

Rear Brake Disc

Disc Runout Inspection

1. Loosen the rear wheel nuts slightly, then raise the car and support on safety stands. Remove the rear wheels.
2. Remove the brake pads (see page 19-21).
3. Inspect the disc surface for damage or cracks. Clean the disc thoroughly and remove all rust.
4. Use wheel nuts and suitable plain washers to hold the disc securely against the hub, then mount a dial indicator as shown, and measure the runout at 10 mm (0.4 in) from the outer edge of the disc.

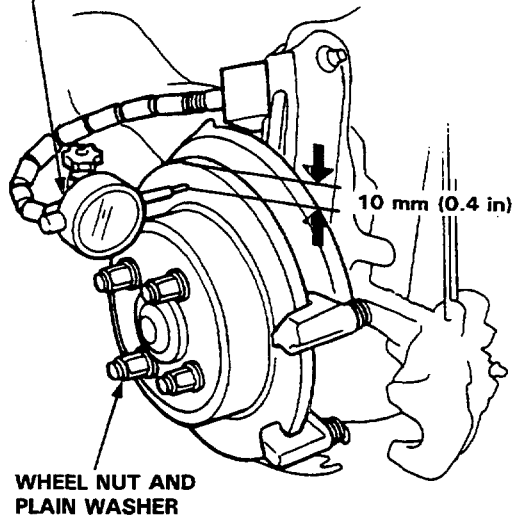
Brake Disc Runout:

Service Limit: 0.10 mm (0.004 in)

5. If the disc is beyond the service limit, refinish the brake disc.

Max. Refinishing Limit: 8.0 mm (0.32 in)

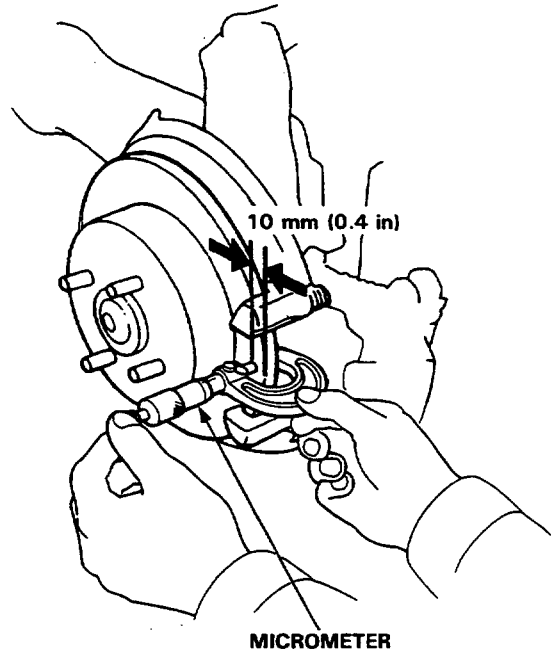
DIAL INDICATOR



NOTE: A new disc should be refinished if its runout is greater than 0.10 mm (0.004 in).

Thickness and Parallelism Inspection

1. Loosen the rear wheel lug nuts slightly, then raise the car and support on safety stands. Remove the rear wheels.
2. Remove the brake pads (see page 19-21).
3. Using a micrometer, measure disc thickness at eight points, approximately 45° apart and 10 mm (0.4 in) in from the outer edge of the disc.



Brake Disc Thickness:

Standard: 9.9–10.1 mm (0.39–0.40 in)

Max. Refinishing Limit: 8.0 mm (0.31 in)

NOTE: Replace the brake disc if the smallest measurement is less than the max. refinishing limit.

Brake Disc Parallelism: 0.015 mm (0.0006 in) max.

NOTE: This is the maximum allowable difference between the thickness measurement.

4. If the disc is beyond the service limit for parallelism, refinish the brake disc.

NOTE: See page 18-30 for brake disc replacement.