

CHECKS AND ADJUSTMENTS

CHECK AND ADJUSTMENT OF BRAKE PEDAL

1. CHECK THAT PEDAL HEIGHT IS CORRECT

Pedal height from floor panel:

150.4–160.4 mm (5.92–6.31 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 that the clearance (A) between 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.

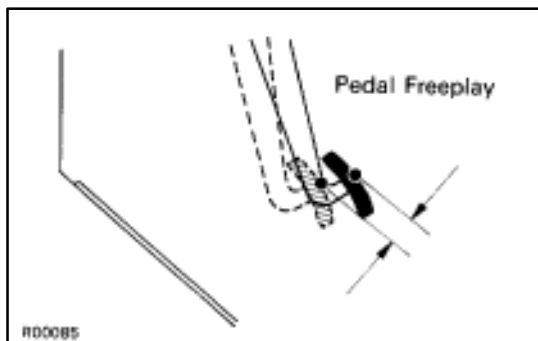
3. CHECK THAT PEDAL FREEPLAY IS CORRECT, AS SHOWN

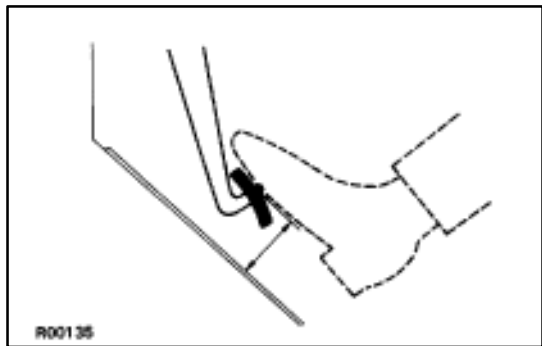
- Stop the engine and depress the brake pedal several times until there is no more vacuum left in the booster.
- Push in the pedal by hand until the beginning of the second point of resistance is felt, then measure the distance as shown.

Pedal freeplay: 1–6 mm (0.04–0.24 in.)

If incorrect, check the stop light switch clearance. And if the clearance is OK, then troubleshoot the brake system.

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





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

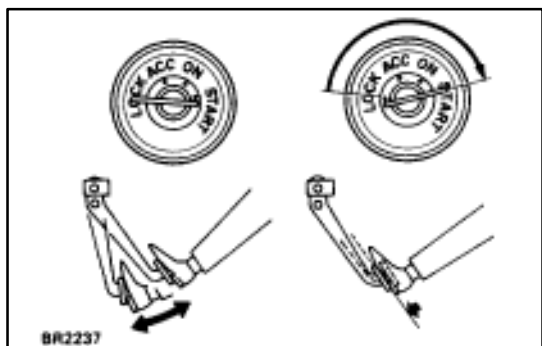
Release the parking brake.

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

Pedal reserve distance at 490 N (50 kgf, 110.2 lb):

More than 89 mm (3.50 in.)

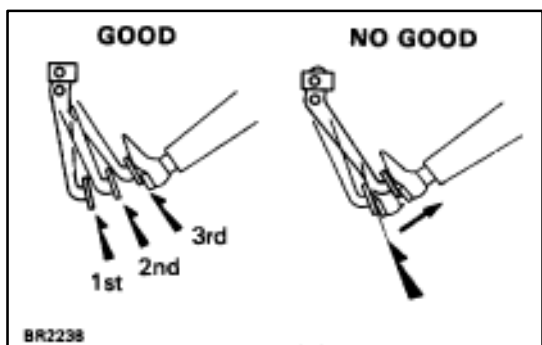
If the reserve distance is incorrect, troubleshoot the brake system.



OPERATIONAL TEST OF BRAKE BOOSTER

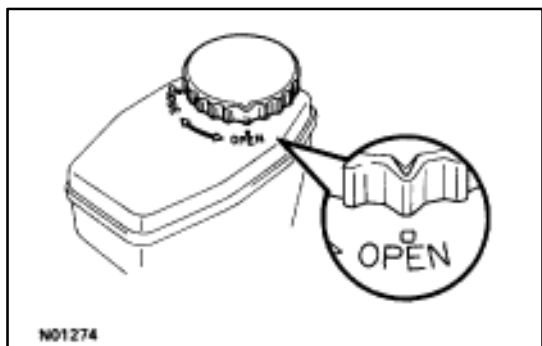
1. OPERATING CHECK

- 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.



BLEEDING OF BRAKE SYSTEM

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

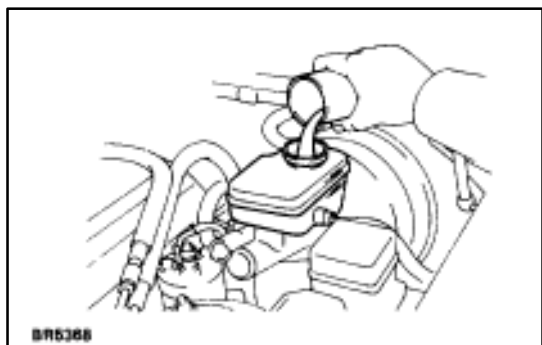
NOTICE: Do not let brake fluid remain on painted surfaces. Wash it off immediately.

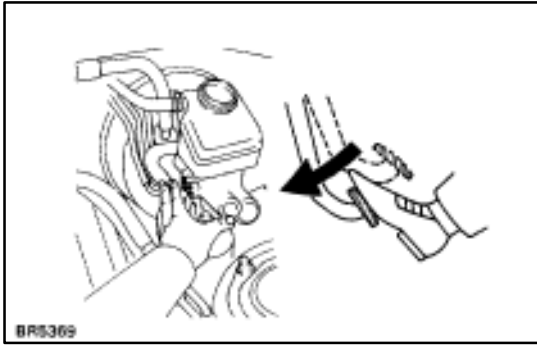
1. REMOVE RESERVOIR CAP

Turn the reservoir cap to the "open" side and remove it.

2. FILL RESERVOIR TANK WITH BRAKE FLUID

Fluid: SAE J1703 or FMVSS NO. 116 DOT 3

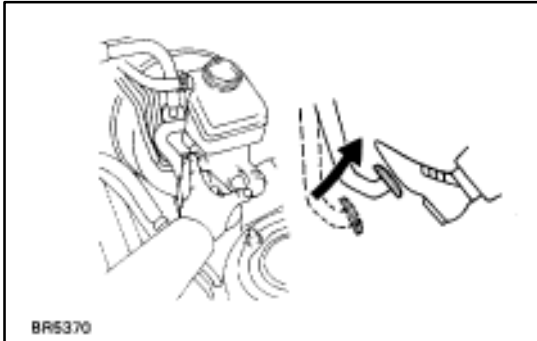




3. BLEED MASTER CYLINDER

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

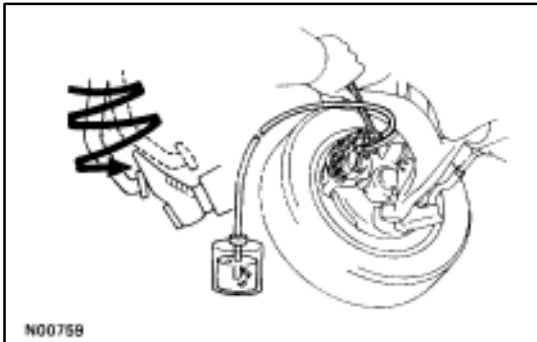
- Disconnect the brake tubes from the master cylinder.
- Slowly depress the brake pedal and hold it.
- Block off the outlet holes with your finger and release the brake pedal.
- Repeat steps (b) and (c) three or four times.



4. BLEED BRAKE LINE

- Connect the vinyl tube to the brake cylinder.
- Depress the brake pedal several times, then loosen the bleeder plug with the pedal held down.
- At the point when fluid stops coming out, tighten the bleeder plug, then release the brake pedal.
- Repeat (b) and (c) until all the air in the fluid has been bled out.
- Repeat the above procedure to bleed the air out of the brake line for each wheel.

Torque: 11 N·m (110 kgf·cm, 8 ft·lbf)



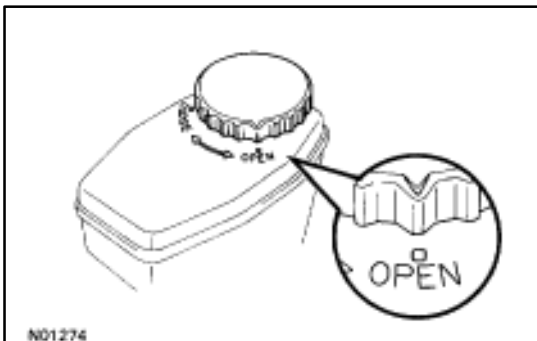
5. CHECK FLUID LEVEL IN RESERVOIR TANK

Check the fluid level and add fluid if necessary.

Fluid: SAE J1703 or FMVSS NO. 116 DOT 3

6. INSTALL RESERVOIR CAP

- Align the matchmark on the reservoir cap with the matchmark on the "open" side of reservoir tank.
- Push down on the reservoir cap and turn it clockwise until it locks.
- Check that the matchmark on the reservoir cap is now aligned with the matchmark on the "close" side of the reservoir tank.

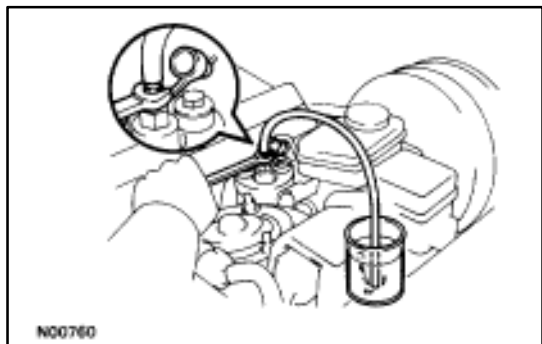


BLEEDING OF TRAC CONTROL SYSTEM (FOR TRAC)

1. BLEED TRACTION CONTROL SYSTEM

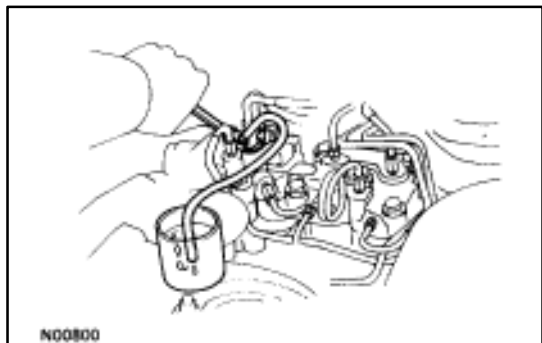
CAUTION:

- The fluid is under high pressure, and could spray out with great force, so exercise caution.
- When repairing the brake master cylinder or TRAC system, bleed the air out of the TRAC system.



- (a) Connect a vinyl tube to the bleeder plug of accumulator, then loosen the bleeder plug.
- (b) Start the engine, then operate the TRAC pump motor until all the air has been bled out of the fluid.
- (c) Tighten the bleeder plug and stop the engine.

Torque: 8.3 N·m (85 kgf·cm, 74 in·lbf)



- (d) Connect a vinyl tube to the bleeder plug of the TRAC actuator, then loosen the bleeder plug.
- (e) Start the engine, then operate the TRAC pump motor until all the air has been bled out of the fluid.
- (f) Tighten the bleeder plug and stop the engine.

Torque: 8.3 N·m (85 kgf·cm, 74 in·lbf)

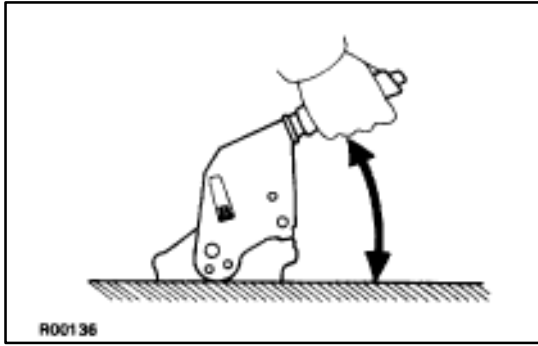
- (g) Check if any diagnostic code is output which indicates trouble. If there is, clear the diagnostic code.

2. CHECK FLUID LEVEL IN RESERVOIR TANK

Check the fluid level and add fluid if necessary.

Fluid: SAE J1703 or FMVSS NO. 116 DOT 3

HINT: Add fluid with the engine idling.



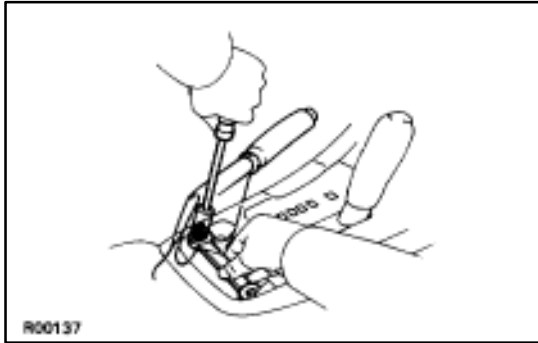
CHECK AND ADJUSTMENT OF PARKING BRAKE

1. CHECK THAT PARKING BRAKE LEVER TRAVEL IS CORRECT

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

Parking brake lever travel

at 196 N (20 kgf, 44.1 lbf): 5–8 clicks



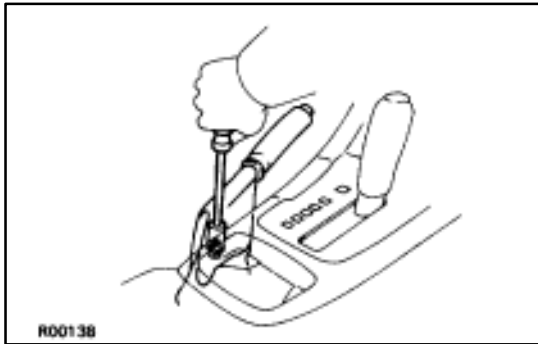
2. IF NECESSARY, ADJUST PARKING BRAKE

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

For shoe clearance adjustment, see page [BR-39](#).

- (a) Remove the cup holder.
- (b) Using a socket driver and spanner wrench, remove the adjusting lock nut.

HINT: Tape the socket driver before use.



- (c) Turn the adjusting nut until the lever travel is correct.
- (d) Install the adjusting lock nut.
- (e) Using a socket driver and spanner wrench, tighten the adjusting lock nut.

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

- (f) Install the cup holder.