

REMOVAL

NOTICE:

- Before starting the work, make sure that the ignition switch is OFF and depress the brake pedal more than 40 times.

HINT:

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

- As high pressure is applied to the brake actuator tube No.1, never deform it.
- Until the work is over, do not turn the ignition switch ON.

1. DRAW OUT FLUID WITH SYRINGE

NOTICE:

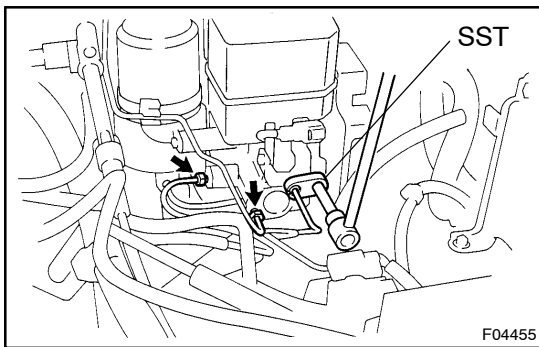
Do not let brake fluid remain on a painted surface. Wash it off immediately.

2. REMOVE No.1 UNDER PANEL (See page [BO-96](#))
3. REMOVE No.1 SAFETY PAD (See page [BO-96](#))
4. REMOVE FINISH PANEL (See page [BO-96](#))
5. REMOVE No.2 HEATER TO REGISTER DUCT (See page [BO-96](#))
6. REMOVE ABS ECU

Remove the 2 nuts and ABS ECU.

Torque: 5.0 N·m (51 kgf·cm, 44 in·lbf)

7. REMOVE CHARCOAL CANISTER
8. DISCONNECT LEVEL WARNING SWITCH CONNECTOR

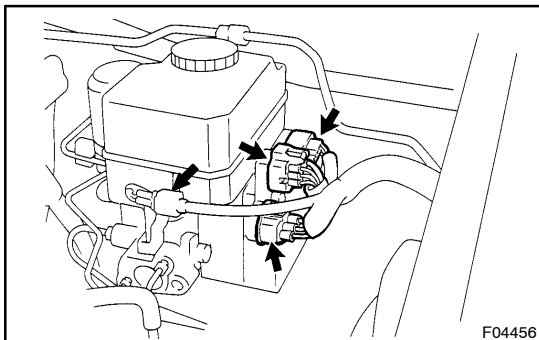


9. DISCONNECT BRAKE LINES

Using SST, disconnect the 3 brake lines.

SST 09023-00100

Torque: 15 N·m (155 kgf·cm, 11 ft·lbf)



10. DISCONNECT 4 CONNECTORS

11. REMOVE PEDAL RETURN SPRING, CLIP AND CLEVIS PIN

12. REMOVE HYDRAULIC BRAKE BOOSTER ASSEMBLY

- (a) Remove the 4 booster installation nuts.

Torque: 15 N·m (155 kgf·cm, 11 ft·lbf)

- (b) Remove the booster assembly and gasket.