

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 heavy.

NOTICE:

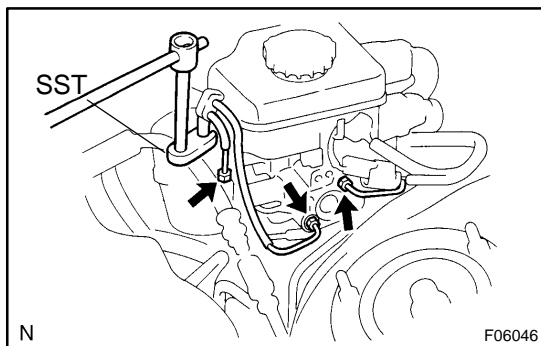
- As high pressure is applied to the brake actuator No. 1 tube, never deform it.
- Until the work is over, do not turn the ignition switch ON.

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 COVER (See page [BO-88](#))
3. REMOVE END PAD AND NO. 1 SAFETY PAD
4. REMOVE NO. 7 HEATER TO REGISTER DUCT

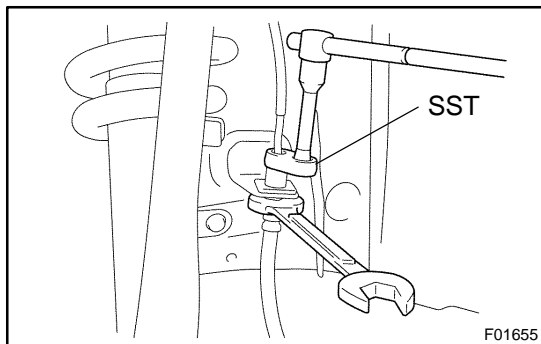


5. DISCONNECT BRAKE LINES

Using SST, disconnect the 4 brake lines.

SST 09023-00100

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



6. DISCONNECT LEFT FRONT WHEEL BRAKE LINE

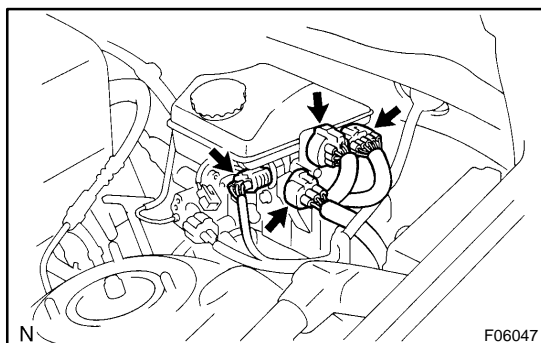
Using SST, disconnect the left front wheel brake line from the flexible hose.

SST 09023-00100

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

7. REMOVE 2 BRAKE LINE CLAMPS

8. DISCONNECT LEVEL WARNING SWITCH CONNECTOR



9. DISCONNECT 4 CONNECTORS

10. REMOVE PEDAL RETURN SPRING, CLIP AND CLEVIS PIN

11. REMOVE HYDRAULIC BRAKE BOOSTER ASSEMBLY

- (a) Remove the 4 booster installation nuts.

Torque: 13 N·m (130 kgf-cm, 9 ft-lbf)

- (b) Remove the booster assembly and gasket.