

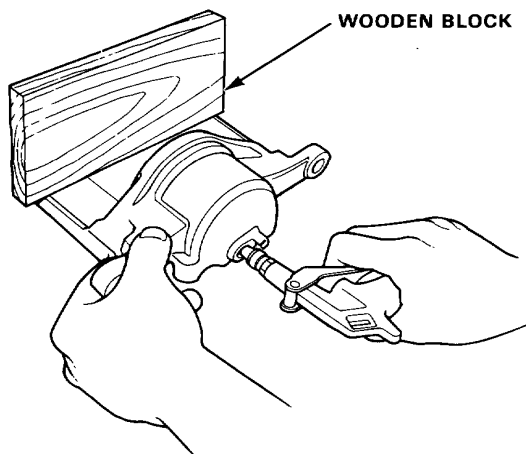
Brake Caliper

Disassembly/Reassembly (cont'd)

3. Remove the pad spring.
Place a wooden block or shop rag in the caliper opposite the piston, then carefully remove the piston from the caliper by applying air pressure through the brake line hole.

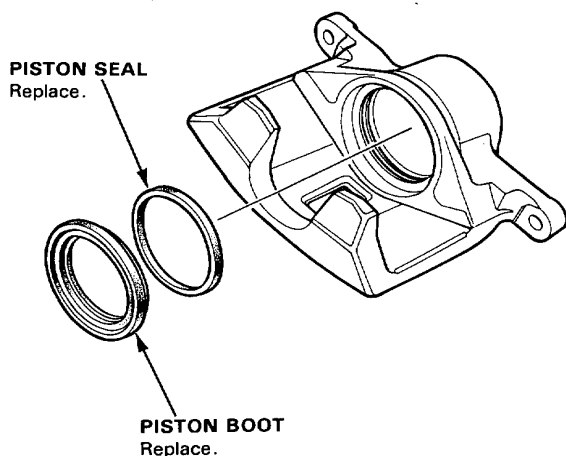
⚠ WARNING

- Do not place your fingers in front of the piston.
- Do not use high air pressure; use an OSHA approved 30 PSI nozzle.



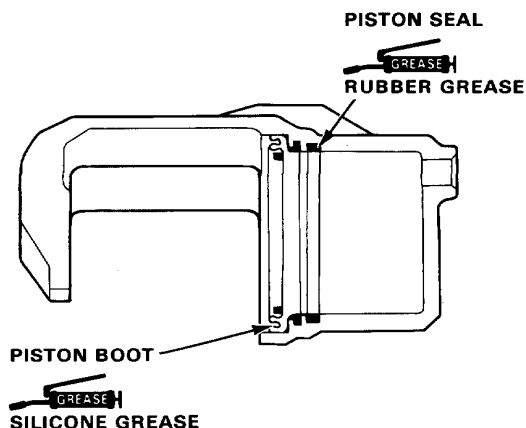
4. Remove the piston boot and piston seal.

CAUTION: Take care not to damage the cylinder.

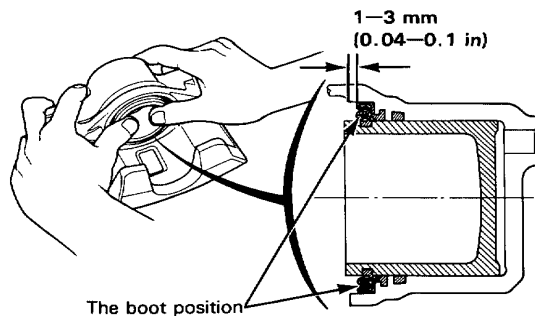


CAUTION:

- Make sure all parts are clean before reassembly.
- Use only new replacement parts.
- Use only clean DOT 3 or DOT 4 brake fluid.
- Do not allow dirt or other foreign matter to contaminate the brake fluid.
- Do not mix different brands of brake fluid.
- Avoid spilling brake fluid on painted, plastic or rubber surfaces as it can damage the finish.
- Wash spilled brake fluid off immediately with clean water.



5. Clean the piston and caliper bore with brake fluid and inspect for wear or damage.
6. Apply rubber grease to a new piston seal, then install the piston seal in the cylinder groove.
7. Apply silicone grease to a new piston boot, then install the piston boot.
8. Lubricate the caliper cylinder and piston with brake fluid, then install the piston in the cylinder with the dished end facing in.



9. Reinstall the caliper in the reverse order of removal.
10. Fill the brake reservoir up and bleed the brake system (page 19-10).

Brake Disc



Run-Out Inspection

1. Remove the front wheels, and support the front of the car on safety stands.
Install the flat washer and wheel nut.

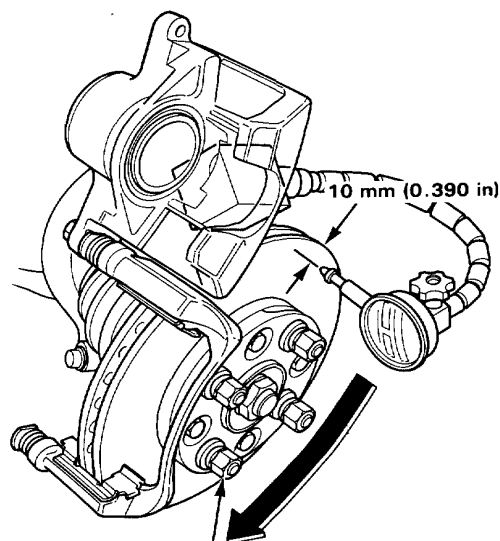
CAUTION: Use wheel nuts and 3 mm thick flat washers to hold the disc securely.

2. Remove the caliper bolt, pivot the caliper up out of the way on the caliper bolt, then remove the pads and pad retainers.
3. Inspect the disc surface for grooves, cracks, and rust. Clean the disc thoroughly and remove all rust.
4. Mount a dial indicator as shown and measure the runout at 10 mm (0.390 in.) in from the outer edge of the disc.

Brake Disc Runout:

Service Limit: 0.1 mm (0.004 in.)

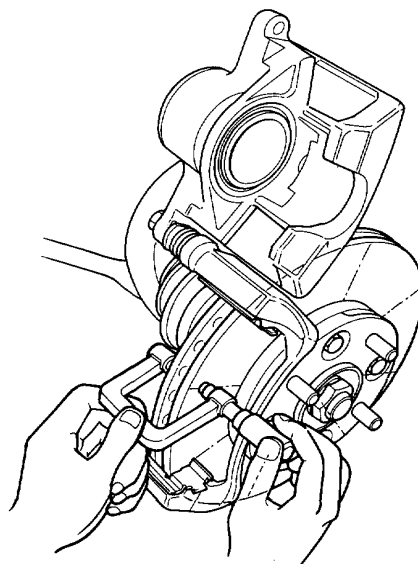
5. If the disc is beyond the service limit, refinish the rotor with an on-car brake lathe. The Kwik-Lathe produced by Kwik-Way Manufacturing Co. is approved for this operation.



WHEEL NUT
AND
THICK FLAT
WASHER
110 N·m
(11 kg-m, 80 lb-ft)

Thickness and Parallelism Inspection

1. Remove the front wheels, and support the front of the car on safety stands.
2. Move the caliper and pads out of the way as described in the preceding column.
3. Using a micrometer, measure disc thickness at eight points, approximately 45° apart and 10 mm (0.390 in.) in from the outer edge of the disc.



Brake Disc Thickness:

Standard: 23 mm (0.906 in.)

Max: Refinishing Limit: 21 mm (0.827 in.)

Brake Disc Parallelism:

The difference between any thickness measurements should not be more than 0.015 mm (0.0006 in.)

4. If the disc is beyond the limits for thickness or parallelism, refinish the rotor with an on-car brake lathe. The Kwik-Lathe produced by Kwik-Way Manufacturing Co. is approved for this operation.

NOTE: A new disc should be ground if its run-out is greater than 0.10 mm (0.004 in.).