

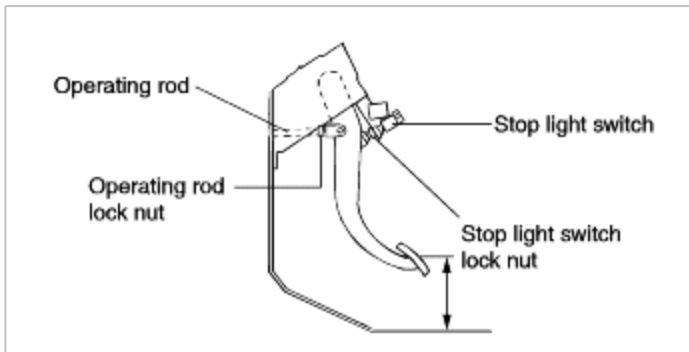


SERVICE ADJUSTMENT PROCEDURES

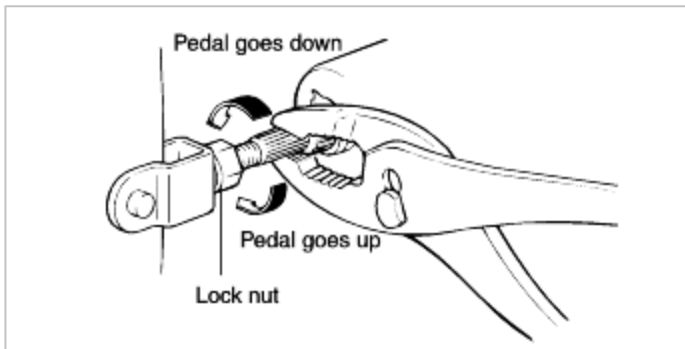
INSPECTION AND ADJUSTMENT

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

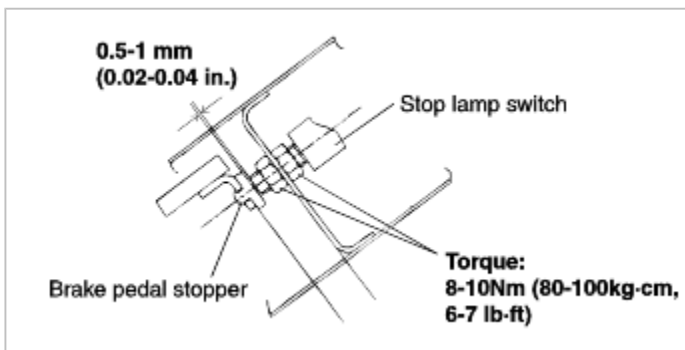
Standard value : 200 mm (7.87 in.)



- (1) Disconnect the stop lamp switch connector, loosen the lock nut, and move the stop lamp 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) After turning the stop lamp switch until it contacts the brake pedal stopper (just before the brake pedal is caused to move), return the stop lamp switch 1/2 to 1 turn and secure by tightening the lock nut.
- (4) Connect the connector of the stop lamp switch.
- (5) Check that the stop lamp is not illuminated with the brake pedal unpressed.



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



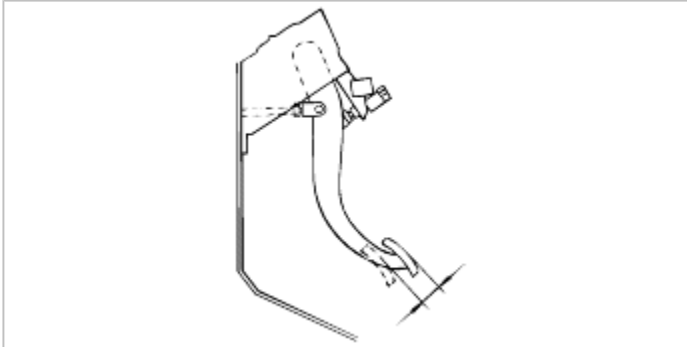
before resistance is met (the free play) is within the standard value.

Standard value : 4 - 7 mm (0.157 - 0.275 in.)

If free play does not reach the standard value, check that clearance between the outer case of stop light switch and brake pedal is within the standard value.

If free play exceeds the standard value, it is probably due to excessive clearance between the clevis pin and brake pedal arm.

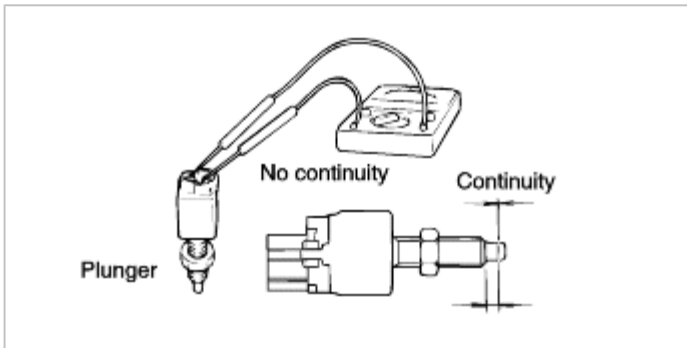
Check for excessive clearance and replace faulty parts as required.



3. Start the engine, depress the brake pedal with approximately 120kgf of force, and check for oil leakage in the master cylinder, brake line and each connecting part.

Repair the faulty parts as required.

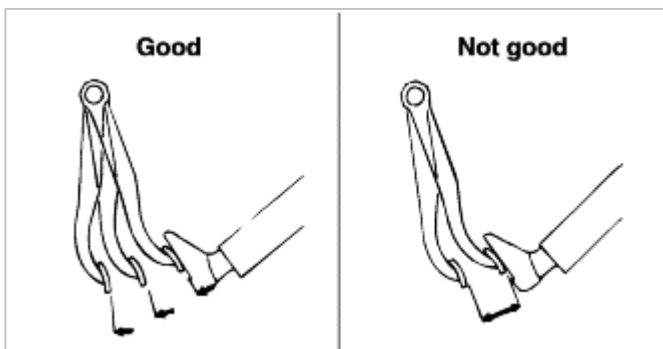
STOP LAMP SWITCH INSPECTION



BRAKE BOOSTER OPERATING TEST

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.

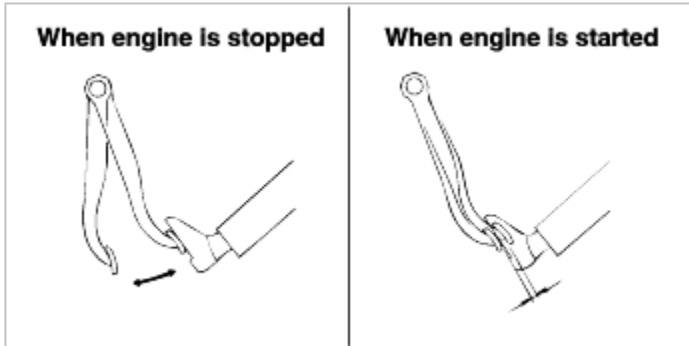




2. With the engine stopped, step on the brake pedal several times.

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.

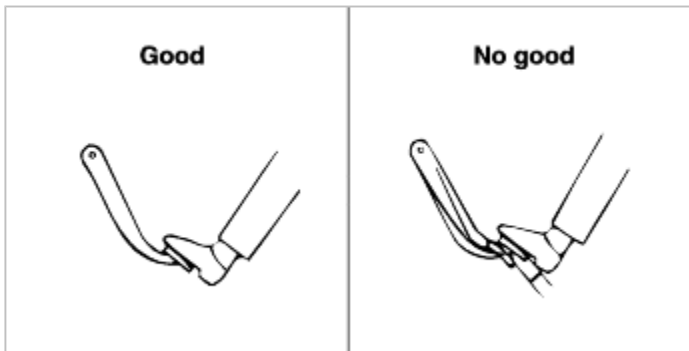


3. With the engine running, step on the brake pedal and then stop the engine.

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.

Even if one of the above three tests is not okay, check the check valve, vacuum hose and booster for defect.

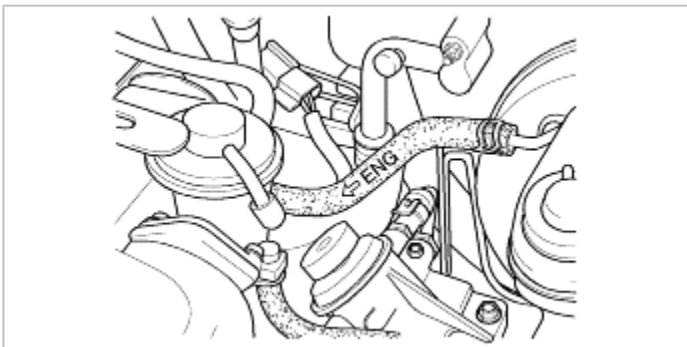


CHECK VALVE INSPECTION

1. Disconnect the vacuum hose.

2. Check to be sure that air passes to the engine and not from the engine when air is taken in from the power-brake unit side of the vacuum hose.

The check valve is pressed into the vacuum hose, and there is an arrow on the hose surface to indicate the installation direction.





BLEEDING THE BRAKE SYSTEM

1. Remove the reservoir cap and fill the brake reservoir with brake fluid.

- Do not allow brake fluid to remain on a painted surface. Wash it off immediately.
- Use the specified brake fluid. Avoid using a mixture of the specified brake fluid and other fluid.

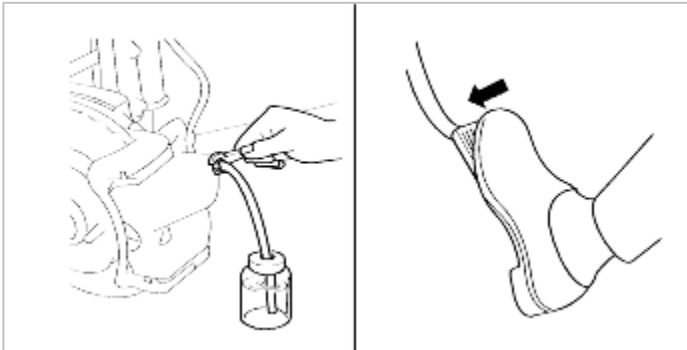
2. Connect a vinyl tube to the wheel cylinder bleeder screw and insert the other end of the tube in a container of brake fluid which is half full.



3. Start the engine.

4. Slowly depress the brake pedal several times.

5. While depressing the brake pedal fully, loosen the bleeder screw until fluid runs out. Then close the bleeder screw and release the brake pedal.



6. Repeat steps 4 and 5 until there are no more bubbles in the fluid.

7. Tighten the bleeder screw.

Tighten torque:

7 - 9 N·m (70-90 kg·cm, 5-6.6 lb·ft)

8. Repeat the above procedure for each wheel in the sequence shown in the illustration.

