

CHECK AND ADJUSTMENT

BRAKE PEDAL CHECK AND ADJUSTMENT

1. CHECK THAT PEDAL HEIGHT IS CORRECT, AS SHOWN

Pedal height from asphalt sheet:
177–187 mm (6.968–7.362 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.
- Sufficiently loosen the stop light switch.
- Loosen the push rod lock nut.
- Adjust the pedal height by turning the pedal push rod.
- Return the stop light switch until it lightly contact the pedal stopper.
- Tighten the lock nut and connect the connector to the stop light switch.
- Check that the stop lights light when the brake pedal is depressed.
- After adjusting the pedal height, check and adjust the pedal freeplay.

3. CHECK THAT PEDAL FREEPLAY IS CORRECT, AS SHOWN

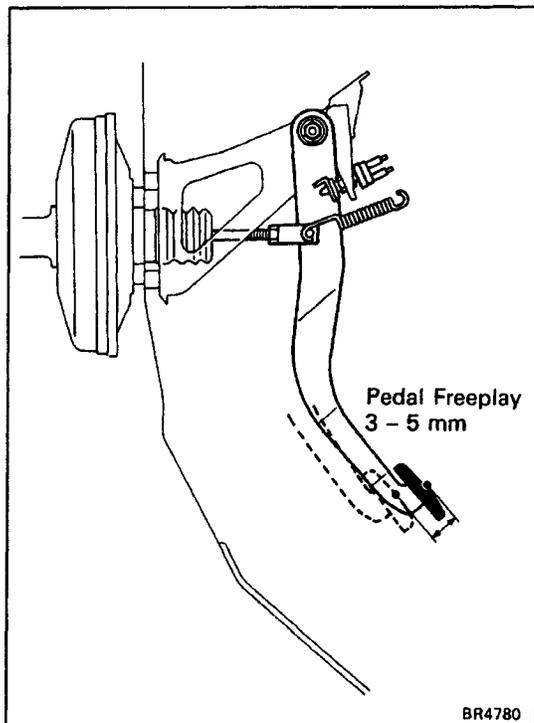
- Stop the engine depress the brake pedal several times until there is no more vacuum left in the booster.
- (Single booster)
Push in the pedal until the beginning of resistance is felt. Measure the distance, as shown.
(Tandem booster)
Push in the pedal until the beginning of the second resistance is felt. Measure the distance, as shown.

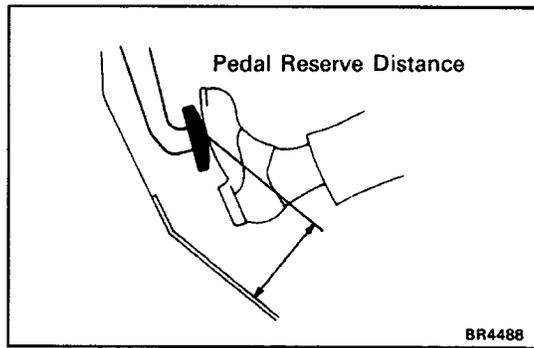
Pedal freeplay:
3–5 mm (0.12–0.20 in.)
(Tandem booster)

HINT: The freeplay to the first resistance is due to the play between the clevis and pin. And it is 1 –3 mm (0.04–0.12 in.) on the pedal.

4. IF NECESSARY, ADJUST PEDAL FREEPLAY

- If incorrect, adjust the pedal freeplay by turning the pedal push rod.
- Start the engine and confirm that there is pedal freeplay.
- After adjusting the pedal freeplay, check the pedal height.





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

Release the parking brake.

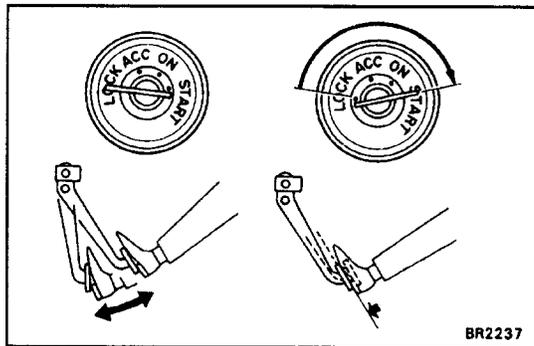
With the engine running, depress the pedal and measure the pedal reserve distance, as shown.

Pedal reserve distance from asphalt sheet at 490 N

(50 kgf, 110.2 lbf):

More than 117 mm (4.61 in.)

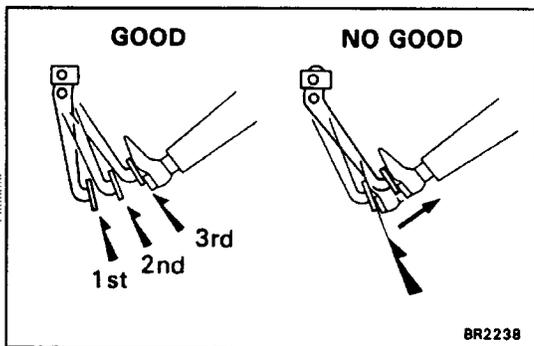
If the reserve distance is incorrect, troubleshoot the brake system.



BRAKE BOSTER OPERATIONAL TEST BR06X-01

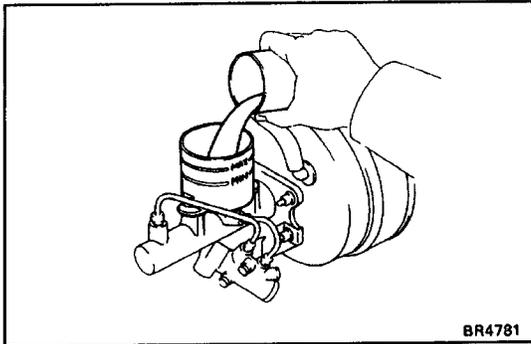
1. OPERATING CHECK

- 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

- 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 reserve travel after holding the pedal for thirty seconds, the booster is air tight.



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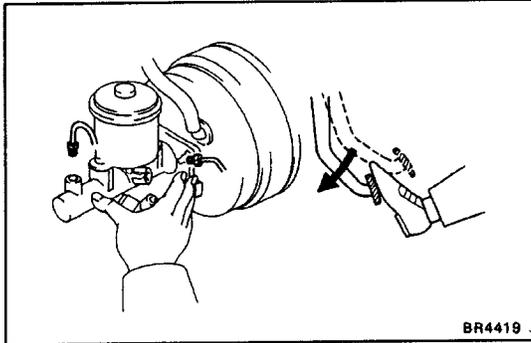
BRAKE SYSTEM BLEEDING

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 TANK WITH BRAKE FLUID

Fluid: SAEJ1703 or FMVSS No.116 DOT3

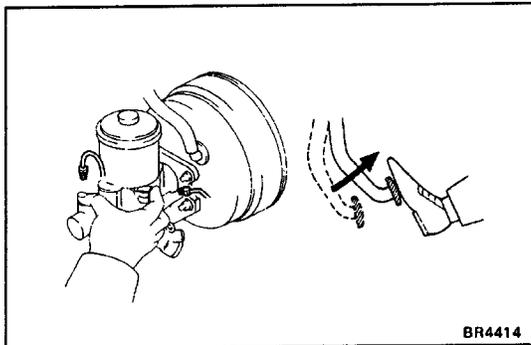


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2. BLEED MASTER CYLINDER

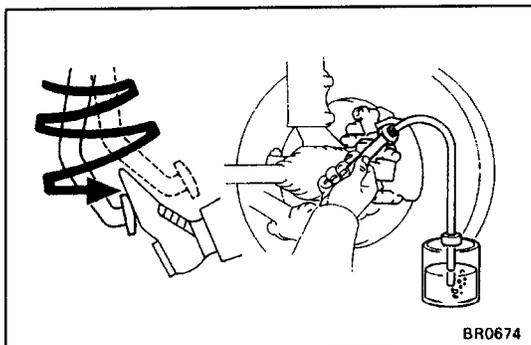
HINT: If the master cylinder has been disassembled or if the reservoir tank becomes empty, bleed the air from the master cylinder.

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



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- (c) Block off the outlet plug with your finger and release the brake pedal.
- (d) Repeat (b) and (c) three or four times.



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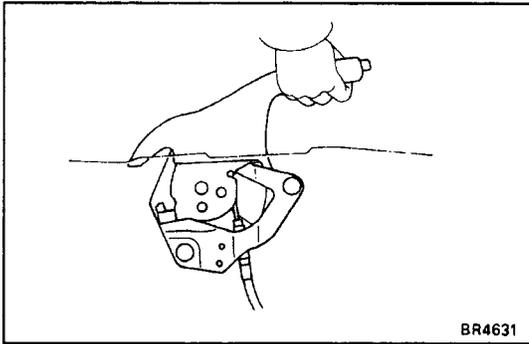
3. BLEED BRAKE LINE

- (a) Connect the vinyl tube to the brake cylinder.
- (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) Repeat the above procedure to bleed the out of the brake line for each wheel.

4. CHECK FLUID LEVEL IN RESERVOIR TANK

Check the fluid level and add fluid if necessary.

Fluid: SAEJ1703 or FMVSS No.116 DOT3



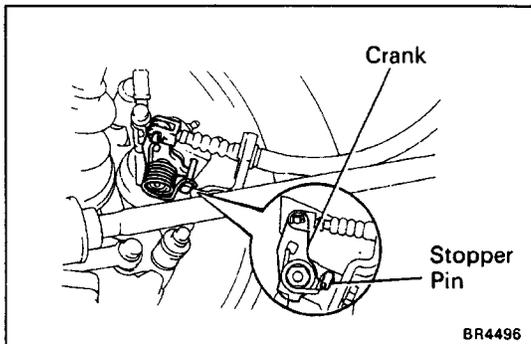
PARKING BRAKE CHECK AND ADJUSTMENT

1. CHECK THAT PARKING BRAKE LEVER TRAVEL IS CORRECT

- (a) Pull the parking brake lever all the way up and down for two or three times. Then return the parking brake lever.
- (b) Depress the brake pedal for several times.
- (c) Pull the parking brake lever all the way up, and count the notches of lever travel.

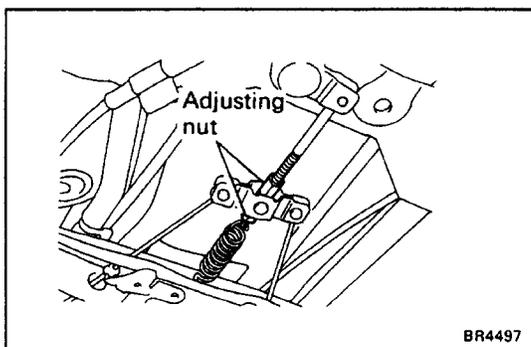
**Parking brake lever travel at 196 N (20 kgf, 44.1 lbf):
5-8 clicks**

If incorrect, adjust the parking brake.



2. IF NECESSARY, ADJUST PARKING BRAKE

- (a) Pull the parking brake lever all the way up and down for two or three times. Then return the parking brake lever.
- (b) Depress the brake pedal for several times.
- (c) Remove the fuel tank protector.
- (d) Loosen the adjusting nut and brake cable, and check that the parking brake crank touches stopper pin.



- (e) Stretch the brake cable by turning the adjusting nut before the parking brake crank begin moving.
- (f) Tighten the adjusting nuts.

HINT: Tighten the adjusting nuts so the equalizer is horizontal to the ground.

Torque: 16 N-m (160 kgf-cm, 12 ft-lbf)

- (g) Install the fuel tank protector.