BR1YA−01

REMOVAL

NOTICE:

Before starting work, make sure that the ignition switch is OFF and depress the brake pedal more than 20 times.

HINT:

When pressure in the accumulator power supply system is released, reaction force becomes light and stroke becomes longer.

NOTICE:

- **As high pressure is applied to the brake actuator tube No. 1, do not deform it.**
- **Do not turn the ignition switch ON until work is over.**

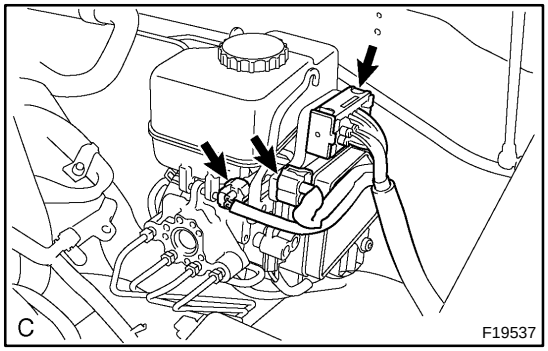
1. DRAW OUT FLUID WITH SYRINGE

NOTICE:

Do not let brake fluid remain on a painted surface. Wash it off immediately.

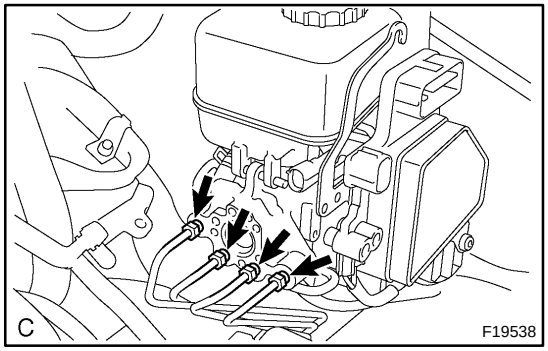
2. REMOVE FRONT DOOR SCUFF PLATE, COWL SIDE TRIM BOARD, SIDE PANEL, LOWER FINISH PANEL AND NO. 2 HEATER TO REGISTER DUCT

(See page BO−111)



3. DISCONNECT 3 CONNECTORS

Disconnect the 2 actuator connectors and fluid level warning switch connector.



4. DISCONNECT BRAKE LINES

Using SST, disconnect the 4 brake lines.

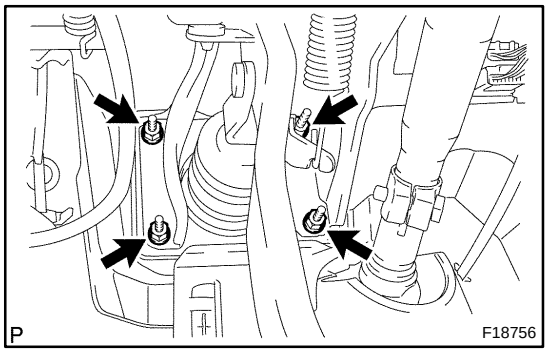
SST 09023−00101

Torque: 15.2 N·m (155 kgf·cm, 11.2 ft·lbf)

HINT:

- When disconnecting the brake lines, use tags or make a memo to identify the place to reconnect (see page BR−82).
- At the time of installation, connect each brake line to the correct position (see page BR−82).

5. REMOVE CLIP AND CLEVIS PIN



6. REMOVE HYDRAULIC BRAKE BOOSTER ASSEMBLY

(a) Remove the 4 booster installation nuts.
Torque: 14.2 N·m (145 kgf·cm, 10 ft·lbf)

(b) Remove the hydraulic brake booster assembly and gasket.