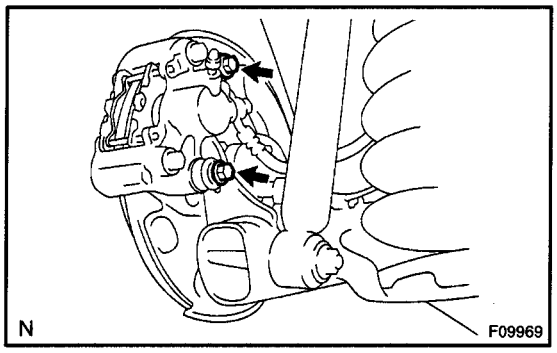
(a) Remove the union bolt and gasket from the caliper, then disconnect the flexible hose from the caliper.

Torque: 30 N·m (310 kgf·cm, 22 ft·lbf)

HINT:

At the time of installation, insert the flexible hose lock securely in the lock hole in the caliper.

(b) Use a container to catch the brake fluid as it drains out.



3. REMOVE BRAKE CALIPER

(a) Remove the 2 installation bolts and caliper.

(b) Remove the caliper from the torque plate.

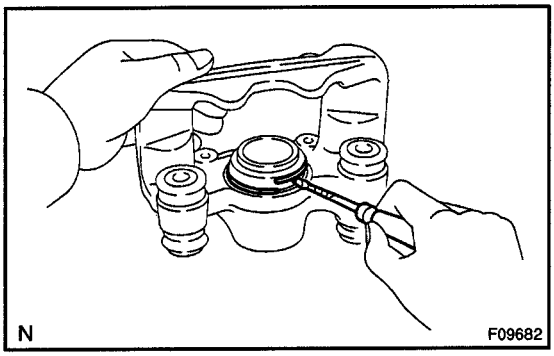
Torque: 47 N·m (475 kgf·cm, 34 ft·lbf)

4. REMOVE 2 PADS WITH ANTI–SQUEAL SHIMS

(See page BR–35)

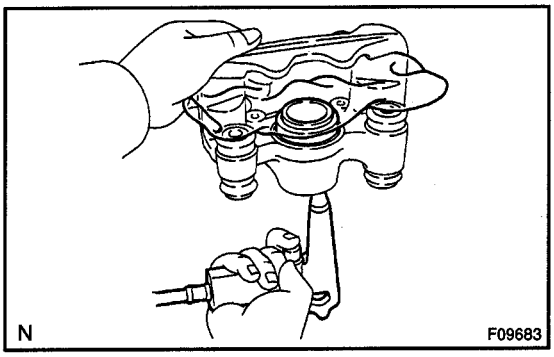
BR14R–01

DISASSEMBLY



1. REMOVE SET RING AND CYLINDER BOOT

Using a screwdriver, remove the set ring and cylinder boot.



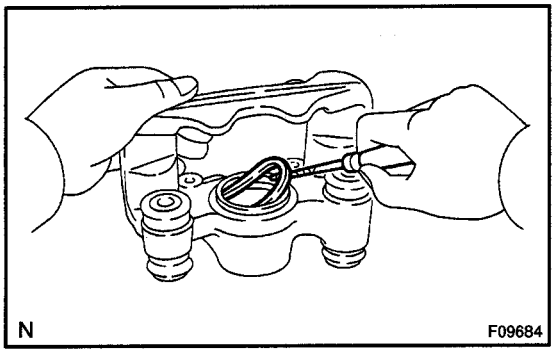
2. REMOVE PISTON

(a) Put a piece of cloth or an equivalent between the piston and caliper.

(b) Use compressed air to remove the piston from the cylinder.

CAUTION:

Do not place your fingers in front of the piston when using compressed air.



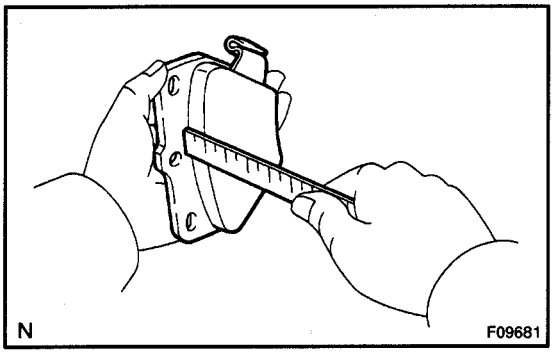
3. REMOVE PISTON SEAL FROM CYLINDER

Using a screwdriver, remove the piston seal.

4. REMOVE 2 SLIDING BUSHING AND 3 DUST BOOTS

BR14S-01

INSPECTION



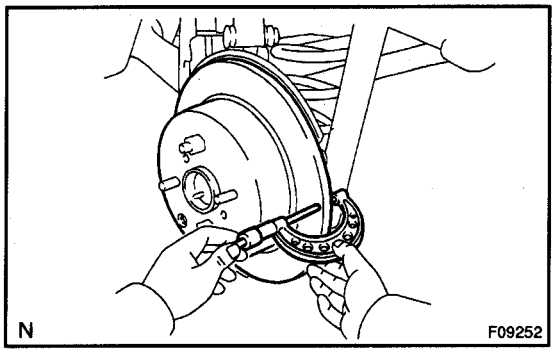
1. MEASURE PAD LINING THICKNESS

Using a ruler, measure the pad lining thickness.

Standard thickness: 10.0 mm (0.394 in.)

Minimum thickness: 1.0 mm (0.039 in.)

Replace the pad if the pad's thickness is at the minimum thickness or less, or if the pad has severe, uneven wear.



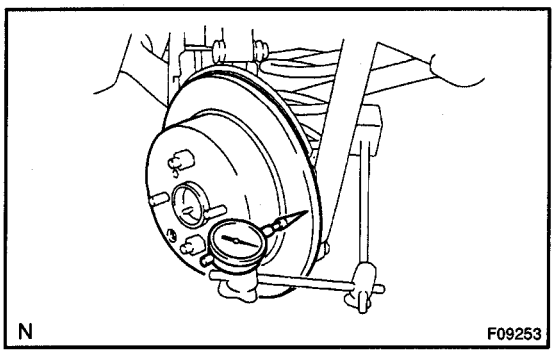
2. MEASURE DISC THICKNESS

Using a micrometer, measure the disc thickness.

Standard thickness: 9.0 mm (0.354 in.)

Minimum thickness: 8.0 mm (0.315 in.)

Replace the disc if the disc's thickness is at the minimum thickness or less. Replace the disc or grind it on a lathe if it is scored or worn unevenly.



3. MEASURE DISC RUNOUT

Using a dial indicator, measure disc runout at a position 10 mm (0.39 in.) from the outside edge.

Maximum disc runout: 0.15 mm (0.0059 in.)

If the disc's runout is at the maximum value or greater, check the bearing play is in the axial direction and check the axle hub runout (See page SA–41). If the bearing play and axle hub runout are not abnormal, adjust the disc runout or grind it on a "On–car" brake lathe.

4. IF NECESSARY, ADJUST DISC RUNOUT

(a) Remove the hub nuts and the disc. Reinstall the disc in the position turned 1/4 from its original position on the hub. Install and torque the hub nuts.

Torque: 103 N·m (1,050 kgf·cm, 76 ft·lbf)

Remeasure the disc runout. Make a note of the runout and the disc's position on the hub.

(b) Repeat (a) until the disc has been installed on the 2 remaining hub positions.

(c) If the minimum runout recorded in (a) and (b) is less than 0.15 mm (0.0059 in.), install the disc in that position.

(d) If the minimum runout recorded in (a) and (b) is greater than 0.15 mm (0.0059 in.), replace the disc and repeat step 3.

BR14T-01

REASSEMBLY

Reassembly is in the reverse order of disassembly (See page BR–39).

NOTICE:

Apply lithium soap base glycol grease and disc brake grease to the parts indicated by the arrows (See page BR–37).

BR14U-01

INSTALLATION

Installation is in the reverse order of removal (See page BR–38).

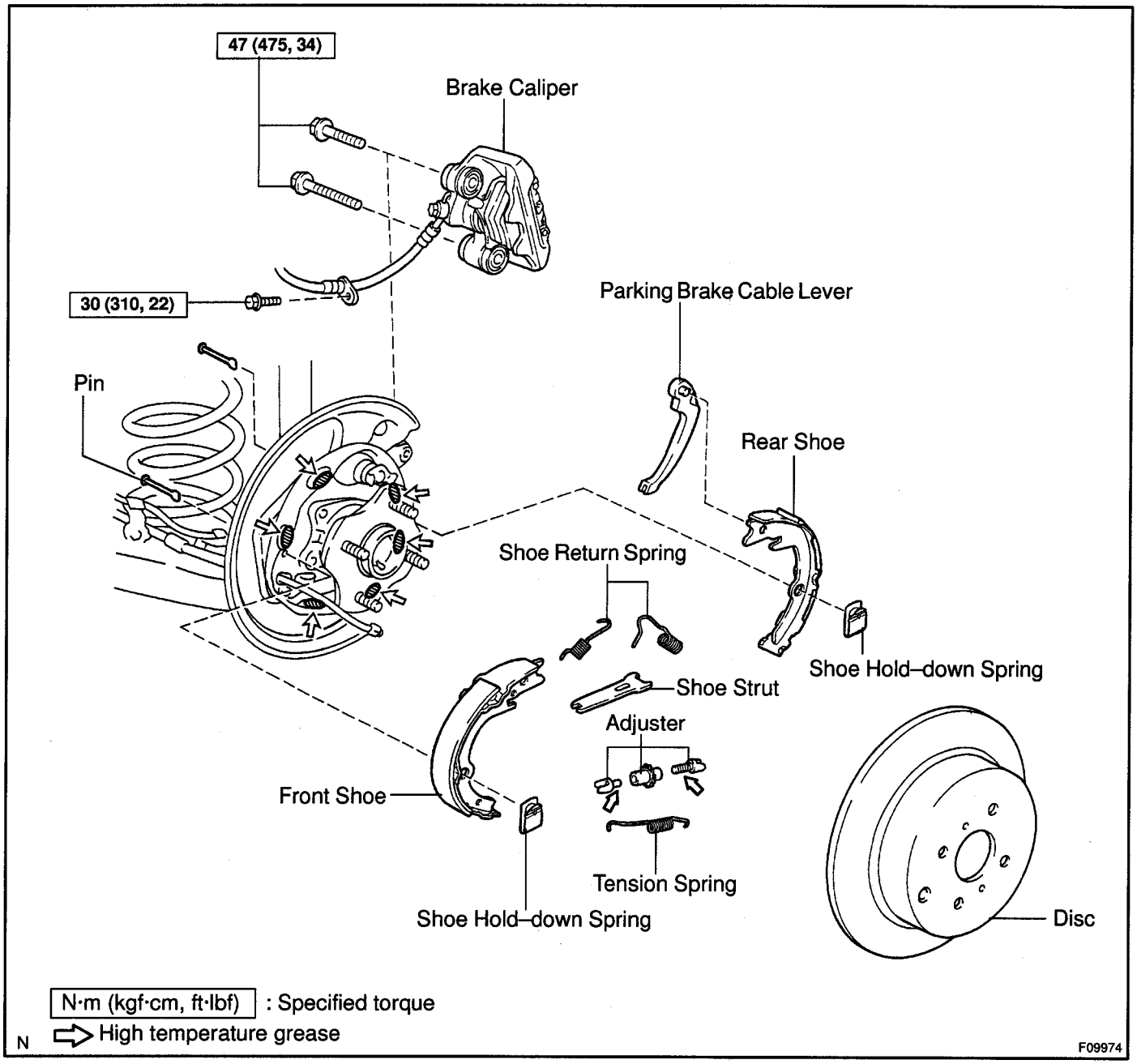
HINT:

- After installation, fill the brake reservoir with brake fluid and bleed the brake system (See page BR–4).
- Check for leaks.

PARKING BRAKE

COMPONENTS

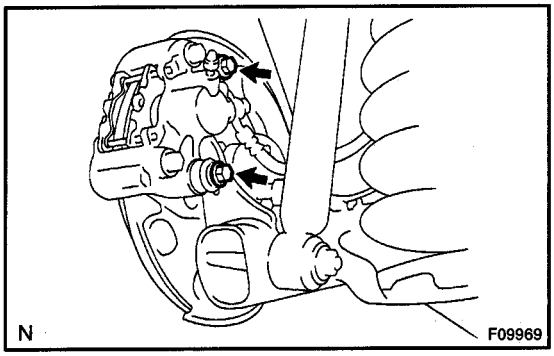
BR14V-01



BR14W–01

DISASSEMBLY

1. **REMOVE REAR WHEEL**
   Torque: 103 N·m (1,050 kgf·cm, 76 ft·lbf)
2. **REMOVE FLEXIBLE HOSE FROM REAR AXLE BEAM**
   Torque: 30 N·m (310 kgf·cm, 22 ft·lbf)

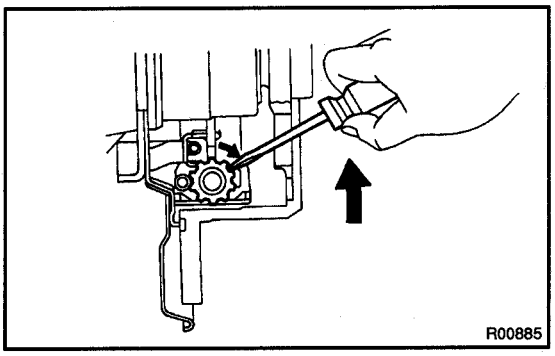


3. **REMOVE BRAKE CALIPER**

(a) Remove the 2 installation bolts and caliper.
Torque: 47 N·m (475 kgf·cm, 34 ft·lbf)

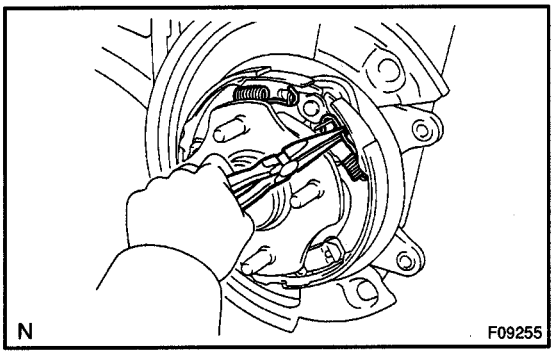
(b) Remove the caliper from the torque plate.

(c) Suspend the disc brake securely. Ensure that the hose is not stretched.



4. **REMOVE DISC**

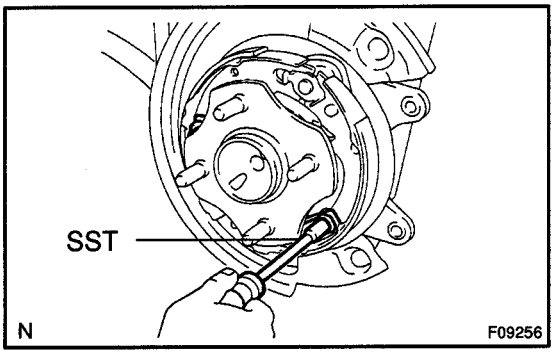
Release the parking brake lever, and remove the disc.
HINT:
If the disc cannot be removed easily, turn the shoe adjuster until the wheel turns freely.



5. **REMOVE SHOE RETURN SPRINGS AND TENSION SPRING**

Using needle–nose pliers, remove the 2 shoe return springs and tension spring.

6. **REMOVE SHOE STRUT**



7. **REMOVE FRONT SHOE AND ADJUSTER**

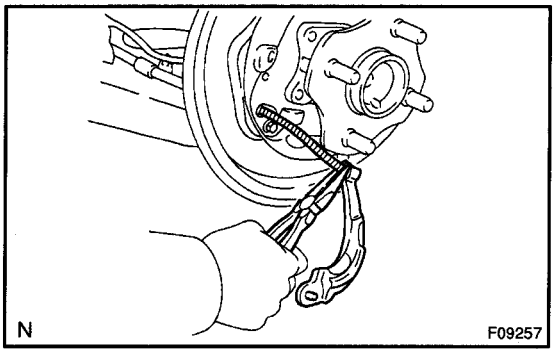
(a) Using SST, remove the shoe hold–down spring and pin from the front shoe.
SST 09718–00010

(b) Remove the front shoe and adjuster.

8. REMOVE REAR SHOE

(a) Using SST, remove the shoe hold–down spring and pin from the rear shoe.
SST 09718–00010

(b) Disconnect the rear shoe from the parking brake shoe lever, and remove rear shoe.



9. REMOVE PARKING BRAKE SHOE LEVER

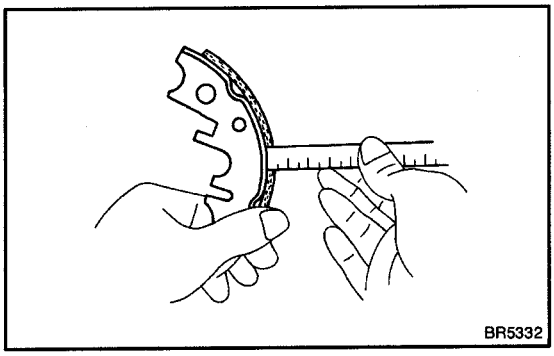
Using needle–nose pliers, disconnect the parking brake cable from the parking brake shoe lever.

BR14X-01

INSPECTION

1. INSPECT DISASSEMBLED PARTS

Inspect the disassembled parts for wear, rust or damage.



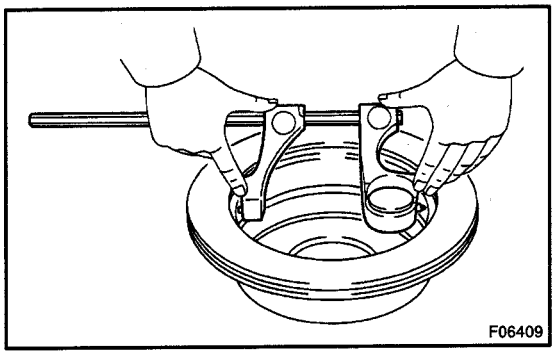
2. MEASURE BRAKE SHOE LINING THICKNESS

Using a ruler, measure the thickness of the shoe lining.

Standard thickness: 4.0 mm (0.157 in.)

Minimum thickness: 1.0 mm (0.039 in.)

If the lining thickness is at the minimum thickness or less, or if there is severe, uneven wear, replace the brake shoe.



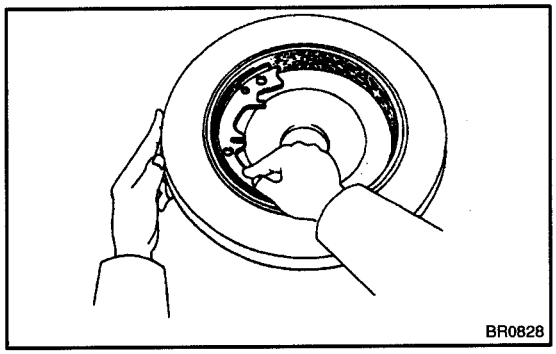
3. MEASURE DISC INSIDE DIAMETER

Using a brake drum gauge or equivalent, measure the inside diameter of the disc.

Standard inside diameter: 173.0 mm (6.811 in.)

Maximum inside diameter: 174.0 mm (6.850 in.)

Replace the disc if the inside diameter is at the maximum value or more. Replace the disc or grind it with a lathe if the disc is scored or is worn unevenly.



4. INSPECT PARKING BRAKE LINING AND DISC FOR PROPER CONTACT

Apply chalk to the inside surface of the disc, then grind down the brake shoe lining to fit. If the contact between the disc and the brake shoe lining is improper, repair it using a brake shoe grinder or replace the brake shoe assembly.

BR14Y-01

REASSEMBLY

Reassembly is in the reverse order of disassembly (See page BR–44).

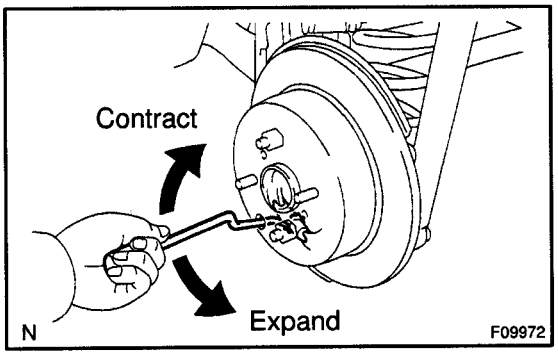
NOTICE:

Apply high temperature grease to the parts indicated by the arrows (See page BR–43).

1. ADJUST PARKING BRAKE SHOE CLEARANCE

(a) Temporarily install the hub nuts.

(b) Remove the hole plug.



(c) Turn the adjuster and expand the shoes until the disc locks.

(d) Return the adjuster 8 notches.

(e) Install the hole plug.

2. SETTLING PARKING BRAKE SHOES AND DISC

(a) Drive the vehicle at about 50 km/h (31 mph) on a safe, level and dry road.

(b) With the parking brake release button pushed in, pull on the lever with 98 N (10 kgf, 19.8 lbf) of force.

(c) Drive the vehicle for about 400 meters (0.25 mile) in this condition.

(d) Repeat this procedure 2 or 3 times.

3. CHECK AND ADJUST PARKING BRAKE LEVER TRAVEL (See page BR–9)