

## 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

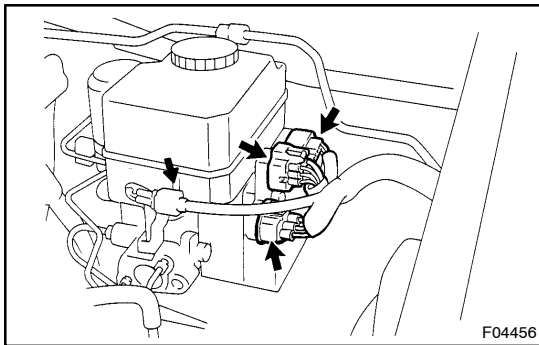
### NOTICE:

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

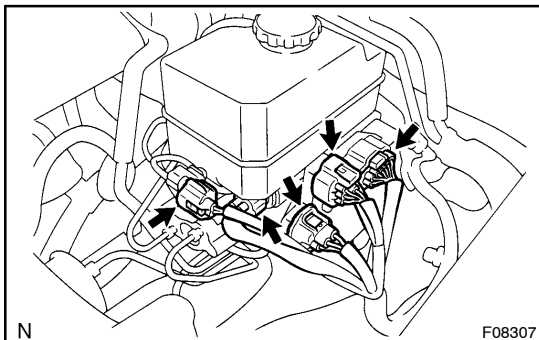
2. REMOVE SCUFF PLATE, COWL SIDE TRIM, LOWER NO. 1 PANEL, LH LOWER PANEL AND NO. 2 HEATER TO REGISTER DUCT (See page [BO-81](#))
3. REMOVE ABS OR ABS & TRAC & VSC ECU

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

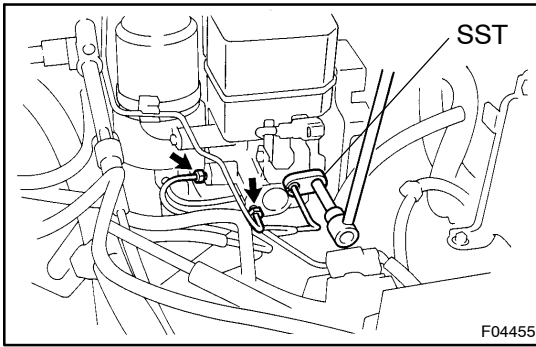
Torque: 5.0 N·m (51 kgf·cm, 44 in·lbf)



4. w/ ABS only:  
DISCONNECT 4 CONNECTORS



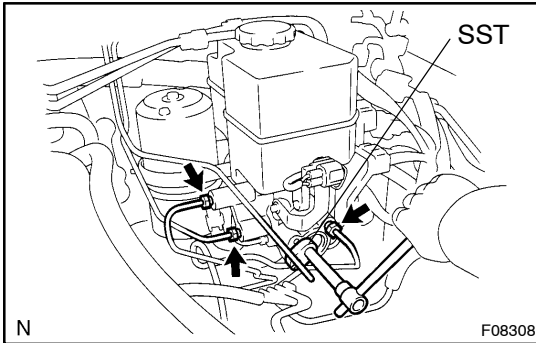
5. w/ ABS & TRAC & VSC only:  
DISCONNECT 5 CONNECTORS

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

Using SST, disconnect the 3 brake lines.

SST 09023-00101

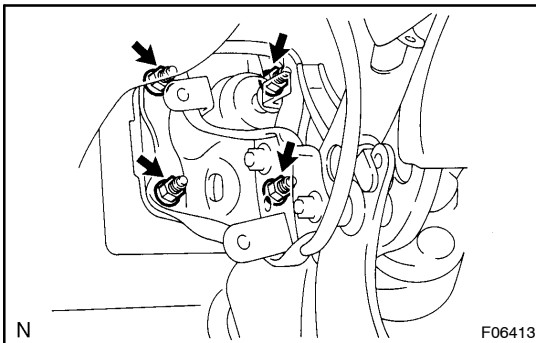
**Torque: 15 N·m (155 kgf·cm, 11 ft·lbf)**

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

Using SST, disconnect the 4 brake lines.

SST 09023-00101

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

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