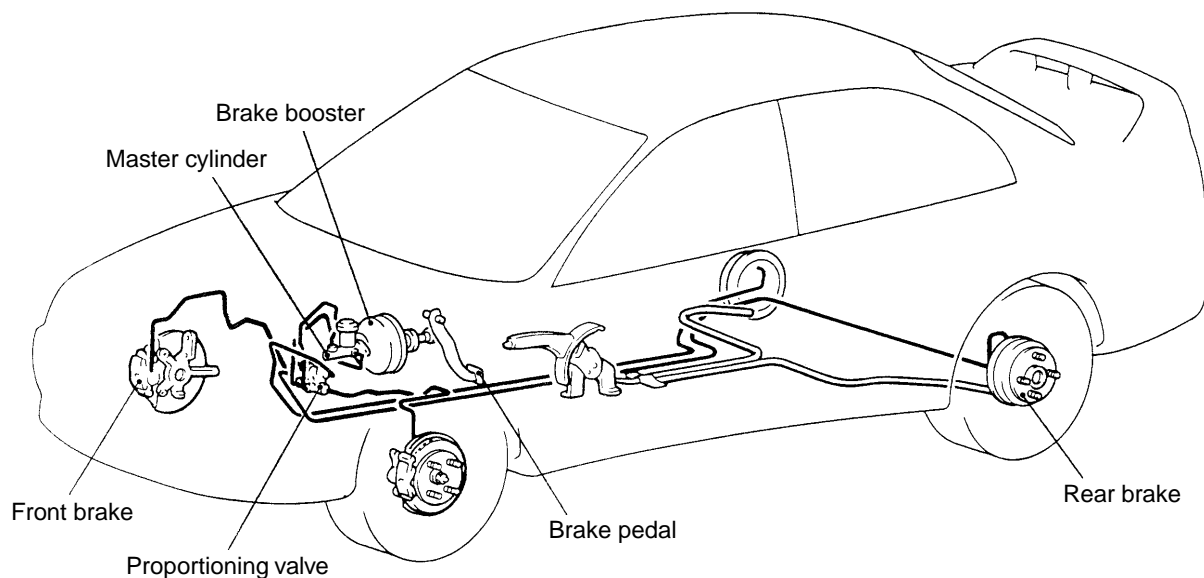


GENERAL INFORMATION

The brake system offers high dependability and durability along with improved braking performance and brake sensitivity.

Items		Specifications
Master cylinder	Type	Tandem type (with level sensor)
	I.D. mm	22.2
Brake booster	Type	Vacuum type, single
	Effective dia. of power cylinder mm	230
	Boosting ratio	5.0
Proportioning valve	Type	Dual type
	Decompression ratio	0.25
Front brakes	Type	Floating caliper, 1-piston, ventilated disc
	Disc effective dia. × thickness mm	184 × 18
	Wheel cylinder I.D. mm	54.0
	Pad thickness mm	10.0
	Clearance adjustment	Automatic
Rear drum brakes	Type	Leading trailing
	Drum I.D. mm	180
	Wheel cylinder I.D. mm	19.0
	Lining thickness mm	4.3
	Clearance adjustment	Automatic
Brake fluid		DOT 3 or DOT 4

CONSTRUCTION DIAGRAM



A14M0061

SERVICE SPECIFICATIONS

Items			Standard value	Limit
Brake pedal height mm	L.H. drive vehicles		163.5–166.5	–
	R.H. drive vehicles		162.5–165.5	–
Brake pedal free play mm			3–8	–
Brake pedal to floor board clearance mm			80 or more	–
Proportioning valve	Split point MPa	Hatchback	2.45 ± 0.25	–
		Sedan	2.94 ± 0.25	–
	Output fluid pressure (Input fluid pressure) MPa	Hatchback	4.30 ± 0.39 (9.81)	–
		Sedan	4.66 ± 0.39 (9.81)	–
	Output fluid pressure difference between left and right MPa		–	0.39
Brake booster push rod to master cylinder piston clearance mm			0.65–0.85	–
Front disc brake	Pad thickness mm		10.0	2.0
	Disc thickness mm		18.0	16.4
	Disc runout mm		–	0.06
	Drag force (tangential force of wheel mounting bolts) N		39 or less	–

Items		Standard value	Limit
Rear drum brake	Lining thickness mm	4.3	1.0
	Drum inside diameter mm	180	182

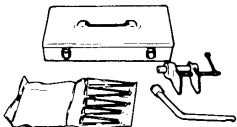
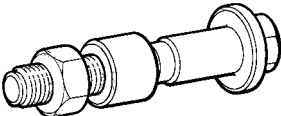
LUBRICANTS

Items	Specified Lubricant
Brake fluid	DOT3 or DOT4
Brake piston seal	Repair kit grease (orange)
Slide pin boot and slide pin bush inner surfaces	
Brake piston boot inner surfaces	
Piston boot mounting grooves	
Rear brake shoe and backing plate contact surfaces	Brake grease SAE J310, NLGI No.1
Shoe assembly and auto adjuster assembly contact surfaces	
Shoe and lever assembly and auto adjuster assembly contact surfaces	

SEALANTS

Items	Specified sealant	Remarks
Thread part fitting	3M ATD Part No. 8661 or equivalent	Semi-drying sealant

SPECIAL TOOLS

Tool	Number	Name	Use
	MB990964 MB990520 MB990619	Brake tool set	<ul style="list-style-type: none"> Pushing-in of the disc brake piston Installation of drum brake wheel cylinder piston cup
	MB990998	Front hub remover and installer	Provisional holding of the wheel bearing

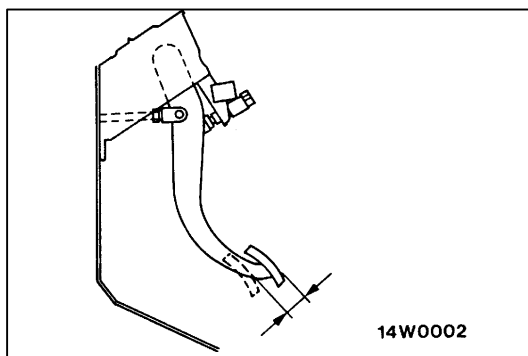
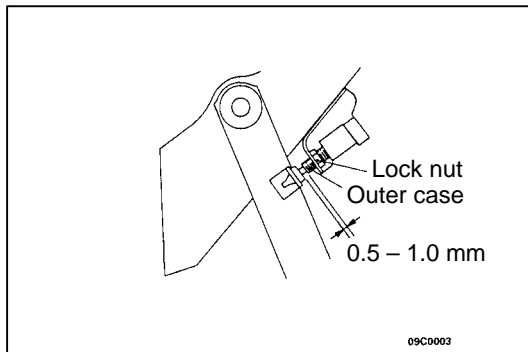
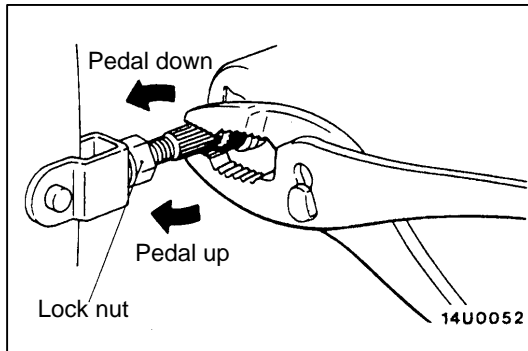
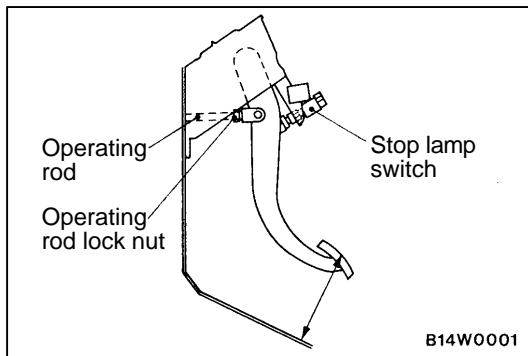
ON-VEHICLE SERVICE**BRAKE PEDAL CHECK AND ADJUSTMENT**

1. Turn up the carpet, etc under the brake pedal.
2. Measure the brake pedal height as illustrated. If the brake pedal height is not within the standard value, follow the procedure below.

Standard value:

<L.H. drive vehicles> 163.5–166.5 mm

<R.H. drive vehicles> 162.5–165.5 mm

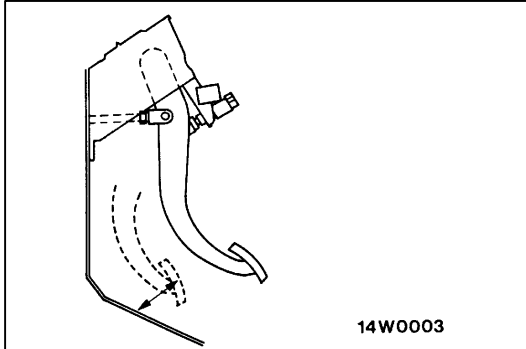


- (1) Disconnect the stop lamp switch connector.
 - (2) Adjust the brake pedal height by turning the operating rod with pliers (with the operating rod lock nut loosened), until the correct brake pedal height is obtained.
 - (3) Secure by tightening the lock nut of the operating rod.
 - (4) Push the stop lamp switch in the direction of the pedal stroke until it stops. (The switch will slide if it is pushed firmly.)
 - (5) Lift up the pedal until the operating rod is fully extended, and then slide the stop lamp switch back to the required position. Adjust the position of the switch by turning it until the distance shown in the illustration is correct.
 - (6) Connect the connector of the stop lamp switch.
 - (7) Check that the stop lamp is not illuminated with the brake pedal unpressed.
3. 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: 3–8 mm

If the free play exceeds the standard value, it is probably due to excessive play between the retaining ring bolt and brake pedal arm.

Check for excessive clearance and replace faulty parts as required.

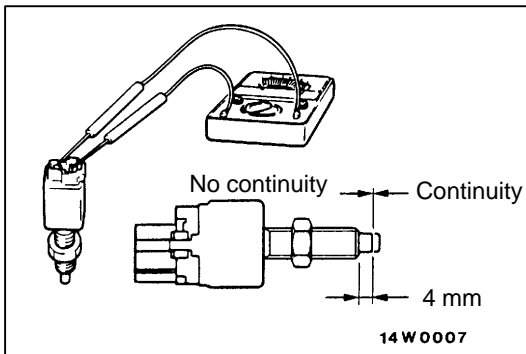


4. Start the engine, depress the brake pedal with approximately 490 N of force, and measure the clearance between the brake pedal and the floorboard.

Standard value: 80 mm or more

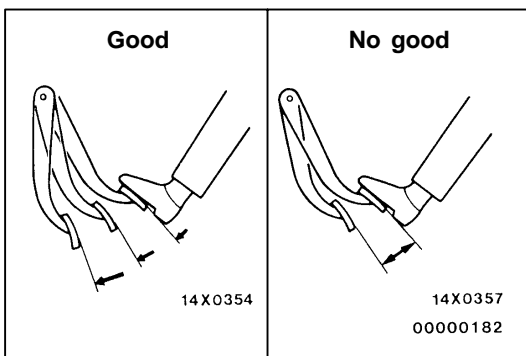
If the clearance is outside the standard value, check for air trapped in the brake line, clearance between the lining and the drum and dragging in the parking brake. Adjust and replace defective parts as required.

5. Turn back the carpet, etc.



STOP LAMP SWITCH CHECK

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

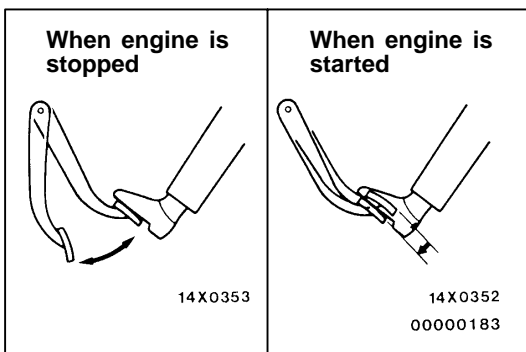


BRAKE BOOSTER OPERATING TEST

For simple checking of the brake booster operation, carry out the following tests:

1. Run the engine for one or two minutes, and then stop it.

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 defective.



2. With the engine stopped, step on the brake pedal several times.

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 defective.

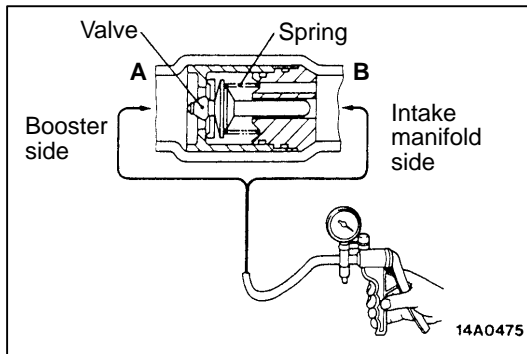
3. With the engine running, step on the brake pedal and then stop the engine.
Hold the pedal depressed for 30 seconds. If the pedal height does not change, the booster is in good condition, if the pedal rises, the booster is defective.
If the above three tests are okay, the booster performance can be determined as good.
If one of the above three tests is not okay at last, the check valve, vacuum hose, or booster will be defective.

CHECK VALVE OPERATION CHECK

1. Remove the vacuum hose

Caution

The check valve should not be removed from the vacuum hose.

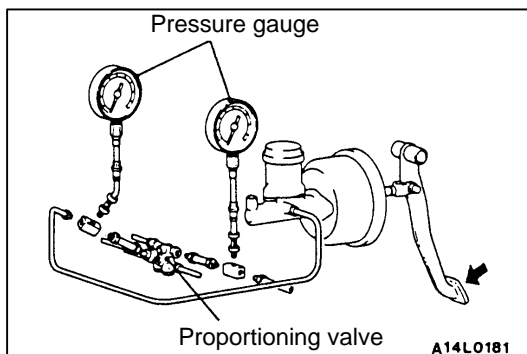


2. Check the operation of the check valve by using a vacuum pump.

Vacuum pump connection	Accept/reject criteria
Connection at the brake booster side (A)	A negative pressure (vacuum) is created and held.
Connection at the intake manifold side (B)	A negative pressure (vacuum) is not created.

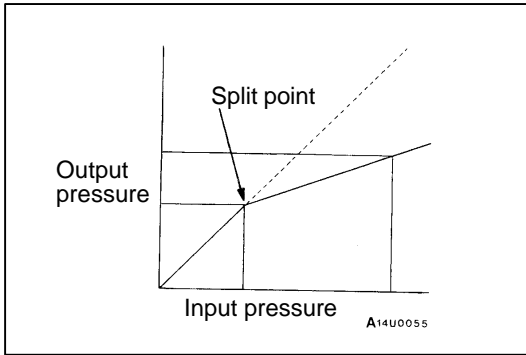
Caution

If the check valve is defective, replace it as an assembly unit together with the vacuum hose.



PROPORTIONING VALVE FUNCTION TEST

1. Connect two pressure gauges, one each to the input side and output side of the proportioning valve, as shown.
2. Bleed the air in the brake line and the pressure gauge.
3. 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:

MPa

Hatchback	Sedan
2.45 ± 0.25	2.94 ± 0.25

- (2) Check to be sure that the output fluid pressure is at the standard value when the pedal depression force is increased so that the input fluid pressure is at the values shown in the table below.

Standard value:

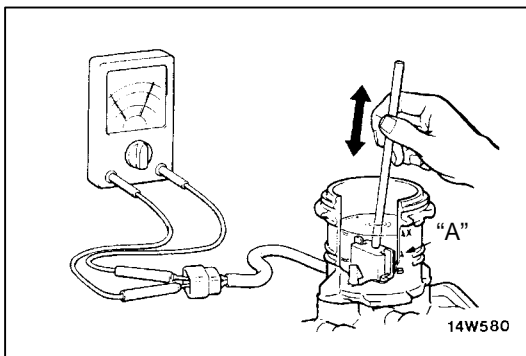
MPa

	Hatchback	Sedan
Output fluid pressure (Input fluid pressure)	4.30 ± 0.39 (9.81)	4.66 ± 0.39 (9.81)

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

Limit: 0.39 MPa

4. If the measured pressures are not within the permissible ranges, replace the proportioning valve.



BRAKE FLUID LEVEL SENSOR CHECK

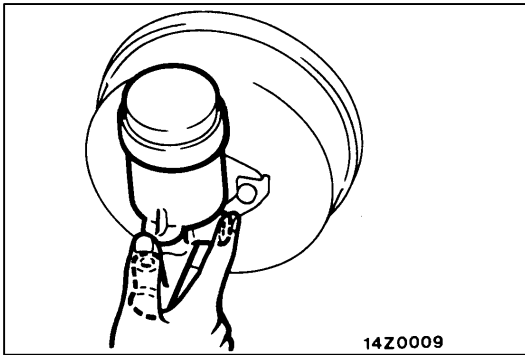
The brake fluid level sensor is in good condition if there is no continuity when the float surface is above "A" and if there is continuity when the float surface is below "A".

BLEEDING

Caution

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

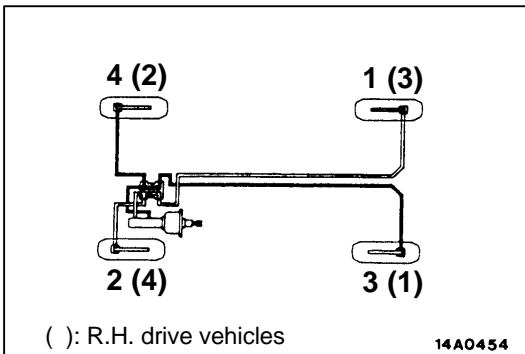
Specified brake fluid: DOT3 or DOT4



MASTER CYLINDER BLEEDING

The master cylinder used has no check valve, so if bleeding is carried out by the following procedure, bleeding of air from the brake pipeline will become easier. (When brake fluid is not contained in the master cylinder.)

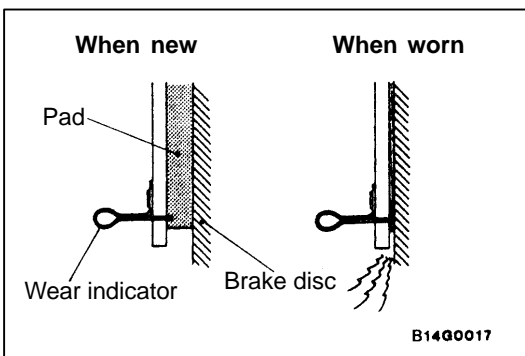
- (1) Fill the reserve tank with brake fluid.
- (2) Keep the brake pedal depressed.
- (3) Have another person cover the master cylinder outlet with a finger.
- (4) With the outlet still closed, release the brake pedal.
- (5) Repeat steps (2)–(4) three or four times to fill the inside of the master cylinder with brake fluid.



() : R.H. drive vehicles

BRAKE PIPE LINE BLEEDING

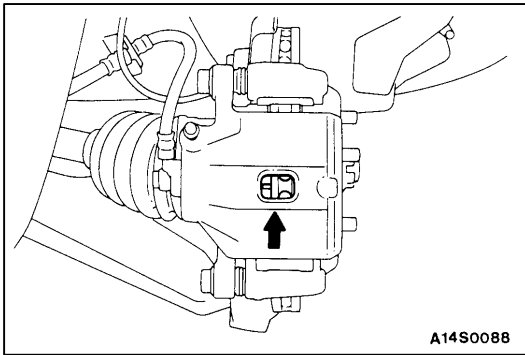
Bleed the air in the sequence shown in the figure.



FRONT DISC BRAKE PAD CHECK AND REPLACEMENT

NOTE

The left side outer brake pad has a wear indicator. The wear indicator contacts the brake disc when the brake pad thickness becomes 2 mm and emit a squealing sound to warn the driver.



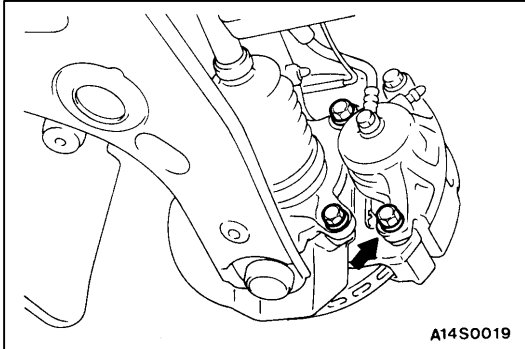
1. Check brake pad thickness through caliper body check port.

Standard value: 10 mm

Limit: 2.0 mm

Caution

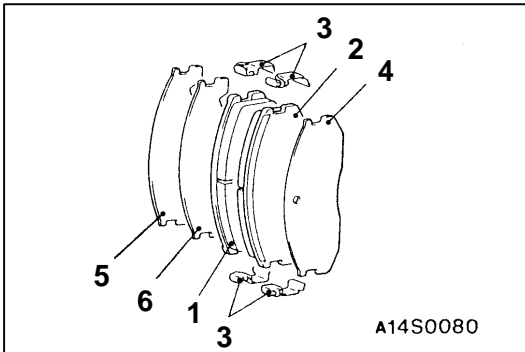
1. When the limit is exceeded, replace the pads at both sides, and also the brake pads for the wheels on the opposite side at the same time.
2. If there is a significant difference in the thickness of the pads on the left and right sides, check the sliding condition of the piston, lock pin and guide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



2. Remove the slide pin (M14). Lift caliper assembly and retain with wires.

Caution

Do not wipe off the special grease that is on the slide pin or allow it to contaminate the slide pin.



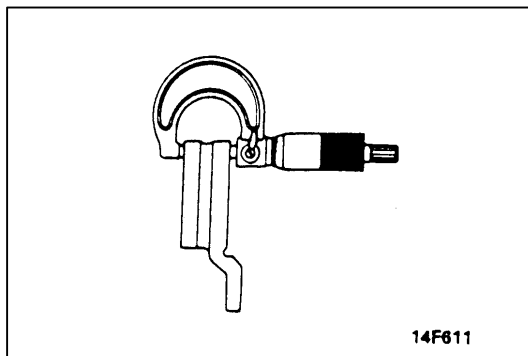
3. Remove the following parts from caliper support.
 1. Pad and wear indicator assembly <L.H.>, and pad assembly <R.H.>
 2. Pad assembly
 3. Pad liner
 4. Outer shim
 5. Inner shim (stainless)
 6. Inner shim (coated with rubber)
4. In order to measure the brake drag force after pad installation, [measure the rotary-sliding resistance of the hub with the pads removed.](#)
5. Install the pads and the caliper assembly, and then [check the brake drag force.](#)

FRONT DISC BRAKE ROTOR CHECK**CAUTION**

When servicing disc brakes, it is necessary to exercise caution to keep the disc brakes within the allowable service values in order to maintain normal brake operation.

Before re-finishing or re-processing the brake disc surface, the following conditions should be checked.

Inspection items	Remarks
Scratches, rust, saturated lining materials and wear	<ul style="list-style-type: none"> If the vehicle is not driven for a certain period, the sections of the discs that are not in contact with lining will become rusty, causing noise and shuddering. If grooves resulting from excessive disc wear and scratches are not removed prior to installing a new pad assembly, there will momentarily be inappropriate contact between the disc and the lining (pad).
Run-out or drift	Excessive run-out or drift of the discs will increase the pedal depression resistance due to piston knock-back.
Change in thickness (parallelism)	If the thickness of the disc changes, this will cause pedal pulsation, shuddering and surging.
Inset or warping (flatness)	Overheating and improper handling while servicing will cause inset or warping.

**THICKNESS CHECK**

- Using a micrometer, measure disc thickness at eight positions, approximately 45° apart and 10 mm in from the outer edge of the disc.

Brake disc thickness

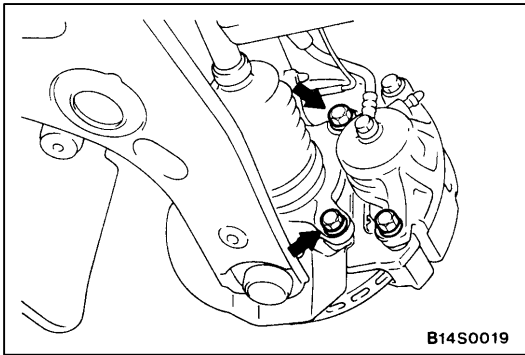
Standard value: 18.0 mm

Limit: 16.4 mm

Thickness variation (at least 8 positions)

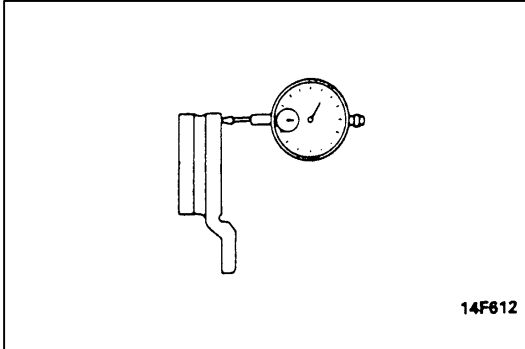
The difference between any thickness measurements should not be more than 0.015 mm.

- If the disc is beyond the limits for thickness, remove it and install a new one. If thickness variation exceeds the specification, replace the brake disc or turn rotor with on the car type brake lathe ("MAD, DL-8700PF" or equivalent).



RUN-OUT CHECK

1. Remove the caliper support; then raise the caliper assembly upward and secure by using wire.
2. Inspect the disc surface for grooves, cracks and rust. Clean the disc thoroughly and remove all rust.

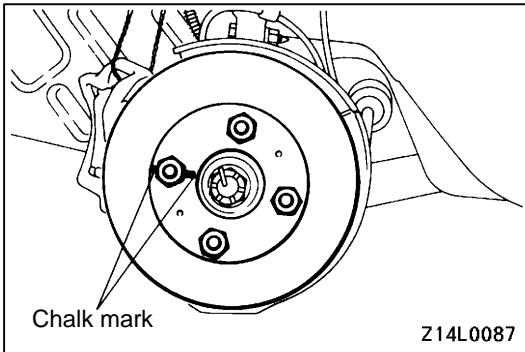


3. Place a dial gauge approximately 5 mm from the outer circumference of the brake disc, and measure the run-out of the disc.

Limit: 0.06 mm or less

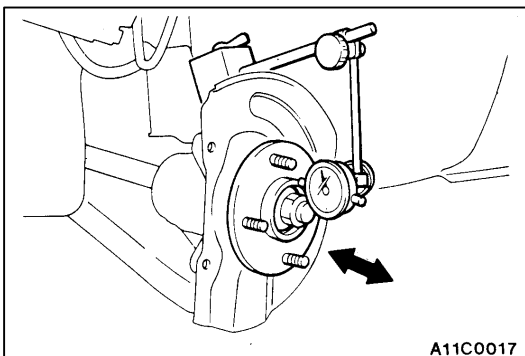
NOTE

Tighten the nuts in order to secure the disc to the hub.



RUN-OUT CORRECTION

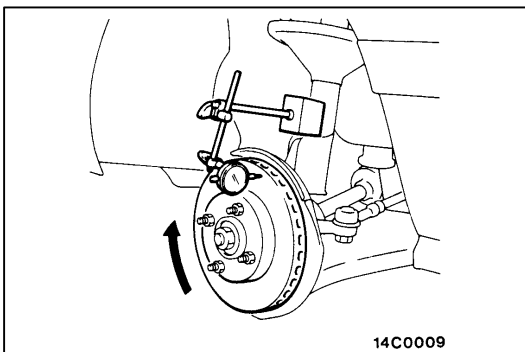
1. If the run-out of the brake disc is equivalent to or exceeds the limit specification, change the phase of the disc and hub, and then measure the run-out again.
 - (1) Before removing the brake disc, chalk both sides of the wheel stud on the side at which run-out is greatest.



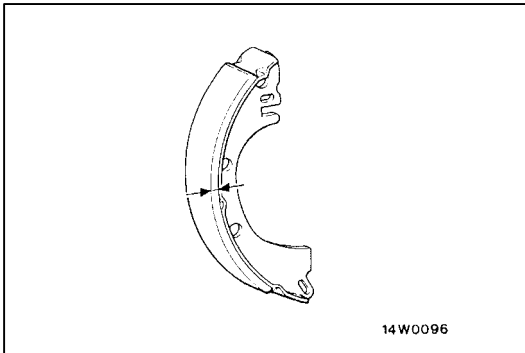
- (2) Remove the brake disc, and then place a dial gauge as shown in the illustration; then move the hub in the axial direction and measure the play.

Limit: 0.05 mm

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



- (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 or turn rotor with on the car type brake lathe ("MAD, DL-8700PF" or equivalent).

**BRAKE LINING THICKNESS CHECK**

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

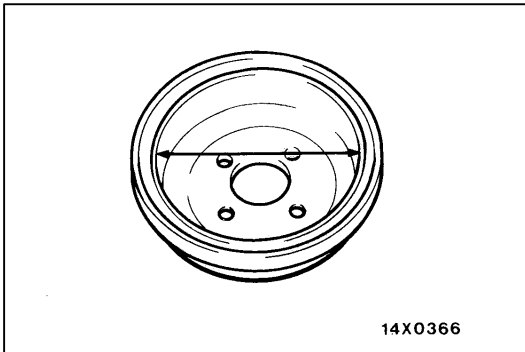
Standard value: 4.3 mm

Limit: 1.0 mm

Replace the shoe and lining assembly if brake lining thickness is less than the limit or if it is not worn evenly. For information concerning the [procedures for installation of the shoe and lining assembly](#)

Caution

1. Whenever the shoe and lining 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 thickness of the shoe and lining assemblies on the left and right sides, check the sliding condition of the piston.

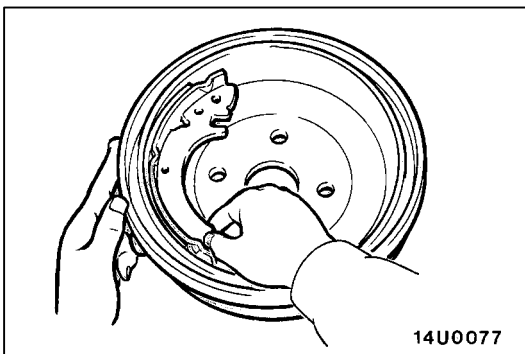
**BRAKE DRUM INSIDE DIAMETER CHECK**

1. Remove the brake drum.
2. Measure the inside diameter of the brake drum at two or more locations.

Standard value: 180 mm

Limit: 182 mm

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

**BRAKE LINING AND BRAKE DRUM CONNECTION CHECK**

1. Remove the brake drum.
2. [Remove the shoe and lining assembly.](#)
3. Chalk inner surface of brake drum and rub with shoe and lining assembly.
4. Replace shoe and lining assembly or brake drums if there are any irregular contact area.

NOTE

Clean off chalk after check.

BRAKE PEDAL

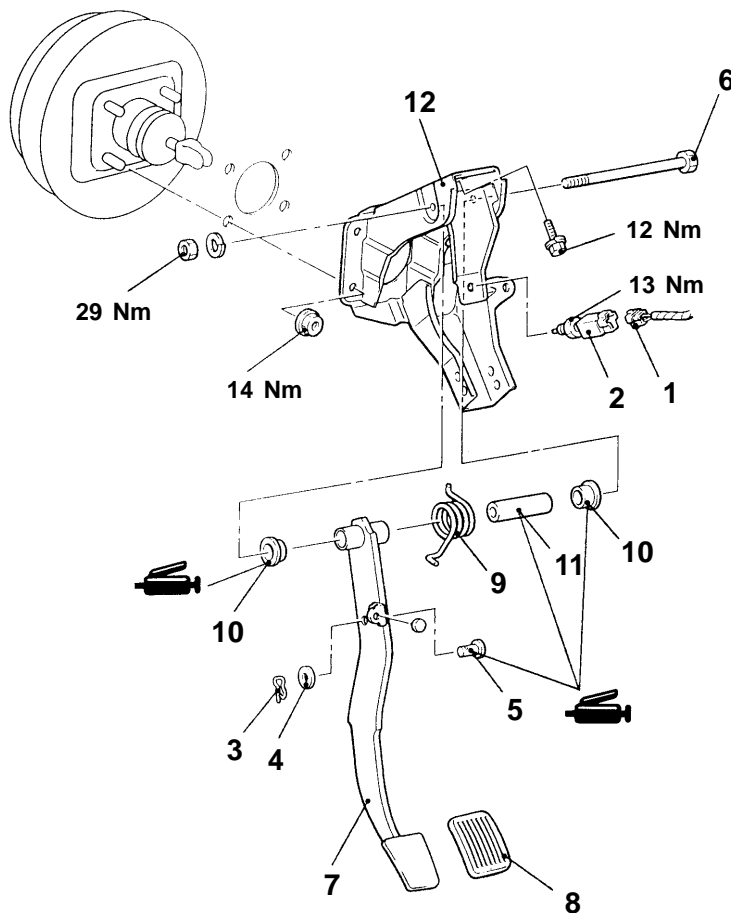
REMOVAL AND INSTALLATION <R.H. drive vehicles>

Pre-removal Operation

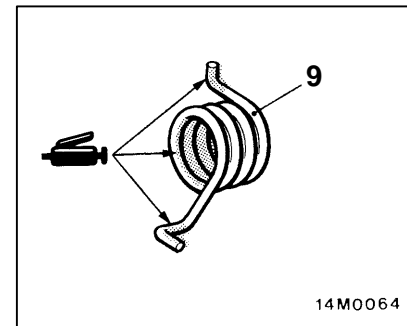
- Instrument Under Cover Removal
- Steering Column Assembly Removal
- Accelerator Pedal Removal
- Accelerator Pedal Switch Removal<Vehicles with carburettor (A/T)>

Post-installation Operation

- Accelerator Pedal Switch Installation<Vehicles with carburettor (A/T)>
- Accelerator Pedal Installation
- Steering Column Assembly Installation
- Instrument Under Cover Installation
- Brake Pedal Adjustment



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Removal steps

1. Stop lamp switch connector
2. Stop lamp switch
3. Snap pin
4. Washer
5. Clevis pin
6. Brake pedal shaft bolt
7. Brake pedal
8. Brake pedal pad
9. Brake pedal return spring
10. Bushing
11. Pipe
12. Pedal support member

MASTER CYLINDER AND BRAKE BOOSTER

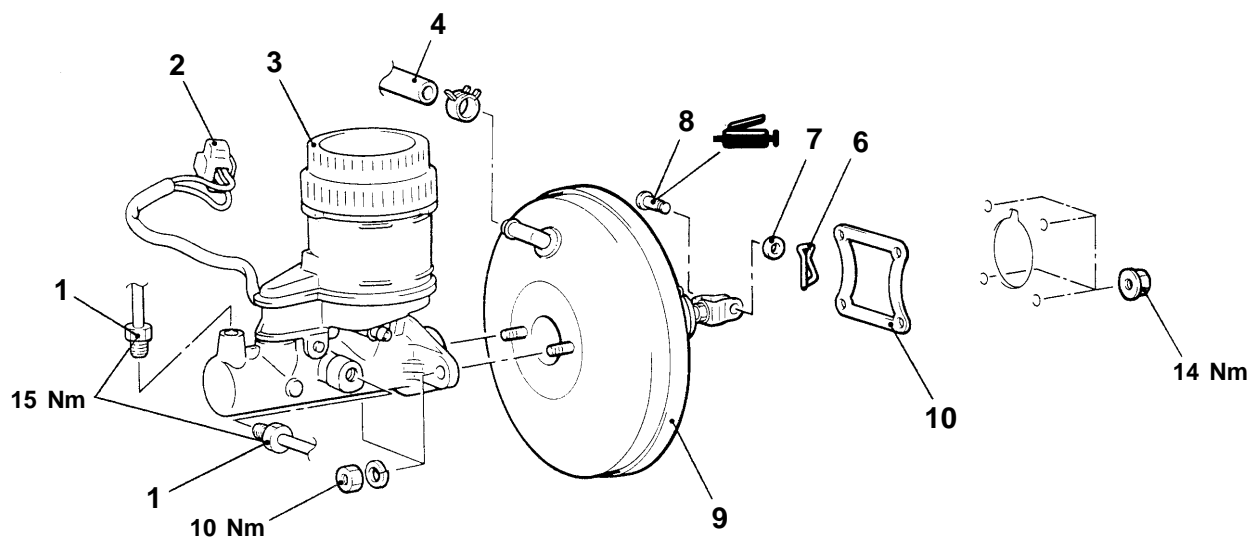
REMOVAL AND INSTALLATION

Pre-removal Operation

- Brake Fluid Draining

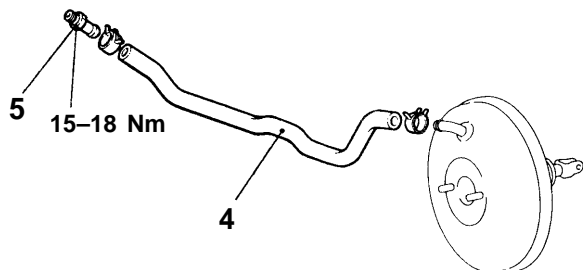
Post-installation Operation

- Brake Fluid Supplying
- Brake Line Bleeding
- Brake Pedal Adjustment

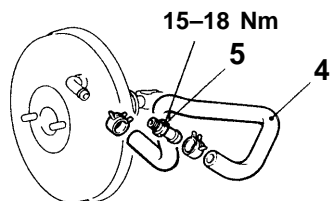


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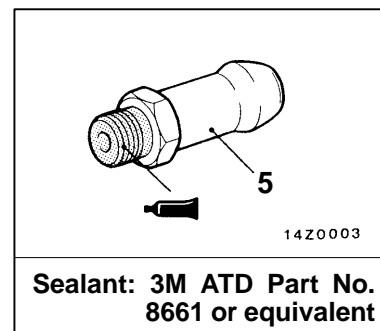
<L.H. drive vehicles>



<R.H. drive vehicles>



14M0057



Sealant: 3M ATD Part No.
8661 or equivalent

Removal steps

1. Brake pipe connection
2. Brake fluid level sensor connector
3. Master cylinder assembly
4. Vacuum hose (With built-in check valve)
5. Fitting

6. Snap pin
7. Washer
8. Clevis pin
9. Brake booster
10. Sealer

INSTALLATION SERVICE POINTS

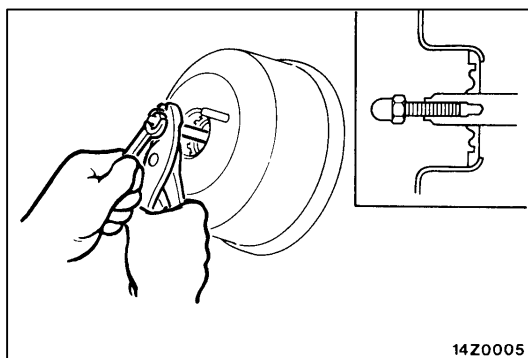
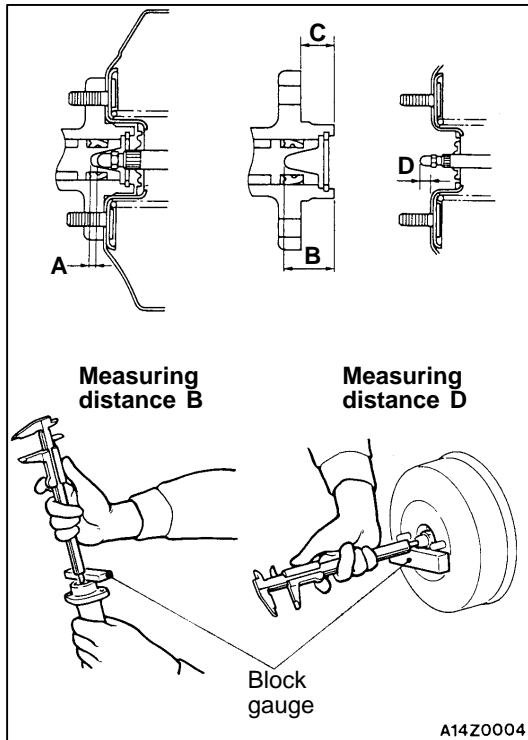
►A◄ VACUUM HOSE CONNECTION

Insert securely and completely until the vacuum hose at the engine side contacts the edge of the hexagonal part of the fitting, and then secure by using the hose clip.

►B◄ CLEARANCE ADJUSTMENT BETWEEN BRAKE BOOSTER PUSH ROD AND PRIMARY PISTON

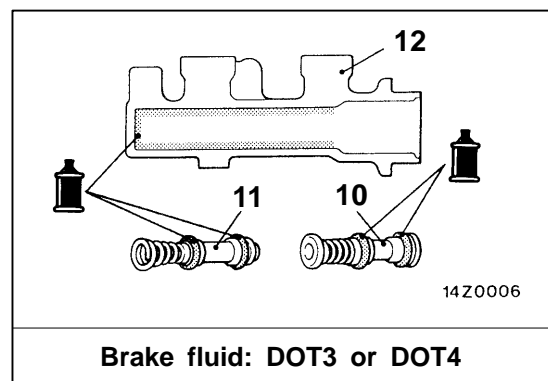
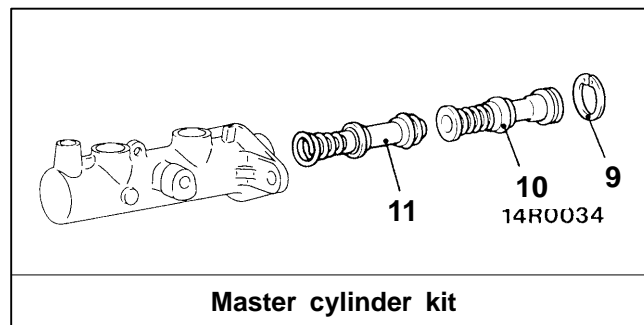
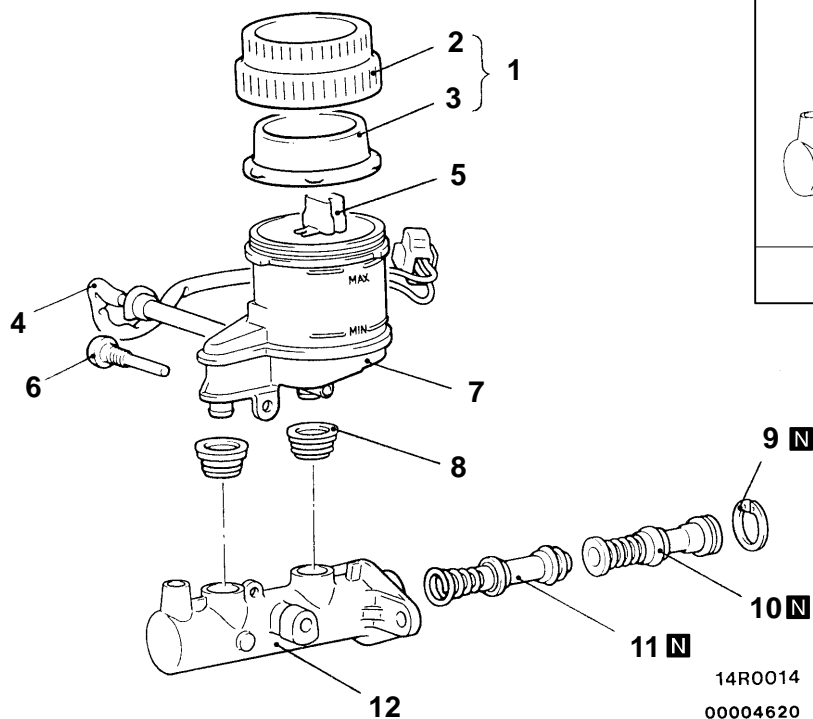
Calculate clearance A from the B, C and D measurements.
 $A = B - C - D$

Standard value: 0.65–0.85 mm



If the clearance is not within the standard value range, adjust by changing the push rod length by turning the screw of the push rod.

MASTER CYLINDER DISASSEMBLY AND REASSEMBLY

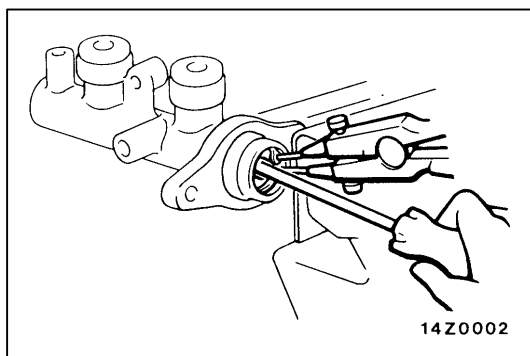


Disassembly steps

1. Reservoir cap assembly
2. Reservoir cap
3. Diaphragm
4. Brake fluid level sensor
5. Float
6. Reservoir stopper bolt



7. Reservoir tank
8. Reservoir seal
9. Piston stopper ring
10. Primary piston assembly
11. Secondary piston assembly
12. Master cylinder body



DISASSEMBLY SERVICE POINT

◀A▶ PISTON STOPPER RING DISASSEMBLY

Remove the piston stopper ring, while depressing the piston.

FRONT DISC BRAKE

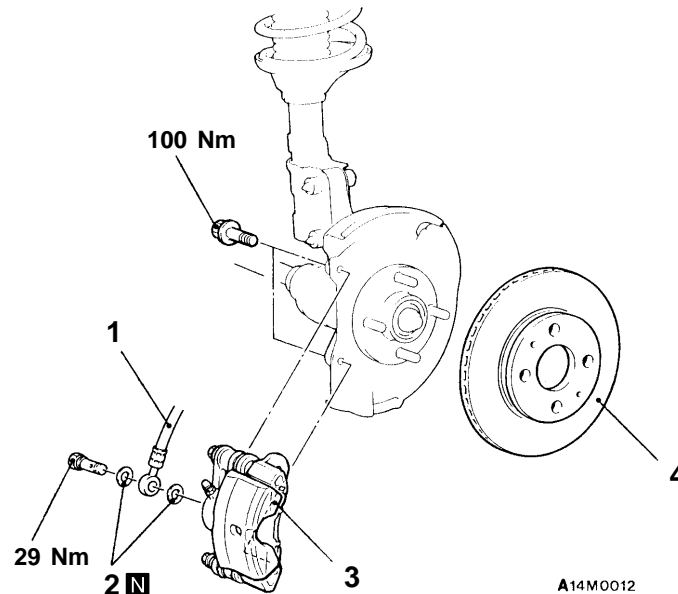
REMOVAL AND INSTALLATION

Pre-removal Operation

- Brake Fluid Draining

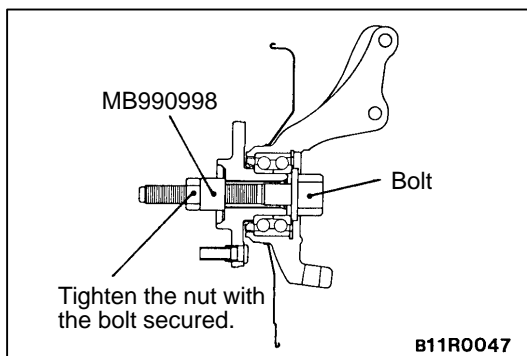
Post-installation Operation

- Brake Fluid Supplying
- [Brake Line Bleeding](#)



Removal steps

1. Brake hose connection
2. Gasket
3. Disc brake assembly
4. Brake disc

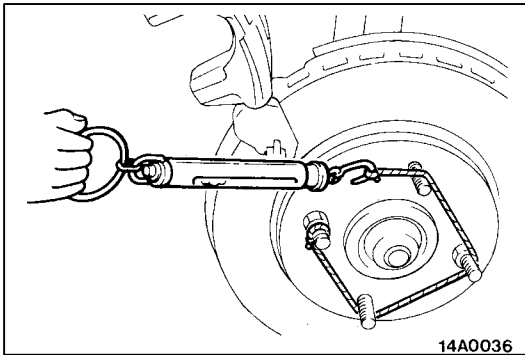


INSTALLATION SERVICE POINT

►A◄ DISC BRAKE ASSEMBLY INSTALLATION

1. In order to measure the brake drag torque after pad installation, measure the rotary-sliding resistance of the hub by the following procedure with the pads removed.
 - (1) [Remove the drive shaft.](#)
 - (2) Attach the special tool to the front hub assembly as shown in the illustration, and tighten it to the specified torque.

Tightening torque: 196 – 255 Nm

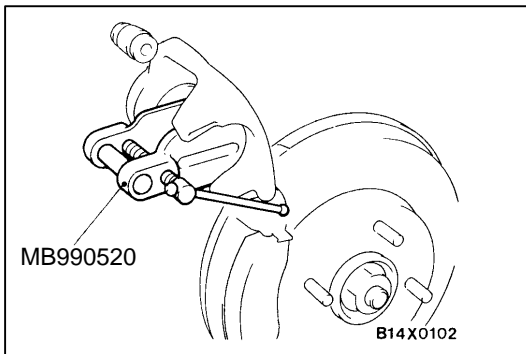


- (3) Use a spring balance to measure the rotary-sliding resistance of the hub in the forward direction.

2. After installing the caliper support to the knuckle, install the pad clips and the pads to the caliper support.

Caution

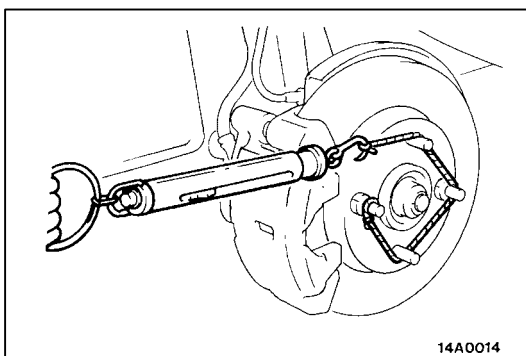
Do not let any oil, grease or other contamination get onto the friction surfaces of the pads and brake discs.



3. Clean piston and insert into cylinder with special tool.
4. Be careful that the piston boot does not become caught when lowering the caliper assembly, and tighten the slide pin (M14) to the specified torque.

Tightening torque: 83 – 93 Nm

5. Start the engine and then depress the brake pedal 2–3 times.
6. Stop engine.
7. Turn brake disc forward 10 times.



8. Use a spring balance to measure the rotation sliding resistance of the hub in the forward direction.
9. Calculate the drag force of the disc brake (difference between of values measured in item 8 and item 1.)

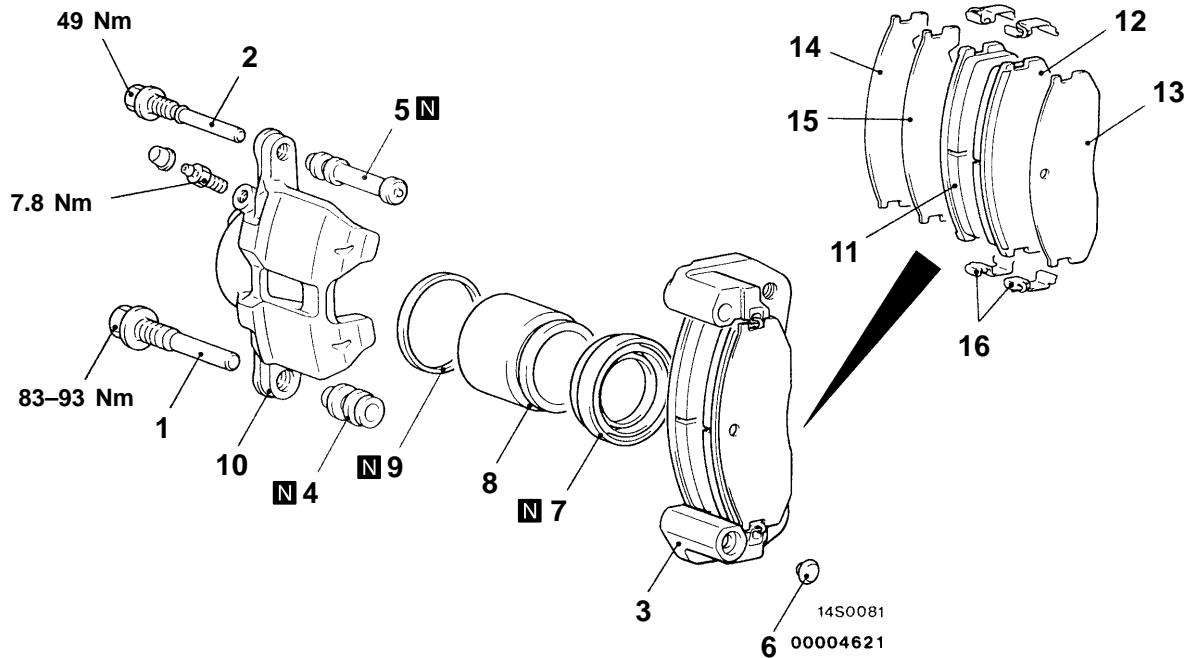
Standard value: 39 N or less

10. If the drag force of the disc brake exceeds the standard value, disassemble piston and clean piston. Check for corrosion or worn piston seal, and check the sliding condition of the slide pins.

DISASSEMBLY AND REASSEMBLY

MAIN

Group
35

35A
1996


Brake caliper kit	Pad repair kit	Seal and boots repair kit
<p>14S0082</p>	<p>14M0070</p>	<p>14A0557</p>

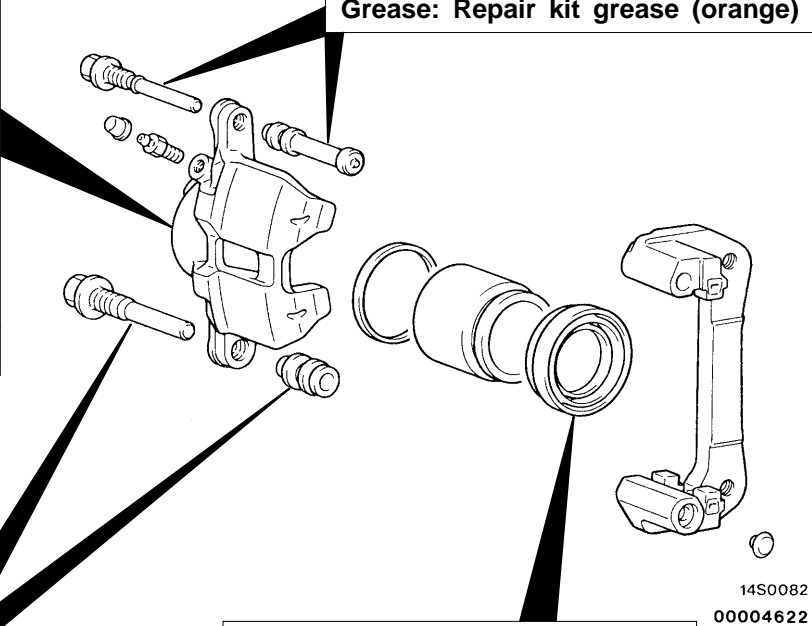
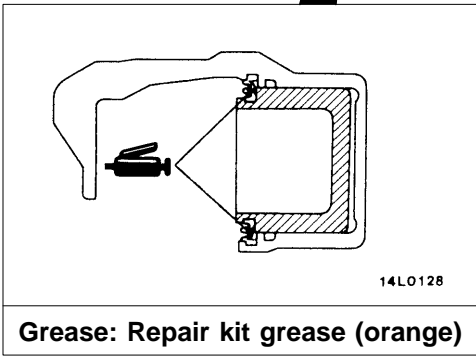
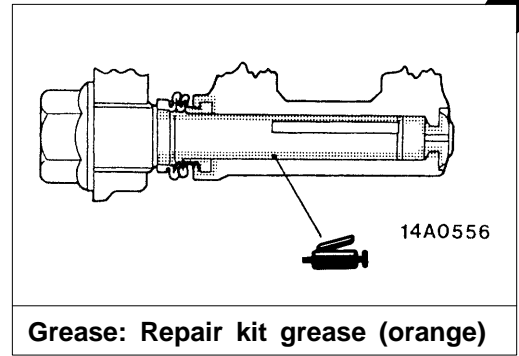
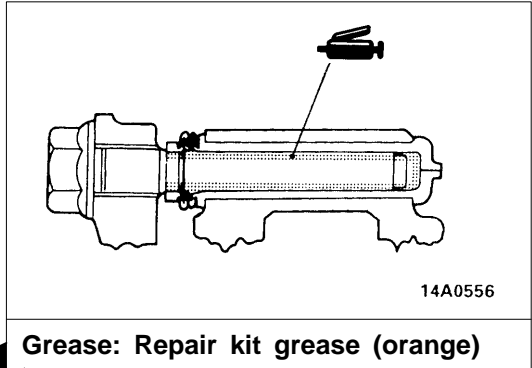
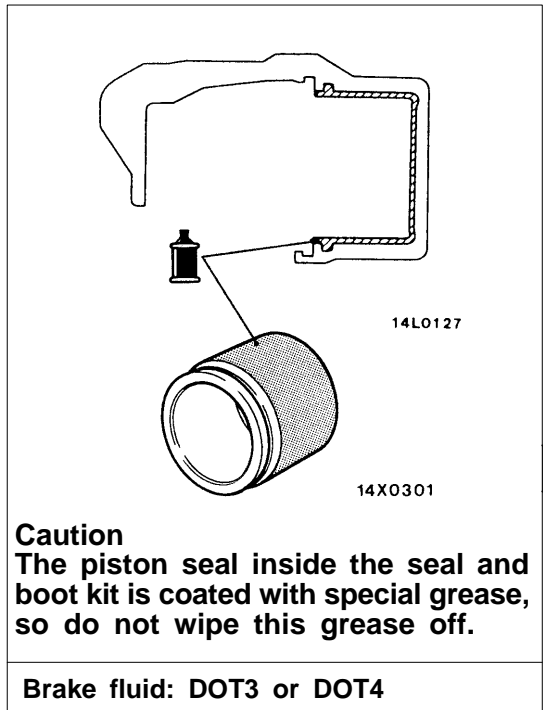
Caliper assembly disassembly steps

1. Slide pin (M14)
2. Slide pin (M10)
3. Torque member (pad, pad liner, shim)
4. Boot
5. Bush
6. Plug
7. Piston boot
8. Piston
9. Piston seal
10. Caliper body

Pad assembly disassembly steps

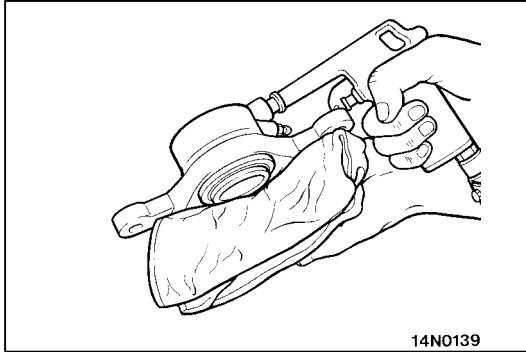
1. Slide pin (M14)
2. Slide pin (M10)
3. Torque member (pad, pad liner, shim)
11. Pad and wear indicator assembly <L.H.> or pad assembly <R.H.>
12. Pad assembly
13. Outer shim (coated with rubber)
14. Inner shim (stainless)
15. Inner shim (coated with rubber)
16. Pad liner

LUBRICATION POINTS



DISASSEMBLY SERVICE POINTS

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

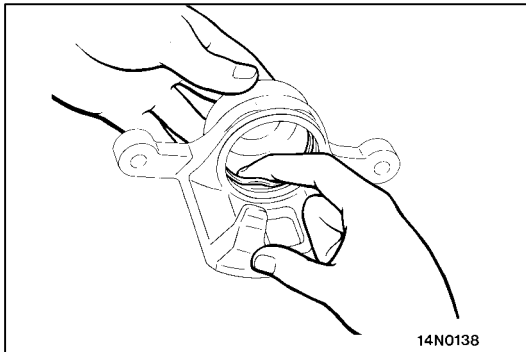


◀A▶ PISTON BOOT/PISTON REMOVAL

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

Caution

Blow compressed air gently.



◀B▶ PISTON SEAL REMOVAL

- (1) Remove piston seal with finger tip.

Caution

Do not use a flat-tipped 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: DOT3 or DOT4

INSPECTION

- 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.

REAR DRUM BRAKE

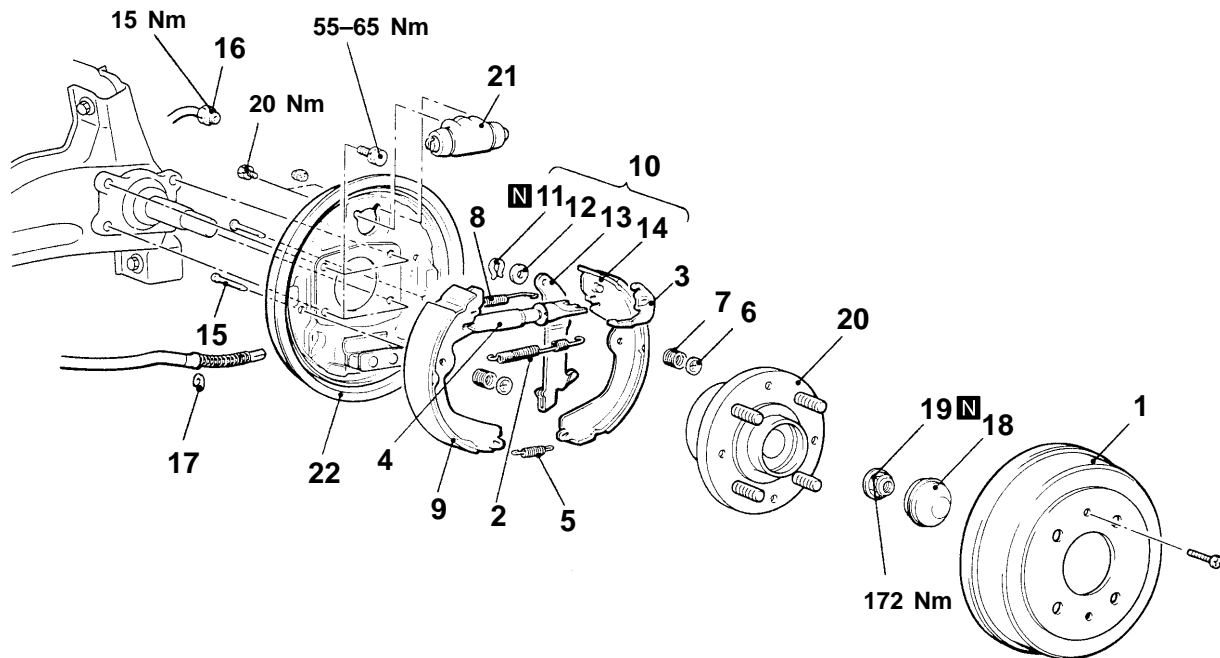
REMOVAL AND INSTALLATION

Pre-removal Operation

- Loosening the Parking Brake Cable Adjusting Nut.
- Brake Fluid Draining

Post-installation Operation

- Brake Line Bleeding
- Parking Brake Lever Stroke Adjustment



A14M0054

Rear drum brake removal steps

1. Brake drum
2. Shoe-to-lever spring
3. Adjuster lever
4. Auto adjuster assembly
5. Retainer spring
6. Shoe hold-down cup
7. Shoe hold-down spring
8. Shoe-to-shoe spring
9. Shoe and lining assembly
10. Shoe, lining and lever assembly
11. Retainer
12. Wave washer
13. Parking lever
14. Shoe and lining assembly
15. Shoe hold-down pin
16. Brake pipe connection
17. Snap ring
18. Hub cap

19. Flange nut
20. Rear hub assembly
21. Wheel cylinder
22. Backing plate

Wheel cylinder removal steps

1. Brake drum
2. Shoe-to-lever spring
8. Shoe-to-shoe spring
16. Brake pipe connection
21. Wheel cylinder

Caution

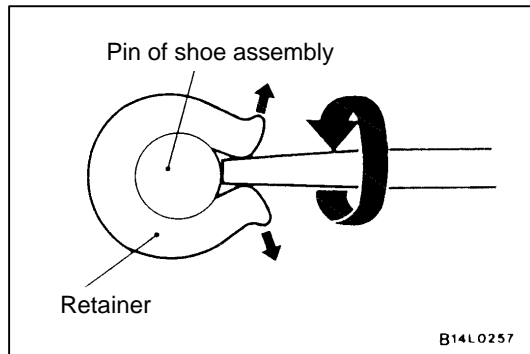
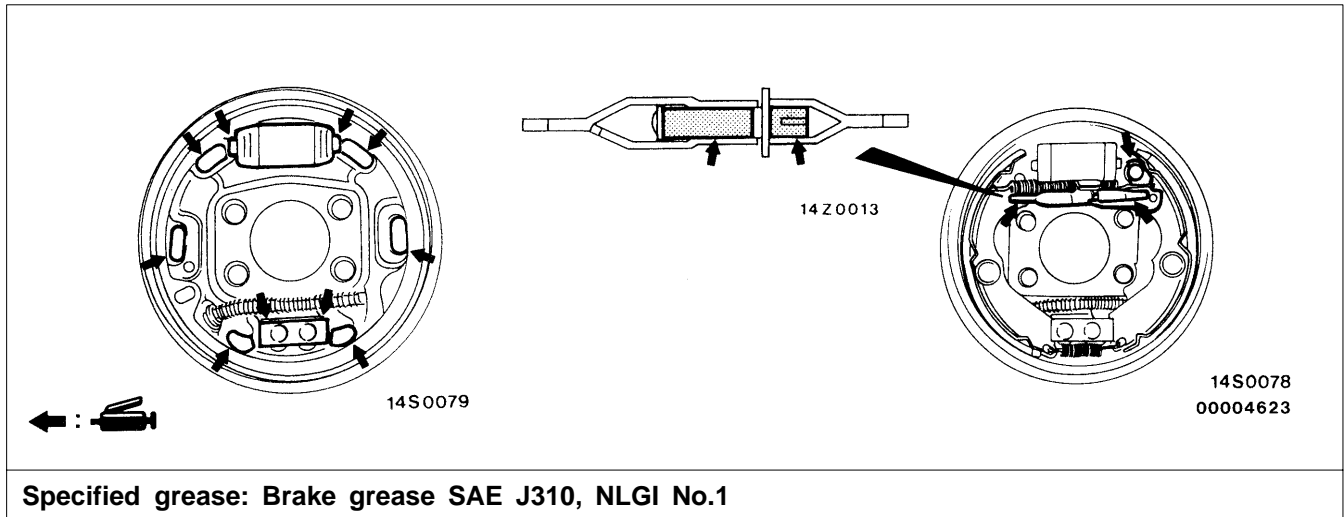
When removing the rear hub assembly, the wheel bearing inner race may be left at the spindle side. In this case, always replace the rear hub assembly, otherwise the hub will damage the oil seal, causing oil leaks or excessive play.

LUBRICATION POINTS

MAIN

Group
35

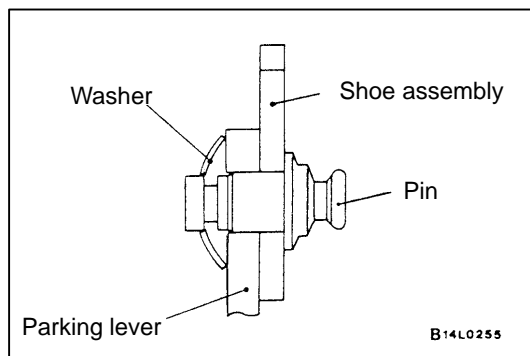
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REMOVAL SERVICE POINT

◀A▶ RETAINER REMOVAL

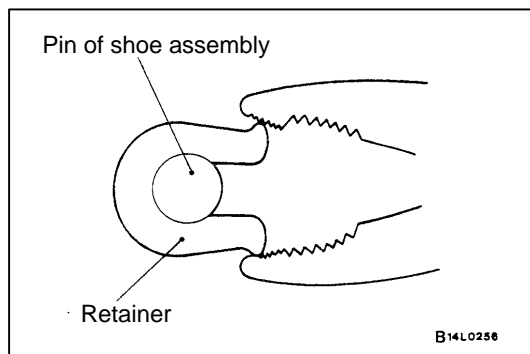
Use a flat-tipped screwdriver or the like to open up the retainer joint, and remove retainer.



INSTALLATION SERVICE POINTS

▶A◀ WAVE WASHER INSTALLATION

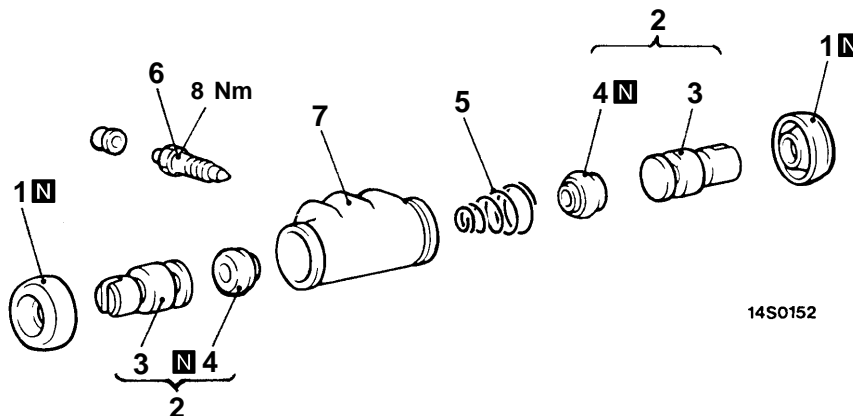
Install the washer in the direction shown in the illustration.



▶B◀ RETAINER INSTALLATION

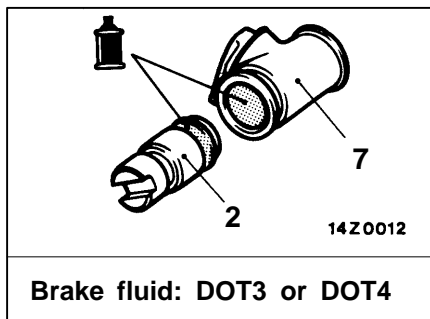
Use pliers or the like to install the retainer or the pin positively.

WHEEL CYLINDER DISASSEMBLY AND REASSEMBLY

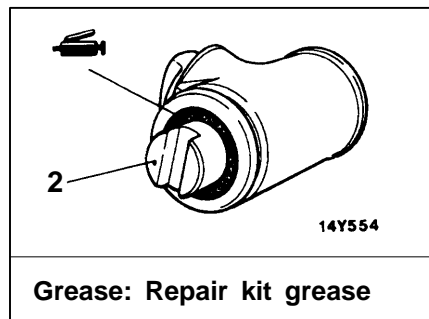


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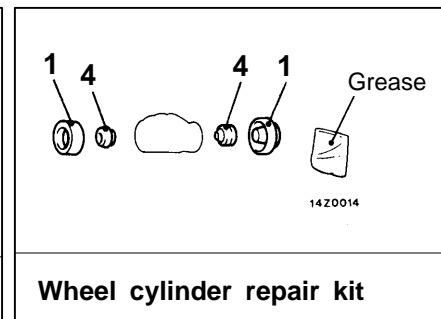
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Brake fluid: DOT3 or DOT4



Grease: Repair kit grease



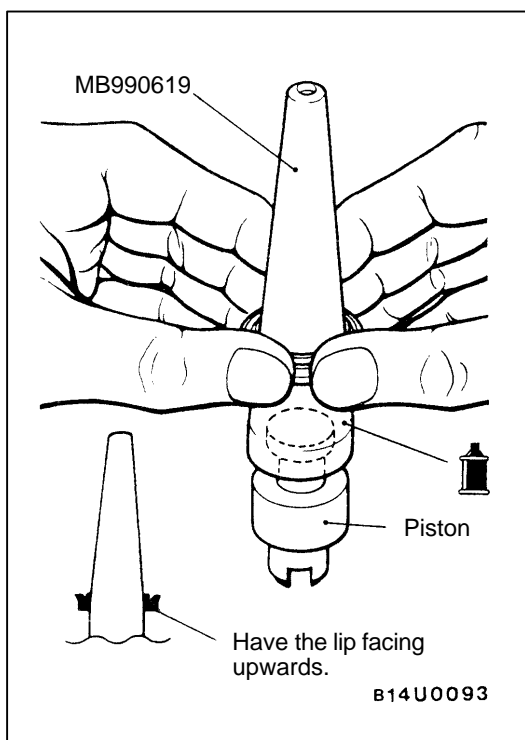
Wheel cylinder repair kit

Disassembly steps



1. Boots
2. Piston assembly
3. Pistons
4. Piston cups

5. Spring
6. Bleeder
7. Wheel cylinder body



REASSEMBLY SERVICE POINT

►A◄ PISTON CUP/PISTON REASSEMBLY

- (1) Use alcohol or 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: DOT3 or DOT4

- (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.

INSPECTION

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

PROPORTIONING VALVE

REMOVAL AND INSTALLATION

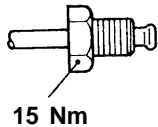
Pre-removal Operation

- Brake Fluid Draining
- Air Intake Hose Removal

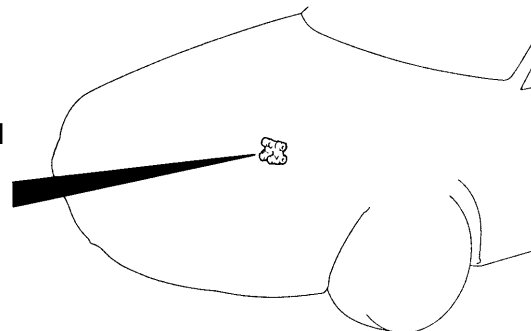
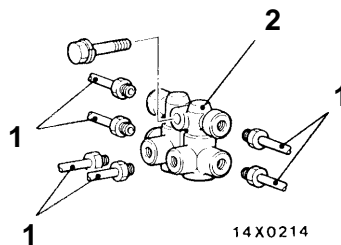
Post-installation Operation

- Brake Fluid Supplying
- [Brake Line Bleeding](#)
- Air Intake Hose Installation

Flared brake line nuts

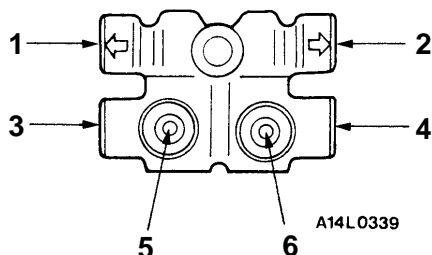


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Removal steps

- A◄
1. Brake pipe
 2. Proportioning valve
 3. Bracket



A14L0339

INSTALLATION SERVICE POINT

►A◄ BRAKE PIPE CONNECTION

Connect the pipes to the hydraulic unit as shown in the illustration.

1. Proportioning valve – Rear brake (L.H.)
2. Proportioning valve – Rear brake (R.H.)
3. Proportioning valve – Front brake (R.H.)
4. Proportioning valve – Front brake (L.H.)
5. Proportioning valve – Master cylinder (secondary)
6. Proportioning valve – Master cylinder (primary)