

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.

NOTICE:

- 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:

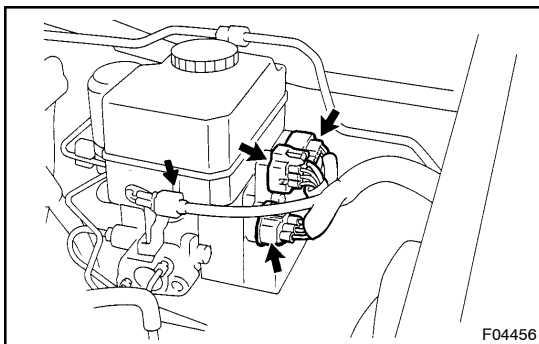
Do not let brake fluid remain on a painted surface. Wash it off immediately.

2. REMOVE SCUFF PLATE, COWL SIDE TRIM, LOWER NO. 1 PANEL, LH LOWER PANEL AND NO. 2 HEATER TO REGISTER DUCT (See page [BO-89](#))
3. REMOVE ABS OR ABS & TRAC & VSC ECU

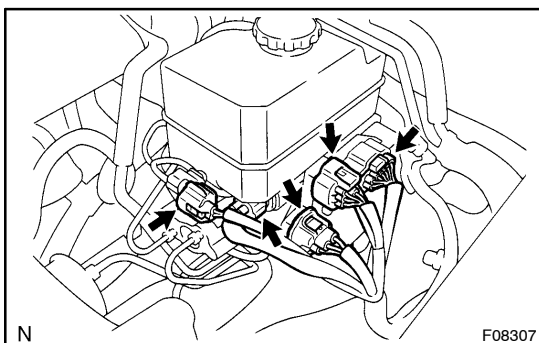
Remove the 2 nuts and ABS or ABS & TRAC & VSC ECU.

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

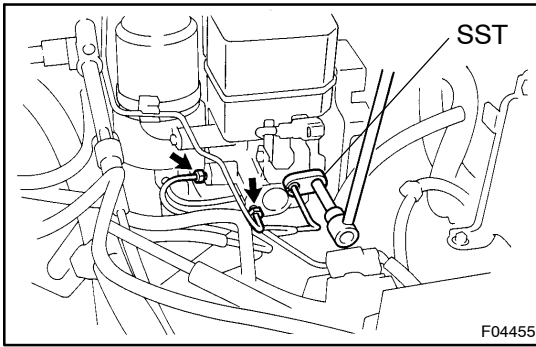
4. REMOVE CHARCOAL CANISTER



5. w/ ABS only:
DISCONNECT 4 CONNECTORS



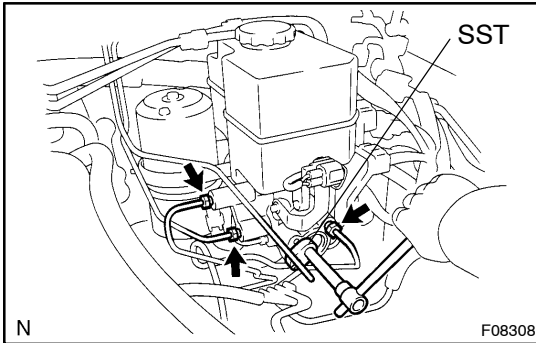
6. w/ ABS & TRAC & VSC only:
DISCONNECT 5 CONNECTORS

**7. w/ ABS only:****DISCONNECT BRAKE LINES**

Using SST, disconnect the 3 brake lines.

SST 09023-00100

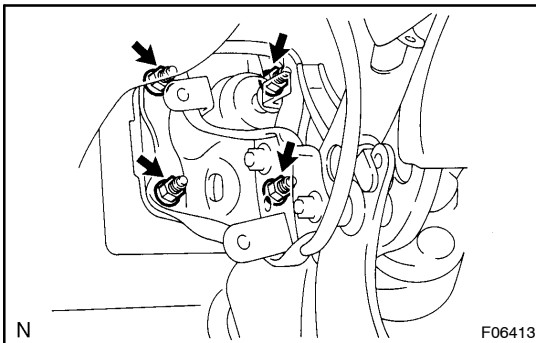
Torque: 15 N·m (155 kgf·cm, 11 ft·lbf)

**8. w/ ABS & TRAC & VSC only:****DISCONNECT BRAKE LINES**

Using SST, disconnect the 4 brake lines.

SST 09023-00100

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

9. REMOVE CLIP AND CLEVIS PIN**10. 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.