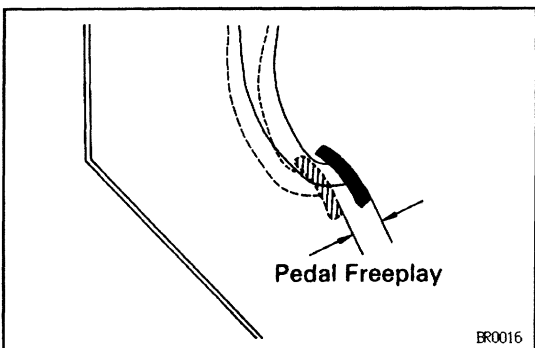
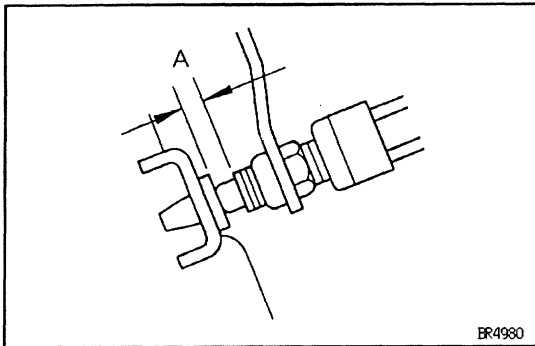
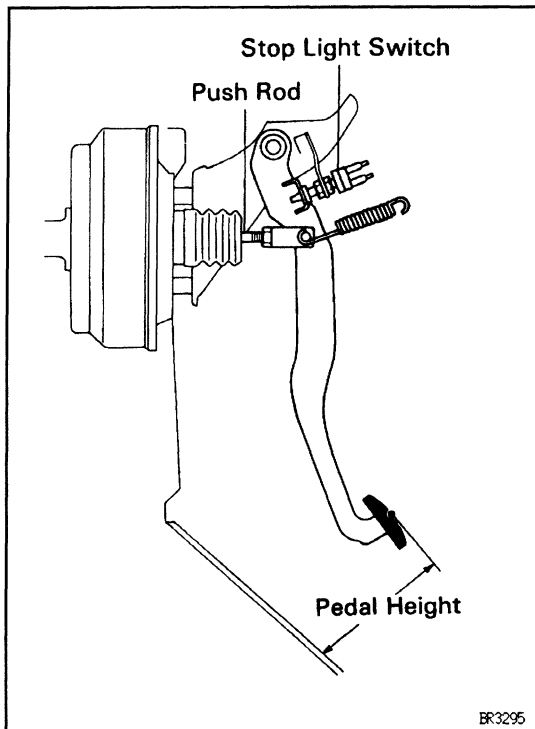




CHECK AND ADJUSTMENT

BRAKE PEDAL CHECK AND ADJUSTMENT

1. CHECK THAT PEDAL HEIGHT IS CORRECT, AS SHOWN

Pedal height from asphalt sheet:

167.5–177.5 mm (6.59–6.99 in.)

If the pedal height is incorrect, adjust it.

2. IF NECESSARY, ADJUST PEDAL HEIGHT

- Disconnect the connector from the stop light switch.
- Loosen the stop light switch lock nut and remove the stop light switch.
- Loosen the push rod lock nut.
- Adjust the pedal height by turning the pedal push rod.
- Tighten the push rod lock nut.

Torque: 25 N-m (260 kgf-cm, 19 ft-lbf)

- Install the stop light switch and turn it until it lightly contacts the pedal stopper.
- Return the stop light switch one turn.
- Check clearance (A) between the stop light switch and pedal.

Clearance:

0.5–2.4 mm (0.02–0.09 in.)

- Tighten the stop light switch lock nut.
- Connect the connector to the stop light switch.
- Check that the stop lights come on when the brake pedal is depressed, and go off when the brake pedal is released.
- After adjusting the pedal height, check the pedal freeplay.

HINT: If clearance (A) between the stop light switch and the brake pedal stopper has been adjusted correctly, the pedal freeplay will meet the specifications.

3. CHECK THAT PEDAL FREEPLAY IS CORRECT, AS SHOWN

- Stop the engine and depress the brake pedal several times until there is no more vacuum left in the booster.
- Push in the pedal by hand until the beginning of the resistance is felt, then measure the distance, as shown.

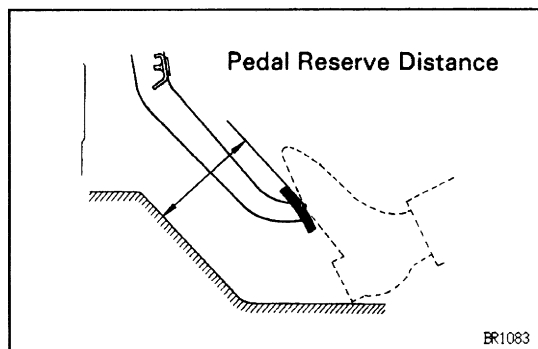
Pedal freeplay:

3–6 mm (0.12–0.24 in.)

HINT: The freeplay to the first point of resistance is due to the play between the clevis and pin. It is 3–6 mm (0.12–0.24 in.) on the pedal.

If incorrect, check the stop light switch clearance.

And if the clearance is OK, then troubleshoot the brake system.



4. CHECK THAT PEDAL RESERVE DISTANCE IS CORRECT, AS SHOWN

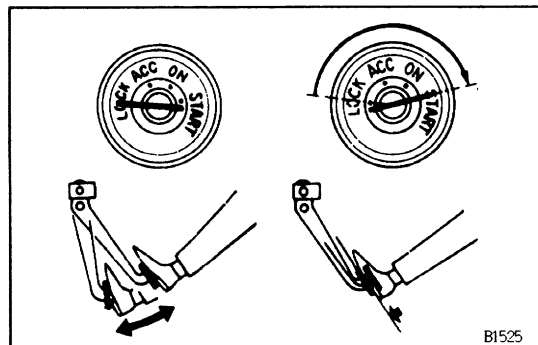
Release the parking brake.

With the engine running, depress the pedal and measure the pedal reserve distance, as shown.

Pedal reserve distance from asphalt sheet at 490 N (50 kgf, 110.2 lbf):

More than 68 mm (2.68 in.)

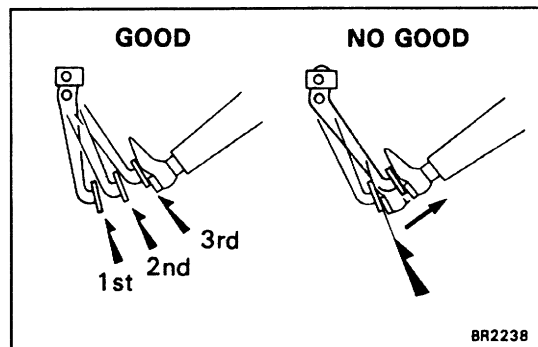
If the reserve distance is incorrect, troubleshoot the brake system.



BRAKE BOOSTER OPERATIONAL TEST

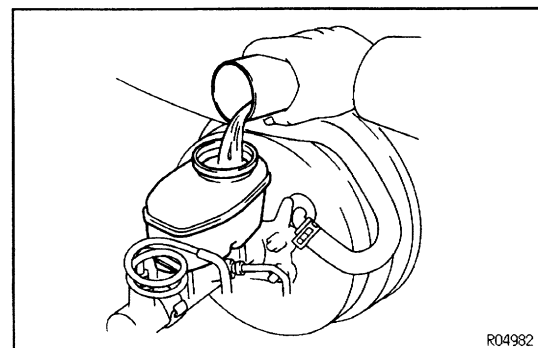
1. OPERATING CHECK

- Depress the brake pedal several times with the engine off and check that there is no change in the pedal reserve distance.
- Depress the brake pedal and start the engine. If the pedal goes down slightly, operation is normal.



2. AIR TIGHTNESS CHECK

- Start the engine and stop it after one or two minutes. Depress the brake pedal several times slowly. If the pedal goes down the farthest the first time, but gradually rises after the second or third time, the booster is air tight.
- Depress the brake pedal while the engine is running, and stop the engine with the pedal depressed. If there is no change in the pedal reverse travel after holding the pedal for thirty seconds, the booster is air tight.



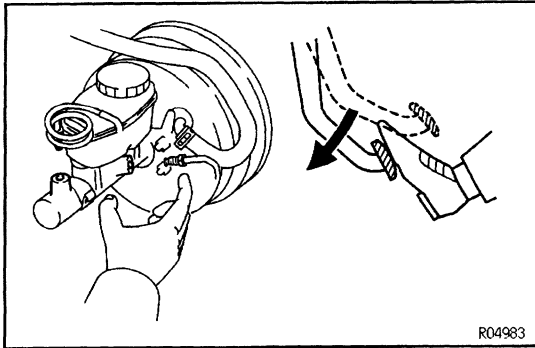
BRAKE SYSTEM BLEEDING

HINT: If any work is done on the brake system or if air in the brake lines is suspected, bleed the system of air.

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

1. FILL BRAKE RESERVOIR WITH BRAKE FLUID

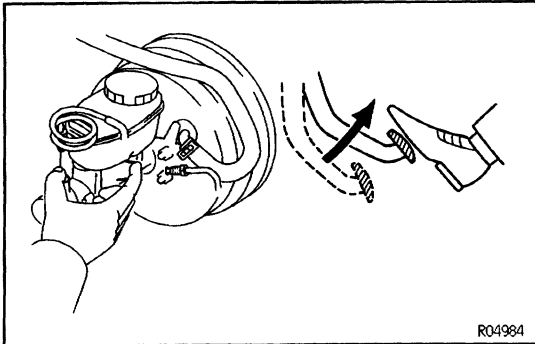
Fluid: SAE J1703 or FMVSS No. 116 DOT3



2. BLEED MASTER CYLINDER

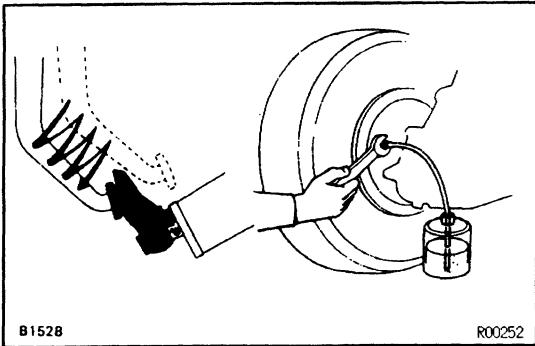
HINT: If the master cylinder has been disassembled or if the reservoir becomes empty, bleed the air from the master cylinder.

- (a) Disconnect the brake lines from the master cylinder.
- (b) Slowly depress the brake pedal and hold it.



- (c) Block off the outer holes with your fingers, and release the brake pedal.
- (d) Repeat (b) and (c) three or four times.
- (e) Connect the brake lines to the master cylinder.

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



3. BLEED BRAKE LINE

- (a) Connect the vinyl tube to the brake caliper or wheel cylinder.

NOTICE:

- **Begin bleeding air from the brake caliper or wheel cylinder with the longest hydraulic line.**
- **Bleed air from the bypass pipe (w/ LSP & BV).**

- (b) Depress the brake pedal several times, then loosen the bleeder plug with the pedal held down.
- (c) At the point when fluid stops coming out, tighten the bleeder plug; then release the brake pedal.
- (d) Repeat (b) and (c) until all the air in the fluid has been bled out.
- (e) Tighten the bleeder plug.

Torque: 11 N-m (110 kgf-cm, 8 ft-lbf)

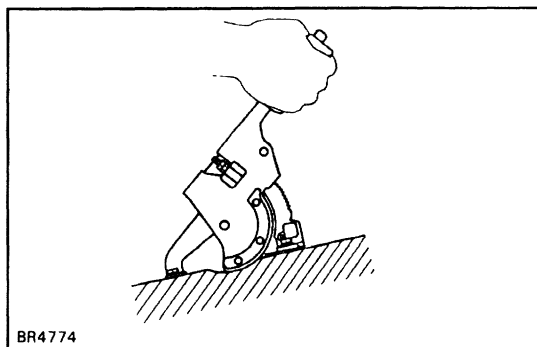
- (f) Repeat the above procedure to bleed the air out of the brake line for each wheel.

NOTICE: Do not allow brake fluid to remain on painted surface.

4. CHECK FLUID LEVEL IN RESERVOIR

Check the fluid level and add fluid if necessary.

Fluid: SAE J1703 or FMVSS No. 116 DOT3



PARKING BRAKE CHECK AND ADJUSTMENT

1. CHECK THAT PARKING BRAKE LEVER TRAVEL IS CORRECT

Pull the parking brake lever all the way up, and count the number of clicks.

**Parking brake lever travel at 196 N (20 kgf, 44 lbf):
7–9 clicks**

If incorrect, adjust the parking brake lever travel.

2. IF NECESSARY, ADJUST PARKING BRAKE LEVER TRAVEL

HINT: Before adjusting the parking brake, make sure that the rear brake shoe clearance has been adjusted.

For shoe clearance adjustment, see step 9 on page [BR-35](#) or step 11 on page [BR-52](#).

- (a) Remove the rear console box.
- (b) Loosen the lock nut and turn the adjusting nut until the lever travel is correct.
- (c) Tighten the lock nut.

Torque: 5.4 N-m (55 kgf-cm, 48 in.-lbf)

- (d) Install the rear console box.

