RX-7 Factory Service Material

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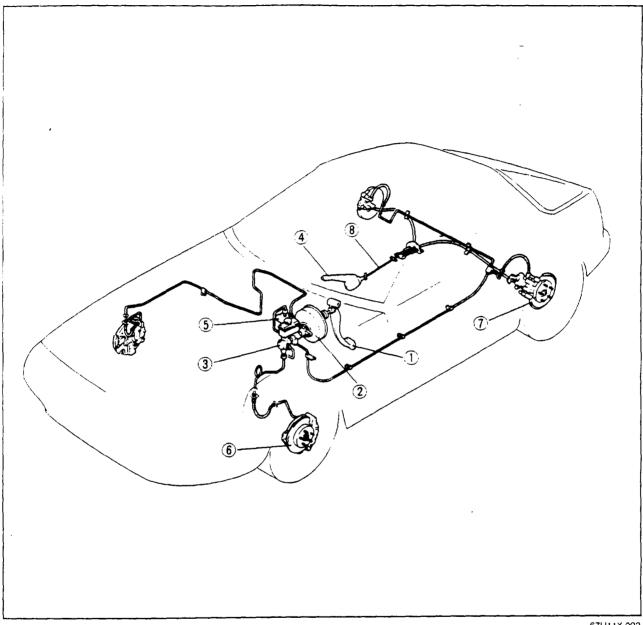
BRAKING SYSTEM

OUTLINE	FRONT BRAKE (EXCEPT VEHICLE	
STRUCTURAL VIEW 11— 2 SPECIFICATIONS 11— 3	WITH 14 INCH WHEEL) 11. REPLACEMENT OF BRAKE PAD 11.	
TROUBLESHOOTING GUIDE 11— 4	REMOVAL AND INSTALLATION 11:	
ON-VEHICLE MAINTENANCE 11— 5	DISASSEMBLY	
BRAKE FLUID LEVEL 11— 5	INSPECTION 11	
BRAKE LINE 11— 5	ASSEMBLY 11	
SIMPLE INSPECTION OF DISC PAD 11— 5	REAR BRAKE 11	
PEDAL HEIGHT 11— 6	REPLACEMENT OF DISC PAD 11-	
PEDAL PLAY 11— 6	REMOVAL AND INSTALLATION 11.	
PEDAL-TO-FLOOR CLEARANCE 11- 7	DISASSEMBLY 11.	
PARKING BRAKE STROKE 11- 7	INSPECTION 11.	
POWER BRAKE UNIT 11- 7	ASSEMBLY 11-	40
BRAKE HYDRAULIC LINE 11-9	PARKING BRAKE LEVER 11-	
REMOVAL AND INSTALLATION 11- 9	REMOVAL AND INSTALLATION 11	
REPLACEMENT OF BRAKE FLUID 11- 9	INSPECTION 11	<u>4</u>
AIR BLEEDING 11—10	PARKING BRAKE CABLE 11-	
BRAKE PEDAL 11—12	REMOVAL AND INSTALLATION 11-	
REMOVAL AND INSTALLATION 11-12	ANTI-LOCK BRAKE SYSTEM (ABS) 11-	
INSPECTION	STRUCTURAL VIEW 11-	
MASTER CYLINDER 11—13	CIRCUIT DIAGRAM 11-	
REMOVAL AND INSTALLATION 11-13	HYDRAULIC UNIT 11-	
DISASSEMBLY AND ASSEMBLY 11—15	STRUCTURAL VIEW11-	
INSPECTION	REMOVAL 11-	4;
ON-VEHICLE INSPECTION 11—17	INSTALLATION	
CHECK VALVE	SPEED SENSOR AND ROTOR 11-	
REMOVAL AND INSTALLATION 11—19	REMOVAL AND INSTALLATION	
DISASSEMBLY	(FRONT) 11-	4
INSPECTION 11—21	REMOVAL AND INSTALLATION	•
ASSEMBLY 11—21	(BEAR)	49
PROPORTIONING BYPASS VALVE. 11-24	(REAR)	•
FUNCTION CHECK 11—24	(ABS) TESTER 11-	5
REMOVAL AND INSTALLATION 11-24	OUTLINE	
FRONT BRAKE	STRUCTURAL VIEW 11-	5°
(VEHICLE WITH 14 INCH WHEEL) 11-25	EXPLANATION OF INSTRUCTION	
REPLACEMENT OF BRAKE PAD 11-25	PROCEDURE 11-	
REMOVAL AND INSTALLATION 11—26	TESTING PROCEDURE 11-	
DISASSEMBLY 11—27	CHECKING ABS SYSTEM 11-	
INSPECTION 11—27	PROCEDURE 11-	
ASSEMBLY 11—28	87U1	1X-00

11 OUTLINE

OUTLINE

STRUCTURAL VIEW



- 1. Brake pedal
- 2. Power brake unit
- Brake master cylinder
 Parking brake lever

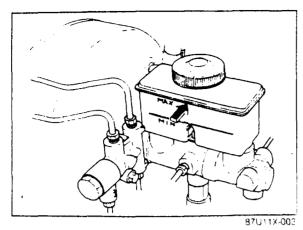
- 5. Proportioning bypass valve
- 6. Front disc brake
- 7. Rear disc brake
- 8. Parking brake cable

SPECIFICATIONS

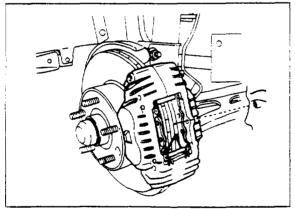
	Specifications		
	Туре		Suspended
Brake pedal	Pedal lever ratio		4.5
	Max. stroke	mm (in)	136 (5.35)
Master cylinder	Туре		Tandem (with level sensor)
	Bore	mm (in)	22 22 (0.875)
	Туре		Disc (ventilated)
•	Cylinder bore	mm (in)	50.80 (2.00) 14 in, wheel vehicle 36.12 (1.42) Except 14 in, wheel vehicle
Front disc brake	Pad thickness	mm (in)	9 (0.35)
Tront disc brake	Disc plate dimensions mm (in) (effective diameter x thickness)		204 x 22 14 in, wheel vehicle (8.03 x 0.87) 230 x 22 Except 14 in wheel vehicle (9.06 x 0.87)
	Туре		Disc (solid) 14 in wheel vehicle Disc (ventilated) Except 14 in wheel vehicle
	Cylinder bore	mm (in)	34.93 (1.38)
Rear disc brake	Pad dimensions (area x thickness)	$mm^2 \times mm$ $(in^2 \times in)$	32 x 8 (1.26 x 0.31)
	Disc plate dimensions mm (in) (effective diameter x thickness)		225 x 10
	Туре		Vacuum multiplier
Power brake unit	Size	mm (in)	203.3 (8)
Braking force control device	Туре		Proportioning Bypass Valve (PBV)
Brake fluid			FMVSS 116, DOT-3 or DOT-4 or SAEJ1703
Parking brake	Туре		Auto adjustment, rear brake
Parking brake	Operation system		Lever

TROUBLESHOOTING GUIDE

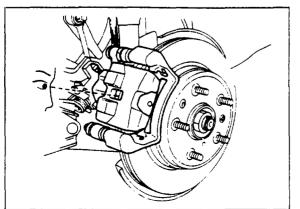
Problem	Possible cause	Remedy	Page	
Poor braking	Leakage of brake fluid Air in lines Worn pad Brake fluid, grease, oil or water on pad Hardening of pad surface, or poor contact Malfunction of disc brake piston Malfunction of master cylinder Malfunction of power brake unit Malfunction of check valve (vacuum hose) Damaged vacuum hose Deterioration of flexible hose Malfunction of P.B.V.	Repair Air bleed Replace Clean or replace Grind or replace Repair or replace Repair or replace Repair or replace Repair or replace Replace Replace Replace Replace	11—10 11—23,30,35 — 11—27,32,38 11—15 11—20 11—18 — 11—24	
Brakes pull to one side	Worn pad Brake fluid, grease, oil or water on pad Hardening of pad surface, or poor contact Abnormal wear, distortion or eccentricity of disc Malfunction of automatic adjuster in rear brake Looseness or deformation of dust cover mounting bolt Malfunction disc brake piston Malfunction of pad Improper adjustment of wheel bearing preload, or wear Improper adjustment of wheel alignment Unequal tire air pressures	Replace Clean or replace Grind or replace Repair or replace Replace Tighten or replace Repair or replace Repair or replace Repair or replace Repair to Section 9 Refer to Section 10 Refer to section 12	11-23,30,35 	
Brakes do not release	1		11- 6 11- 6 11-15	
Brakes do not reference properly Improper return due to malfunction of piston seal of disc brakes Excessive runout of disc plate Improper return of parking brake cable, or improper adjustment Improper adjustment of wheel bearing preload		Repair Replace Replace Repair or adjust Refer to Section 9	11—27,32,38 11—27,32,38 11—26,31,36 11—42	
Pedal goes too far (Too much pedal stroke) Air in system due to insufficient brake fluid Improper adjustment of pedal play Worn pad Air in lines Abnormal wear of pad		Add fluid and bleed air Adjust Replace Air bleed Replace	11-10 11-6 11-23,30,35 11-10 11-23,30,35	
Abnormal noise or vibration during braking Worn pad Deterioration of pad surface Brakes do not release Foreign material or scratches on disc plate contact surface Looseness of caliper mounting bolt(s) Damage or deviation of disc contact surface Poor contact of pad Insufficient grease on sliding parts		Replace Grind or replace Repair Clean Tighten Replace Repair or replace Apply grease	11-20,26 11-23,30,35 11-27,32,38 - 11-26,31,36 11-26,31,36 11-27,32,38	
Parking brake does not hold well	Excessive lever stroke Brake cable stuck or damaged Brake fluid or oil on pad Hardening of pad surface, or poor contact	Adjust Repair or replace Clean or replace Grind or replace	11— 6 11—42 11—23,30,35 11—23,30,35	



67U11X-006



87U11X-004



77U11X-038

ON-VEHICLE MAINTENANCE

BRAKE FLUID LEVEL

- 1. Clean the area around the reservoir and the reservoir cap.
- 2. Check the fluid level. If the level is near or below the "MIN" mark, add brake fluid to "MAX" mark.

Fluid specification: DOT-3 or DOT-4 (FMVSS 116, or SAEJ1703)

BRAKE LINE

Check the points below. Replace parts if necessary.

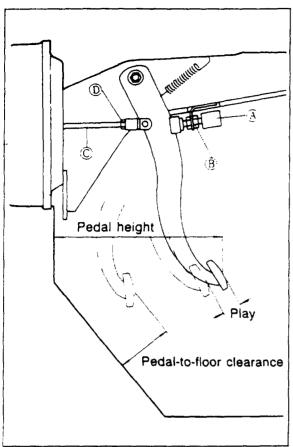
- 1. Cracking, damage or corrosion of the brake hose.
- 2. Damage to the brake hose threads.
- 3. Scars, cracks or swelling of the flexible hose.
- 4. All lines for fluid leakage.

SIMPLE INSPECTION OF DISC PAD

- 1. Jack up the front of the vehicle, and support it with safety stands.
- 2. Remove the wheels.
- 3. Check that the remaining pad thickness is more than 1 mm (0.04 in) through the caliper hole.

Rear

- 1. Jack up the rear of the vehicle, and support it with safety stands.
- 2. Remove the wheels.
- 3. Check that the remaining pad thickness is more than 1 mm (0.04 in) through the caliper hole.



PEDAL HEIGHT Inspection

Check that the distance from the center of the upper surface of the pedal pad to the firewall is as specified.

Pedal height: 205 + 5 mm (8.07 + 0.20 in)

Adjustment

- 1. Disconnect the connector of the stop switch.
- 2. Loosen lock nut (B), turn the switch (A) so it does not contact the pedal.
- 3 Loosen lock nut ①, and turn rod ②to adjust the height.
- 4 Adjust the pedal free play and tighten operating rod lock nut (D).
- 5 Turn the stop switch until it contacts the pedal, and turn an additional 1/2 turn. Tighten the lock nut.



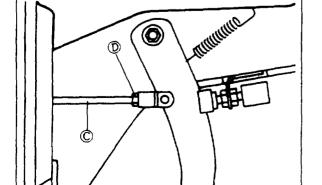
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PEDAL PLAY Inspection

- 1. Depress the pedal a few times in order to eliminate the vacuum in the vacuum line.
- 2. Lightly depress the pedal by hand and check the free play.

(Until the valve plunger contacts the stopper plate; until resistance is felt).

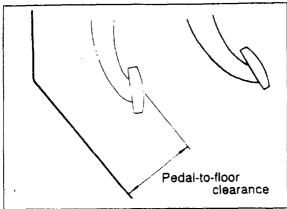
Pedal play: 4-7 mm (0.16-0.28 in)



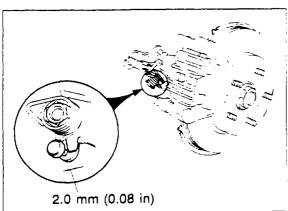
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Adjustment

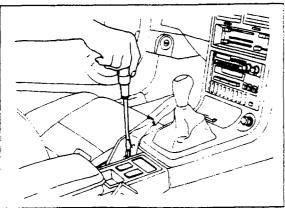
- 1. Loosen lock nut ①or rod ②, and turn the rod to adjust the free play.
- 2. Tighten lock nut (D).



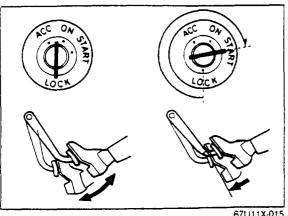
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77U11X-006



77U11X-051



PEDAL-TO-FLOOR CLEARANCE Inspection

Check that the distance from the floor panel to the center of the upper surface of the pedal pad is as specified when the pedal is depressed with a force of 588 N (60kg, 132 lb).

Pedal-to-floor clearance: 100 mm 3.94 (in)

If the distance is less than the standard value, check as described below.

- 1. Air in the brake system.
- 2. Malfunction of the automatic adjuster.

PARKING BRAKE LEVER STROKE Inspection

- 1. Depress the brake pedal several times.
- 2. Check that the clearance between the lever and stopper pin at the rear brake caliper is less than 2 mm (0.08 in.)

If the clearance is not less than 2 mm (0.08 in.), turn the adjust nut counterclockwise to lengthen the parking brake cable.

3. Check that the stroke is as specified when the parking brake lever is pulled with a force of 98 N (10 kg, 22 lb).

Stroke: 4-5 notches

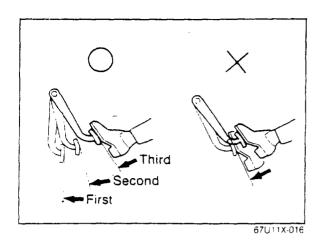
Adjustment

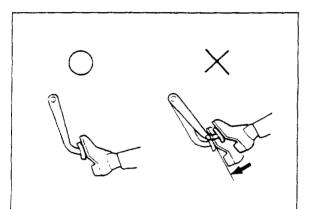
- 1. Jack up the rear of the vehicle until the wheels are free to turn, then support it with stands.
- 2. Depress the brake pedal several times.
- 3. Turn the adjust nut to adjust.
- 4. Check that the parking brake warning light illuminates when the brake lever is pulled one notch.
- 5. Lower the vehicle.

Check that the brakes are not dragging before lowering the vehicle.

POWER BRAKE UNIT First Step

- 1. With the engine stopped, depress the pedal a few
- 2. With the pedal depressed, start the engine
- 3. If the pedal moves down slightly immediately after the engine starts, the unit is functioning.





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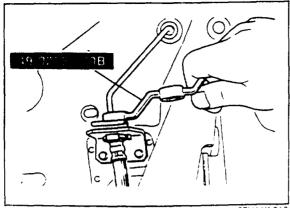
Second Step

- 1. Start the engine
- 2. Stop the engine after it has run for 1 or 2 minutes.
- 3. Depress the pedal with the usual force.
- 4. If the first pedal stroke is long and becomes shorter with subsequent strokes, the unit is functioning.
- If there is a problem, check for damage of the check valve or vacuum hose, and check for proper connection. Repair if necessary, and check once again.

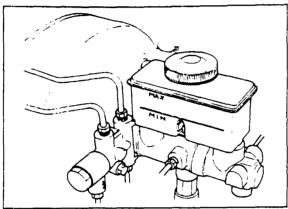
Third Step

- 1. Start the engine.
- 2. Depress the pedal with the usual force.
- 3 Stop the engine with the pedal still depressed.
- 4 Hold the pedal down for about 30 seconds.
- 5 If the pedal height does not change, the unit is functioning.
- 6 If there is a problem, check for damage of the check valve or vacuum hose, and check for proper connection. Repair if necessary, and check once again.

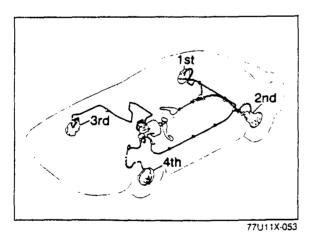
If the nature of the problem is still not clear after following the 3 steps above, follow the more detailed check described in "Method using a tester". See page 11—17.



67U11X 018



67U11X-019



BRAKE HYDRAULIC LINE

REMOVAL AND INSTALLATION

- 1. When disconnecting the flexible hose and brake line, remove the clip after loosening the flare nut.
- 2. When connecting the flexible hose, do not over tighten or twist.
- 3. Check that it does not contact other parts when the vehicle bounces, or when the steering wheel is turned all the way to the left or right.
- 4. Bleed the air from the brake system.

Caution

Do not allow the brake fluid to get on painted surfaces.

REPLACEMENT OF BRAKE FLUID

- 1. Suck the brake fluid from the reservoir using the suction pump.
- 2. Fill the reservoir with new brake fluid.
- 3. Attach a vinyl tube to the bleeder screw and place the other end of the vinyl tube in a container.
- 4. Pump out the old brake fluid by loosening the bleeder screws one by one and pumping the brake pedal.

5. Bleed air as described on page 11-10.

AIR BLEEDING

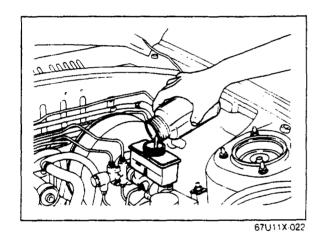
Air Bleeding Locations

After repairs, air bleed as follows:

			Air bleeding locations			
Disassembled parts		Front		Rear		
		Right side	Left side	Right side	Left side	
Master cylinder			*	*	*	*
Caliper	Front	Right side	*	_		
		Left side	_	*		<u> </u>
	Danie	Right side	_		*	
	Rear Left side		-	_	*	
Proportioning bypa	ss valve (P.B.V.)		*		*	*

^{*} indicates locations where air bleeding is necessary.

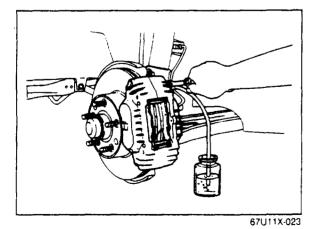
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Air Bleeding Procedure

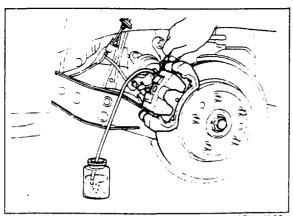
Caution

- a) The fluid in the reservoir must be maintained at the 3/4 level or higher during air bleeding.
- b) Be careful not to spill brake fluid onto painted surfaces.



Front brake

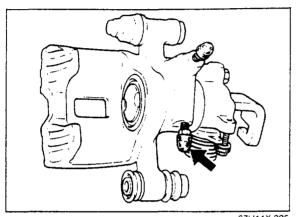
- 1. Jack up the vehicle and support it with safety stands.
- 2. Remove the bleeder cap and attach a vinyl tube to the bleeder screw.
- 3. Place the other end of the vinyl tube in a container and keep the tube end immersed in brake fluid during air bleeding.
- 4. Pump the brake pedal several times.
- 5. While the brake pedal is depressed, loosen the bleeder screw to let fluid and air escape.
- 6. Repeat steps 4 and 5 until there are no air bubbles in the fluid.
- 7. Check for correct brake operation.
- 8 Check that there is no fluid leakage. Be sure to clean away any spilled fluid with rags.
- 9 After bleeding the air, add brake fluid to the reservoir up to the specified level.



Rear brake

After brake fluid replacement:
Bleed air by using the upper bleeder screw.
Air bleeding procedure is done in the same manner as the air bleeding of the front brakes.





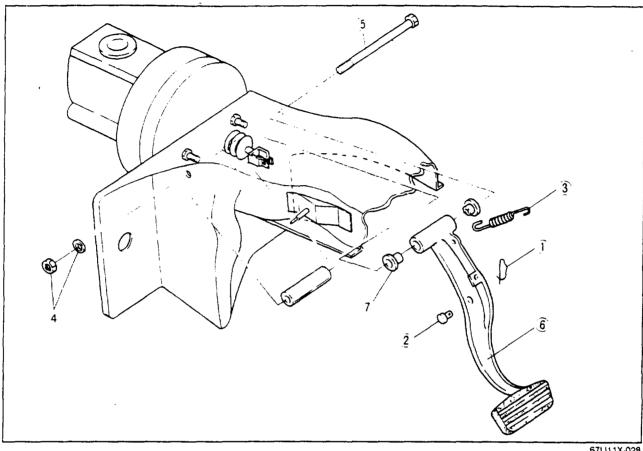
After disassembling the caliper: Bleed air by using the lower bleeder screw. Air bleeding procedure is done in the same manner as the air bleeding of the front brakes.

BRAKE PEDAL

REMOVAL AND INSTALLATION

- 1. Remove in the sequence shown in the figure.
- 2. Install in the reverse order of removal.
- 3. After installation, check and adjust the pedal height and play.

77U11X-039



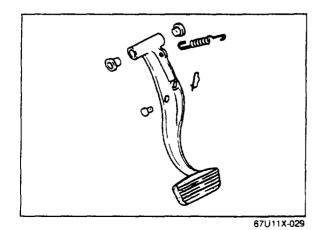
67U11X-028

- 1. Cotter pin
- 2. Clevis pin
- 3. Return spring
- 4. Nut
- 5. Bolt
- 6. Pedal

7. Bushing

Caution

Apply grease to the inner surface of the bushing, and to the contact surfaces of the clevis pin and spring. 4BG11X-612



INSPECTION

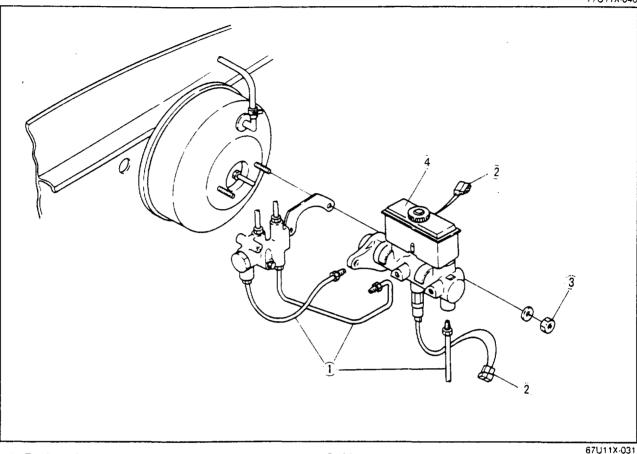
Check the following points. Replace parts if necessary.

- 1. Bushing for wear.
- 2. Pedal for bending.
- 3. Pedal pad for wear or damage.
- 4. Bolt for bending.
- 5. Return spring for weakness or damage.
- 6. Pedal pad for wear.

MASTER CYLINDER

REMOVAL AND INSTALLATION

- 1. Remove in the sequence shown in the figure.
- 2. Install in the reverse order of removal.
- 3. After installation, fill with brake fluid and bleed the air, then check each part for fluid leakage.



1. Brake pipe

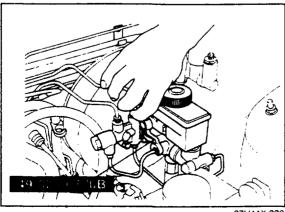
2. Harness coupler

3. Nut

4. Reservoir and master cylinder

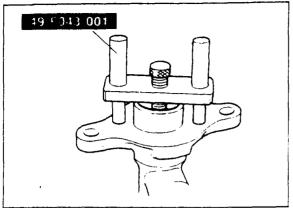
Caution

Brake fluid will damage painted surfaces. If it does get on a painted surface, wipe it off immediately. 4BG11X-686



Brake pipe

- 1. Place rags under the master cylinder to avoid dripping brake fluid on painted surfaces.
- 2. Disconnect the brake pipe from the master cylinder using flare nut wrench (49 0259 770B).

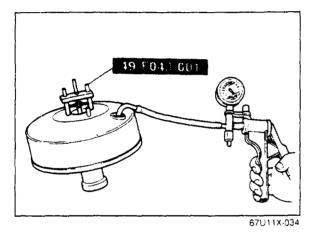


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Master Cylinder

Check the clearance between the push rod of the power brake unit and the piston of the master cylinder.

1. Place the **adjustment gauge** (49 F043 001) on top of the master cylinder, and then turn the adjust bolt until it contacts the bottom of the push rod hole in the piston.



2. Apply **500 mm-Hg (19.7 in-Hg)** vacuum using a vacuum pump.

- 3. Invert the adjustment gauge used in step 1, and place it on the power brake unit.
- 4. Check the clearance between the end of the adjust bolt and the push rod of the power brake unit. If it is not **0 mm**, loosen the push rod lock nut, and turn the push rod to adjust.

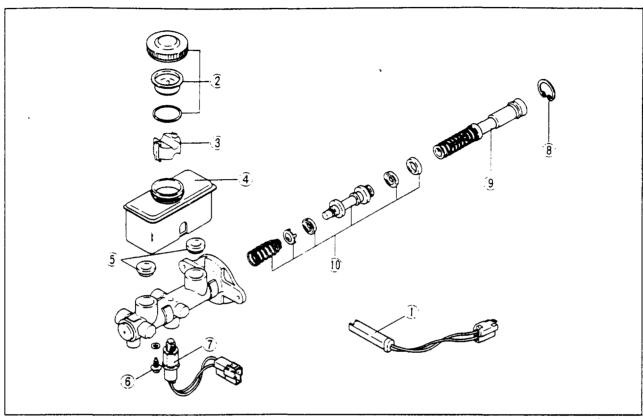
Caution

The checking of power brake unit must be performed on the vehicle.

DISASSEMBLY AND ASSEMBLY

- 1. Drain the brake fluid, then disassemble in the sequence shown in the figure.
- 2. Assemble in the reverse order of removal.

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- 1. Fluid level sensor
- 2. Reservoir cap assembly
- 3. Float

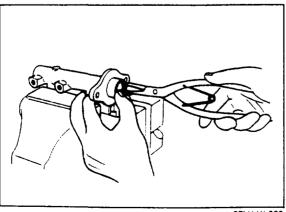
- 4. Reservoir
- 5. Bushing
- 6. Stopper screw

- 7. Brake fluid pressure switch
- 8. Snap ring
- 9. Primary piston assembly
- 10. Secondary piston assembly

Caution

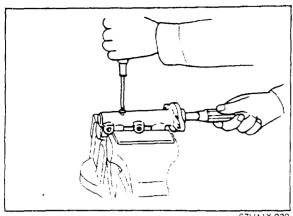
- a) Use a new piston cup and "0" ring. Note that the primary side is replaced as the piston
- b) Be careful not to let foreign material in, and do not scratch the piston or the inside of the cylinder.

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Stop Ring

Push the piston by hand, remove and install the stop ring using snap ring pliers.



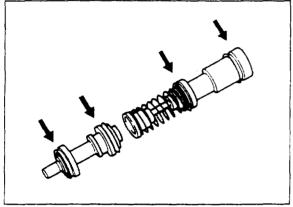
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Stopper Screw

- 1. When installing the stopper screw, use a crosstipped screwdriver to push the secondary piston assembly all the way in.
- 2. Tighten the stopper screw.
- 3. Move the secondary piston with the screwdriver _ to check that the secondary piston stops correctly at the stopper screw.

Piston Cylinder and Piston Cup

Apply brake fluid to the cylinder bore and the piston cup, and then assemble them.

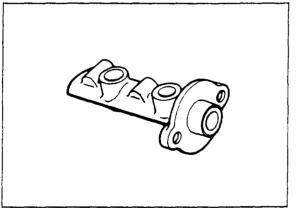


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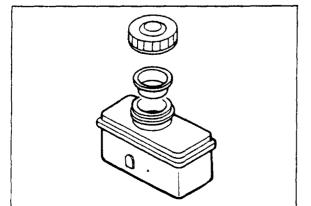
INSPECTION

Check the following points. Replace parts if necessary.

- 1. Piston and the cylinder bore for abnormal wear, rust or damage.
- 2. Springs for weakness or damage.

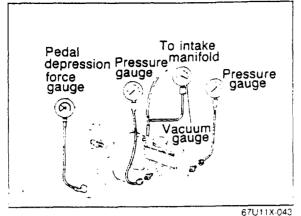


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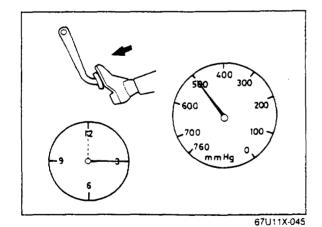


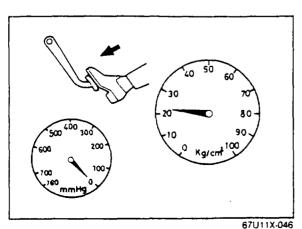
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3. Reservoir for damage, or deformation.



9 580 300 600 200 700 100 760 mm Hg





POWER BRAKE UNIT

ON-VEHICLE INSPECTION Method Using a Tester

Connect a pressure gauge, vacuum gauge and pedal depression force gauge as shown in the figure. After bleeding the air from the pressure gauge, conduct the test as described in the 3 steps below.

Note

Use commercially available gauges and pedal depression force gauge.

Checking for Vacuum Loss at Unloaded Condition

- 1. Start the engine.
- 2. Stop the engine when the vacuum gauge reading reaches **500 mm-Hq (19.7 in-Hq)**.
- 3. Observe the vacuum gauge for 15 seconds. If the gauge shows 475—500 mm-Hg (18.7—19.7 in-Hg), the unit is functioning.

Checking for Vacuum Loss at Loaded Condition

Start the engine.

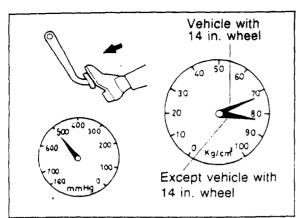
67U11X-044

- 2. Depress the brake pedal with a force of 196 N (20 kg, 44 lb).
- 3. With the brake pedal depressed, stop the engine when the vacuum gauge reading reaches 500 mm-Hg (19.7 in-Hg).
- 4. Observe the vacuum gauge for 15 seconds. If the gauge shows 475—500 mm-Hg (18.7—19.7 in-Hg), the unit is functioning.

Checking for Hydraulic Pressure

1. If with the engine stopped (when the vacuum is 0), the relationship between the pedal force and fluid pressure is as specified, the unit is functioning.

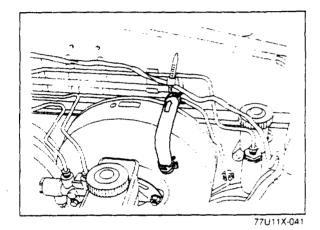
	Pedal force	Fluid pressure
1	196 N (20 kg. 44 lb)	2158 kPa (22 kg/cm², 312 psi) or more



 Start the engine. Depress the brake pedal when the vacuum reaches 500 mm-Hg (19.7 in-Hg). If the relationship between the pedal force and fluid pressure is as specified, the unit is functioning.

	Pedal force	Fluid pressure
Except vehicle with 14 in, wheel	196 N	8339 kPa (85 kg/cm², 1209 psi) or more
Vehicle with 14 in. wheel	(20 kg. 44 lb)	7063 kPa (72 kg/cm², 1024 psi) or more

77U11X-009



CHECK VALVE Inspection

- 1. Disconnect the vacuum hose from the engine side.
- 2. Apply suction and pressure to the hose from the engine side. Check that air flows only toward the engine.

If the air passes both ways or not at all, replace the check valve with the hose.

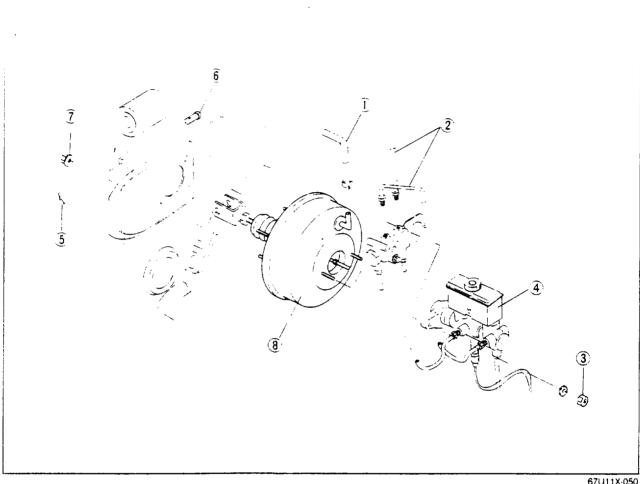
Note

The check valve is pressed into the vacuum hose, and there is an arrow on the hose surface to indicate the installation direction.

REMOVAL AND INSTALLATION

- 1. Remove in the sequence shown in the figure.
- 2. Install in the reverse order of removal.
- 3. Take the following steps after installation:
 - (1) Check and adjust the push rod and piston clearance.
 - (2) Add fluid and bleed the air.
 - (3) Check all parts for fluid leakage.
 - (4) Make an on-vehicle check of the unit.
 - (5) Check that the vacuum hose does not contact other parts.

77U11X-042



67U11X-050

- 1. Vacuum hose
- 2. Brake pipe
- 3. Nut

- 4. Master cylinder assembly
- 5. Cotter pin
- 6. Clevis pin

- 7. Nut
- 8. Power brake unit

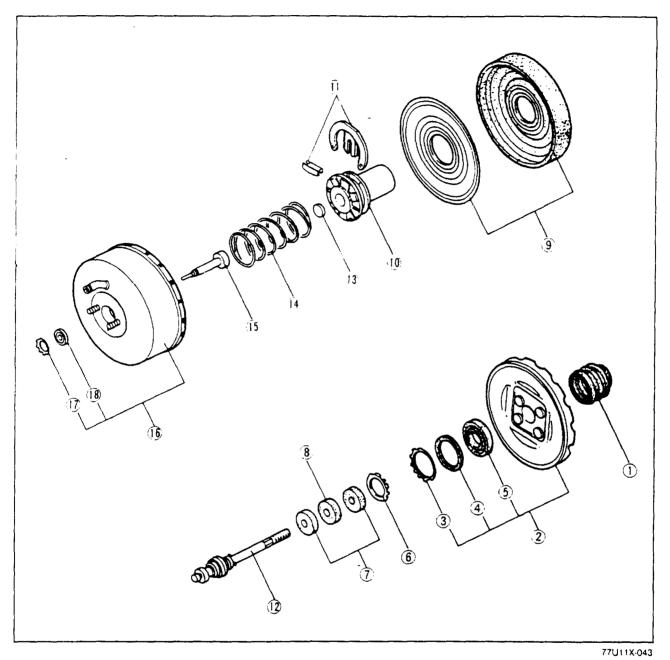
Caution

Apply grease to the clevis pin.

4BG11X-633

DISASSEMBLY

Disassemble in the sequence shown in the figure.

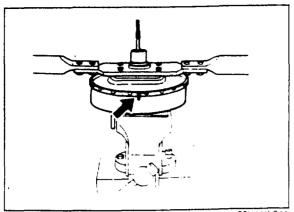


1. Dust boot

- 2. Rear shell assembly
- 3. Retainer
- 4. Bearing
- 5. Dust seal
- 6. Retainer

- 7. Air filter
- 8. Air silencer
- 9. Diaphragm and plate
- 10 Power piston assembly
- 11 Retainer key
- 12. Valve rod and plunger assembly
- 13. Reaction disc
- 14. Spring
- 15. Push rod
- 16. Front shell assembly
- 17. Retainer
- 18. Seal

11-20



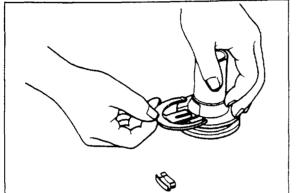
63U11X-044

Rear Shell

- 1. Before separating the front and rear shells, make mating marks to be used for reassembly.
- 2. Fit a wrench onto the studs of the rear shell, rotate the rear shell counterclockwise to unlock.

Caution

The rear shell is spring loaded; loosen it carefully.



4EG11X-034

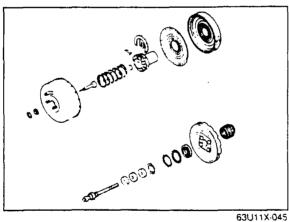
Retainer Key

Press the valve rod in to allow removal of the valve retainer kev.

Remove the valve rod and plunger assembly.

Caution

The valve rod and plunger must be replaced as an assembly, if necessary.

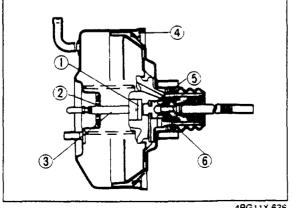


INSPECTION

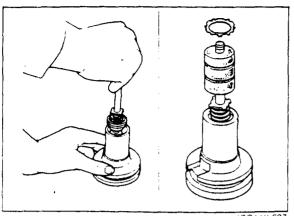
- 1. Inspect all rubber parts. Wipe free of fluid and carefully inspect all rubber parts for cuts, nicks, or other damage.
- 2. Check the power piston for cracks, distortion, chipping, or damaged seats.
- Inspect the reaction disc rubber for deterioration.
- 4. Check that the seats of the valve rod and plunger are smooth and free of nicks and dents. Replace if defective.
- 5. Inspect the front and rear shells for scratches, scores, pits, dents, or other damage.
- 6. Check the diaphragm for cuts or other damage.

ASSEMBLY

- 1. Coat the parts shown in the figure with silicon
 - (1) Entire surface of reaction disc.
 - (2) Dust seal lip.
 - (3) Push rod.
 - (4) Diaphragm to shell contacting surfaces.
 - (5) Power piston.
 - (6) Valve plunger oil seal.



4BG11X-636



4 Install the retainer.

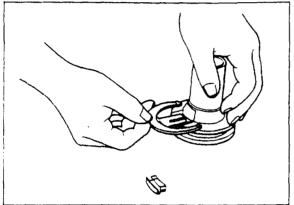
- 4BG11X-637
- 5. Install the retainer key.

Caution

Push down the valve rod, align the groove in the valve plunger with the slot of the power piston, and then insert the valve retainer key.

2. Install the valve rod and plunger assembly.

3. Install the air filter and silencer.

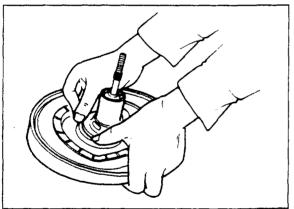


4BG11X-638

6. Connect the diaphragm to the power piston and plate.

Caution

Make certain that the diaphragm is well seated in the groove.

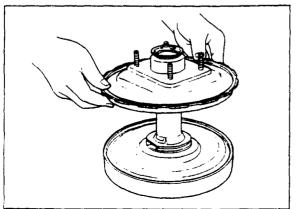


4BG11X-639

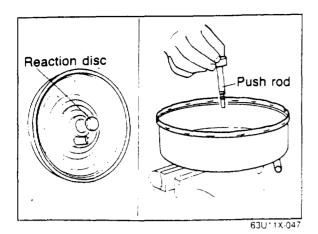
7. Assemble the rear shell assembly.

Caution

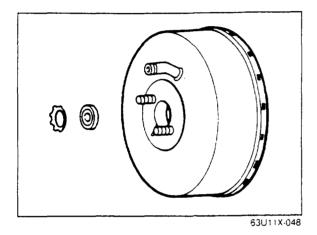
Carefully guide the tube end of the power piston through the seal in the rear shell.



63U11X-046



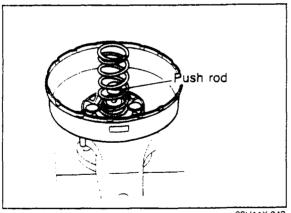
8. Push the reaction disc into the power piston using the push rod.



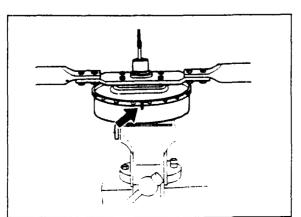
9. Put the dust seal and retainer into the front shell.

Caution

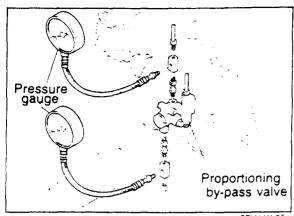
Place the front shell assembly in a vise to complete the following operations.



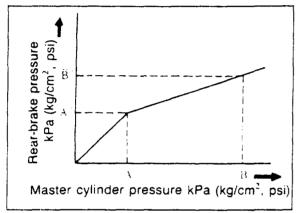
- 10. Install the push rod.
- 11. Install the return spring.



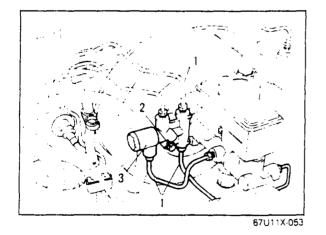
- 63U11X-049
- 12. Press the rear shell down and rotate it clockwise until the mating marks are aligned using a suitable wrench.
- 13. Put the dust boot on to the rear shell.



67U11X-051



67U11X-052



PROPORTIONING BYPASS VALVE

FUNCTION CHECK

Caution

If there is a malfunction of the valve, replace it as an assembly.

- 1. Connect two pressure gauges [9,810 kPa (100 kg/cm², 1,422 psi)] to the pipes
- 2. Measure the fluid pressure of the master cylinder and the rear brake line.

Specification:

Fluid pressure kPa (kg/cm², psi)				
	4	Α'	В	8'
	943 426)	2.600—3.286 (26.5—33.5. 377—476)	7.848 (80,1138)	5,052—5,739 (51.5—58.5, 732—832)

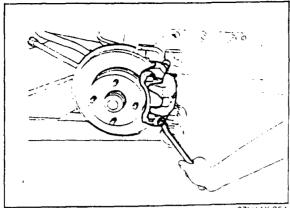
REMOVAL AND INSTALLATION

Remove in the sequence shown in the figure. Install in the reverse order of removal.

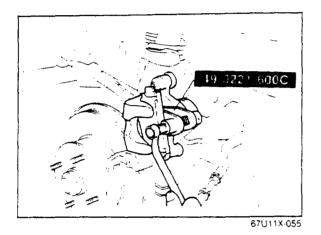
- 1. Brake line pipes
- 2. Bolts
- 3 Valve assembly

After installation:

1 Bleed air from the brake lines.



67U11X-054



67U11X-056

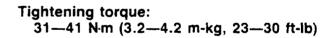
FRONT BRAKE (VEHICLE WITH 14 IN. WHEEL)

REPLACEMENT OF DISC PAD

Caution Replace the left and right pads at the same

- 1. Jack up the front of the vehicle, and support it with safety stands.
- 2. Remove the wheels.
- 3. Remove the lock pin bolt and lift the caliper.
- 4. Remove the pads.
- 5. Push the piston inward using expand tool (49 0221 600C).
- 6. Install the new pads in the mounting support.

- 7. Lower the caliper assembly onto the mounting
- 8. Tighten the lock bolt to the specified torque.

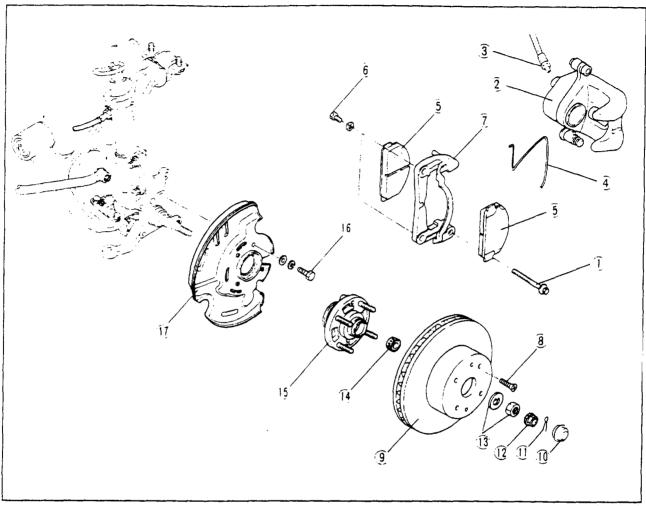


9. Mount the wheels and lower the vehicle.

REMOVAL AND INSTALLATION

- 1. Jack up the front of the vehicle and support it with safety stands.
- 2. Remove the wheels, then remove in the sequence shown in the figure.
- 3. Install in the reverse order of removal.

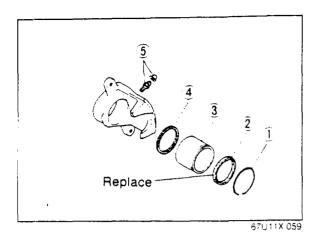
77U11X-044



- 1. Lock bolt
- 2. Brake caliper assembly
- 3. Brake hose
- 4. Spring
- 5. Pads
- 6. Bolt

- 7. Mounting support
- 8. Screw
- 9. Disc plate
- 10. Hub cap
- 11. Cotter pin
- 12. Set cover

- 13. Nut
- 14. Bearing
- 15. Hub assembly
- 16 Bolt
- 17. Dust cover



DISASSEMBLY

Disassemble the caliper in the sequence shown in the figure.

- 1. Clip
- 2. Dust seal
- 3. Piston
- 4. Piston seal
- 5. Cap and bleeder screw

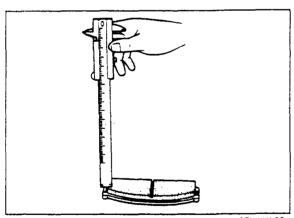


Piston

Place a piece of wood in the caliper, and then blow compressed air through the flexible hose connection hole to force the piston out of the caliper.

Caution

Blow the compressed air a little at a time to prevent the piston from jumping out.



INSPECTION

Inspect each part, and if necessary replace parts.

Disc Pad

- 1. Oil or grease on facing.
- 2. Abnormal wear or cracks.
- 3. Deterioration or damage by heat.
- 4. Remaining lining thickness.

Thickness limit: 1 mm (0.04 in) min.



67U:1X-060

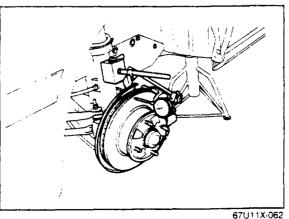
Disc Plate

1. Runout

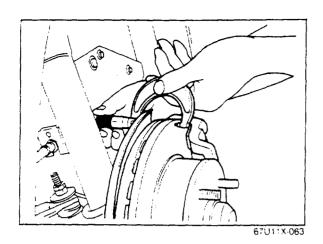




- a) There must be no wheel bearing looseness.
- b) The measurement location is the outer periphery of the disc plate surface.



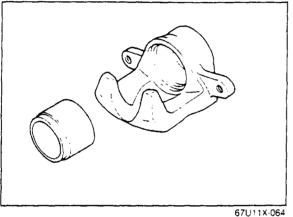
11 FRONT BRAKE (VEHICLE WITH 14 IN. WHEEL)



2. Wear or damage.

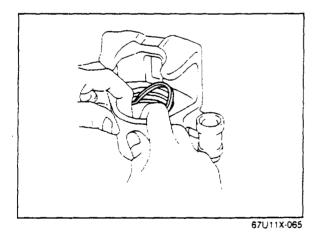
Thickness

Standard: 22 mm (0.87 in) Limit: 20 mm (0.79 in) min.



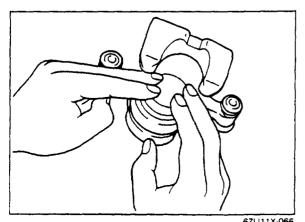
Caliper

- 1. Cylinder and piston for wear or rust.
- 2. Caliper body for damage or cracks.
- 3. Boot for damage or poor sealing.



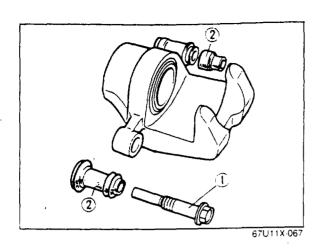
ASSEMBLY

1. Coat the piston seal with the grease supplied in the seal kit and install it to the caliper.



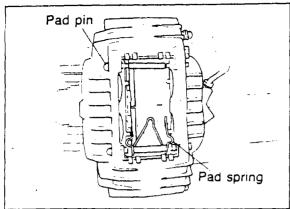
- 2. Coat the piston and the cylinder with brake fluid, and insert the piston straight into the cylinder.
- 3 install the dust seal.

FRONT BRAKE (VEHICLE WITH 14 IN. WHEEL) 11

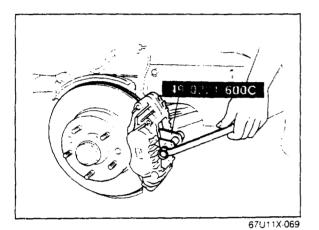


- 4. Coat the following parts with the grease supplied in the seal kit.
 - (1) Lock bolt
 - (2) Boots
- 5. Fit the boot to the caliper.

11 FRONT BRAKE (EXCEPT VEHICLE WITH 14 IN. WHEEL)



77U11X-010



FRONT BRAKE (EXCEPT VEHICLE WITH 14 IN. WHEEL)

REPLACEMENT OF DISC PAD

Note

If a squealing noise occurs from the front brakes while driving, check the pad wear indicator. If there are traces of the indicator contacting the disc plate, the disc pad should be replaced.

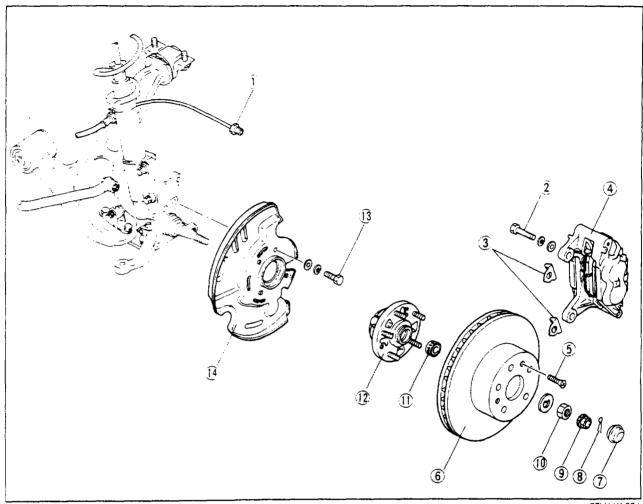
Caution

Replace the left and right pads at the same time.

- 1. Jack up the front of the vehicle, and support it with safety stands.
- 2. Remove the wheels.
- 3. Remove the clip, the pad pins and the pad spring.
- 4. Remove the pads.
- 5. Push the piston inward using **expand tool** (49 0221 600C).
- 6. Install the new pads, the pad spring, the pad pins and the clip.

REMOVAL AND INSTALLATION

- 1. Jack up the front of the vehicle and support it with safety stands.
- 2. Remove the wheels, then remove in the sequence shown in the figure.
- 3. Install in the reverse order of removal.

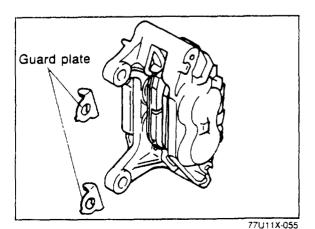


77U11X-054

- 1. Brake pipe
- 2. Bolt
- 3. Guard plates
- 4. Brake caliper assembly
- 5. Screw

- 6. Disc plate
- 7. Hub cap
- 8. Cotter pin
- 9 Set cover
- 10. Nut

- 11. Bearing
- 12. Hub assembly
- 13. Bolt
- 14. Dust cover



Guard Plates

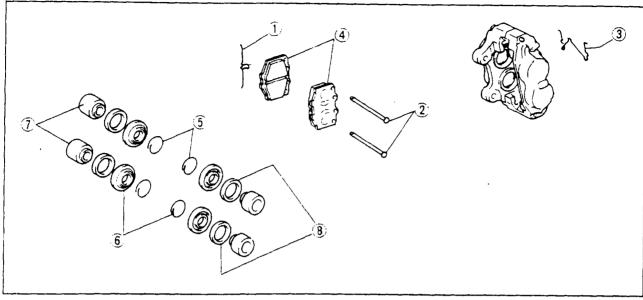
Install the guard plates between the caliper and the knuckle.

11 FRONT BRAKE (EXCEPT VEHICLE WITH 14 IN. WHEEL)

DISASSEMBLY

Disassemble the caliper in the sequence shown in the figure.

77U11X-046



67U11X-074

- 1. Clip
- 2 Pad pins
- 3. Pad spring

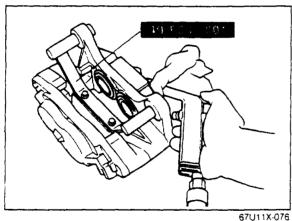
- 4. Pads
- 5. Retainers
- 6. Dust seals

- 7. Pistons
- 8. Piston seals

Caution

Do not loosen or remove the bridge bolts connecting the two halves of the caliper body.

67U11X-075



Piston

- 1. Place the disc brake piston stopper (49 F033 001) in the caliper.
- 2 Blow compressed air through the flexible hose connection hole to force the pistons out of the caliper.

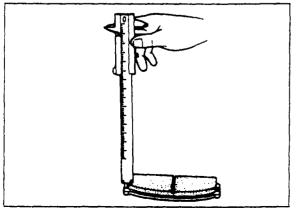
INSPECTION

Inspect each part. If necessary, replace parts.

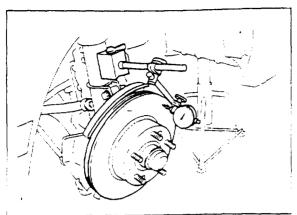
Disc Pad

- 1. Oil or grease on facing.
- 2. Abnormal wear or cracks.
- 3. Deterioration or damage by heat.
- 4. Remaining lining thickness.

Thickness: 1 mm (0.04 in) min.



Disc Plate 1. Runout.

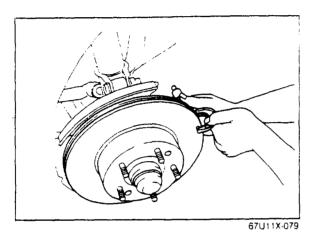


Runout: 0.1 mm (0.004 in) max.

Caution

- a) There must be no wheel bearing looseness.
- b) The measurement location is the outer periphery of the disc plate surface.

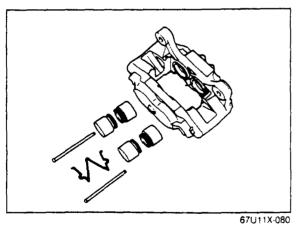
67U11X-078



2. Wear or damage.

Thickness

Standard: 22 mm (0.87 in) Limit: 20 mm (0.79 in) min.



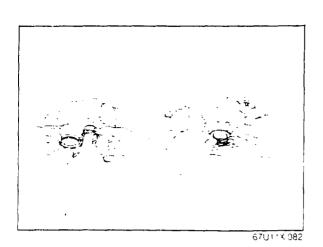
Caliper

- 1. Cylinders and pistons for wear or rust.
- 2. Caliper body for damage or cracks.
- 3. Pad spring for weakness.
- 4. Pad pins for wear or rust.

ASSEMBLY

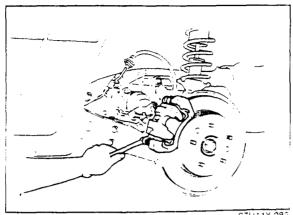
1. Install the piston seal to the caliper.

11 FRONT BRAKE (EXCEPT VEHICLE WITH 14 IN. WHEEL)



2. Coat the pistons and the cylinders with brake fluid, and insert the pistons straight into the cylinder

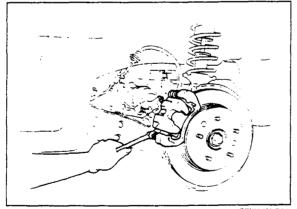
3. Coat the dust seals with the grease supplied in seal kit and install them to the caliper.



67U11X-083



67U11X-084



77U11X-011

REAR BRAKE

REPLACEMENT OF DISC PAD

Caution

Replace the left and right pads at the same

- 1 Jack up the rear of the vehicle, and support it with safety stands.
- 2. Remove the wheels.
- 3. Remove the lock pin bolt and lift the caliper.
- 4. Remove the V-spring and the pads.
- 5. Rotate the piston clockwise using disc brake piston wrench (49 FA18 602).
- 6. Install the new pads and V-spring in the mounting support.

- 7. Lower the caliper to the mounting support.
- 8. Tighten the lock bolts to the specified torque.

Tightening torque:

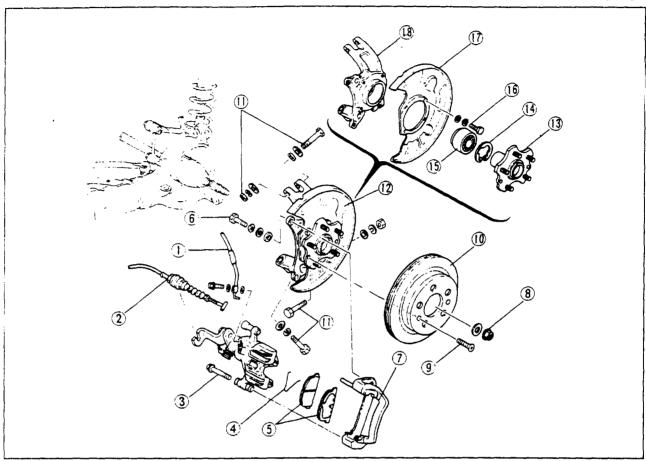
29-41 N·m (3.0-4.2 m-kg, 22-30 ft-lb)

- 9. Mount the wheels and lower the vehicle.
- 10. Depress the brake pedal for adjusting the parking brake cable play (Refer to page 11-7).

REMOVAL AND INSTALLATION

- 1. Jack up the rear of the vehicle and support it with safety stands.
- 2. Remove the wheels, then remove in the sequence shown in the figure.
- 3. Install in the reverse order of removal.

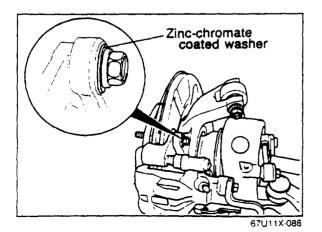
77U11X-047



77U11X-056

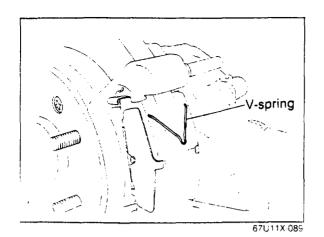
- 1. Brake hose
- 2. Parking brake cable
- 3. Lock bolt
- 4. V-spring
- 5. Pads
- 6. Bolt

- 7. Mounting support
- 8. Lock nut
- 9. Screw
- 10. Disc plate
- 11. Bolts and nuts
- 12. Triaxial floating hub outer assembly
- 13. Flange
- 14. Snap ring
- 15. Bearing
- 16. Bolt
- 17. Dust cover
- 18. Triaxial floating hub (outer)



Mounting Support Attaching Washer

Use the zinc-chromate coated washer for the mounting support.



V-SpringInstall the V-spring to the pads as shown.

DISASSEMBLY

Disassemble the caliper in the sequence shown in the figure.

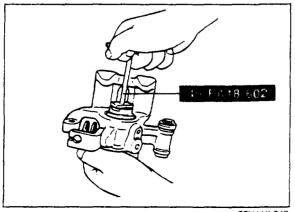
177U11X.048

67U11X-091

- 1. Air bleeder screw
- 2. Parking brake cable bracket
- 3. Clip
- 4. Dust seal
- 5. Piston
- 6. Piston seal

- 7. Snap ring
- 8 Stopper
- 9. "O" ring
- 10. Adjuster spindle
- 11. Connecting link
- 12. Sleeve boot
- 13. Guide pin

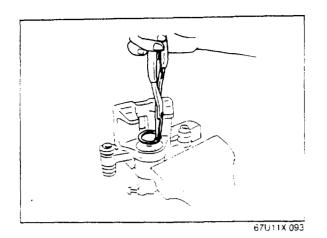
- 14. Guide pin boot
- 15. Spring
- 16. Nut
- 17. Spindle lever
- 18. Dust boot
- 19. Bearing



77U11X-049

Piston

- 1. Clean the exposed part of the piston.
- 2. Remove the retainer and the dust seal.
- 3. Turn the piston counterclockwise with **disc brake piston wrench** (49 FA18 602) and screw out the piston.

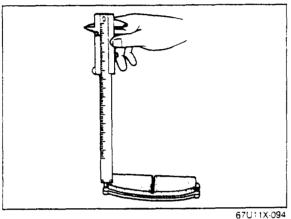


Snap Ring

Remove the snap ring from the caliper using snap ring pliers.

Caution

Do not scratch the cylinder.



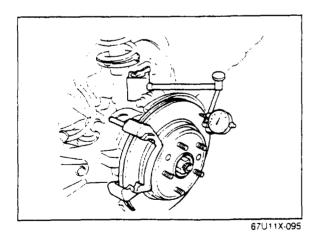
INSPECTION

Inspect each part. If necessary, replace parts.

Disc Pad

- 1. Oil or grease on facing.
- 2 Abnormal wear or cracks.
- 3. Deterioration of damage by heat.
- 4. Remaining lining thickness.

Thickness: 1 mm (0.04 in) min.



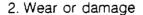
Disc Plate

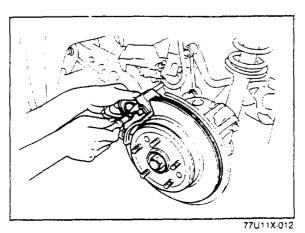
1. Runout

Runout: 0.1 mm (0.004 in) max.

Caution

- a) There must be no wheel bearing looseness.
- b) The measure location is the outer periphery of the disc plate surface.

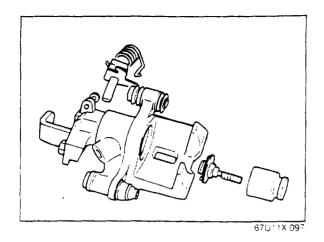




Thickness

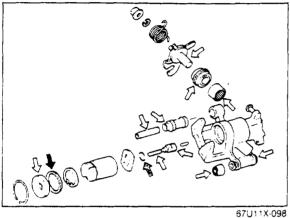
Vehicle with 14 in. wheel Standard: 10 mm (0.39 in) Limit: 8 mm (0.31 in) min.

Except vehicle with 14 in. wheel Standard: 20 mm (0.79 in)
Limit: 18 mm (0.71 in) min.



Caliper

- 1. Cylinder and piston for wear or rust.
- 2. Caliper body for damage or cracks.
- Guide pin boot and dust seal for damage or poor sealing.
- 4. Guide pin for corrosion or wear.
- 5. Needle bearing for damage or wear.
- 6. V-spring for weakness.

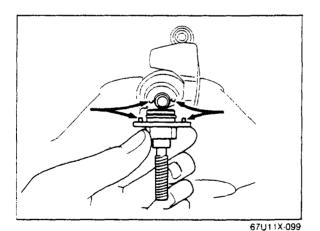


ASSEMBLY

Note

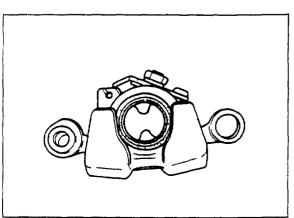
Apply the grease supplied in the seal kit to the places shown in the figure.

⇒: Orange colored grease ⇒: White colored grease →: Red colored grease



Stopper

Install the stopper in the caliper by aligning the pins of the stopper with the holes of the caliper.



Piston

Rotate the piston clockwise using disc brake piston wrench (49 FA18 602) until it stops.

Note

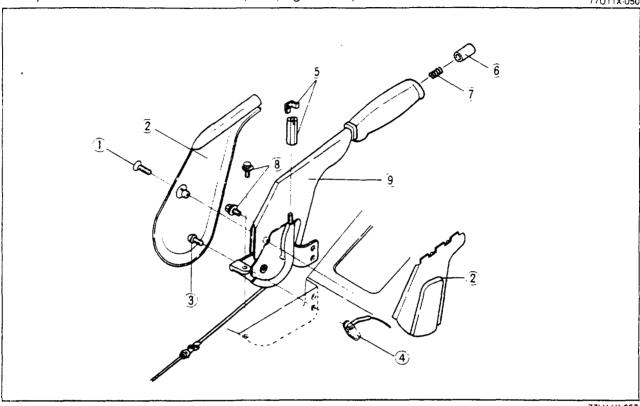
Check that the stopper groove of the piston is in the position shown in the figure.

PARKING BRAKE LEVER

REMOVAL AND INSTALLATION

- 1. Block the wheels firmly.
- 2. Remove in the sequence shown in the figure.
- 3. Install in the reverse order of removal.
- 4. Adjust the stroke after installation. (See page 11-7).

77U11X-050

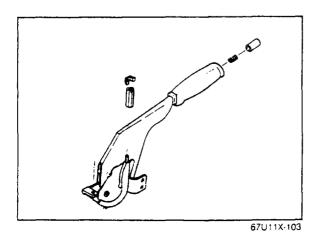


77U11X-057

- 1. Screw
- 2. Brake lever cover
- 3. Screw

- 4. Parking brake switch
- 5. Adjust nut
- 6. Push button

- 7. Spring
- 8. Bolts
- 9. Parking brake lever



INSPECTION

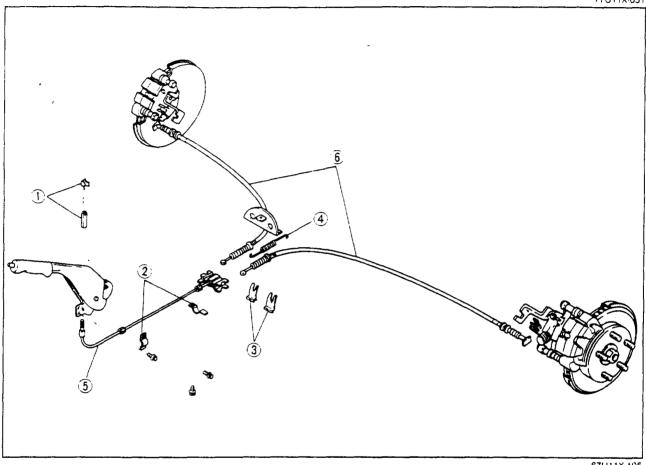
- 1. Lever and ratchet pawl for wear or damage
- 2. Spring for weakness or breakage.

PARKING BRAKE CABLE

REMOVAL AND INSTALLATION

- 1. Jack up the vehicle and support it with safety stands.
- 2. Remove in the sequence shown in the figure.3. Install in the reverse order of removal.

77U11X-051



67U11X-105

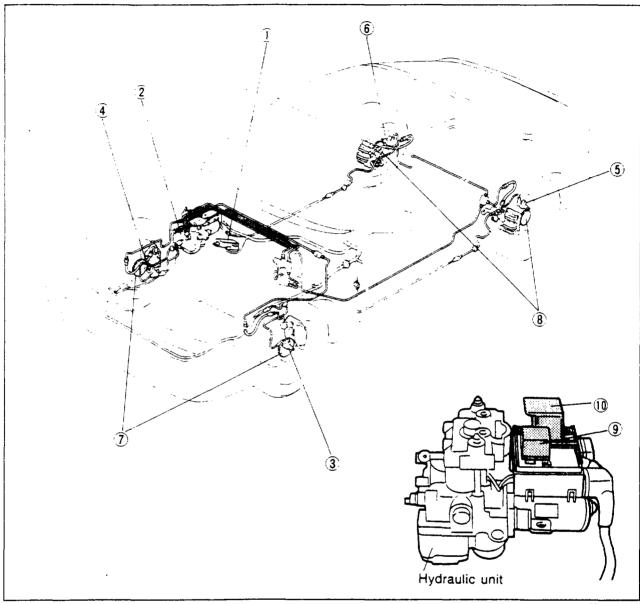
1. Adjust nut
 2. Bands

- 3. Clips
- 4. Spring

- 5. Front brake cable
- 6. Rear brake cables

ANTI-LOCK BRAKE SYSTEM (ABS)

STRUCTURAL VIEW



87U11X-006

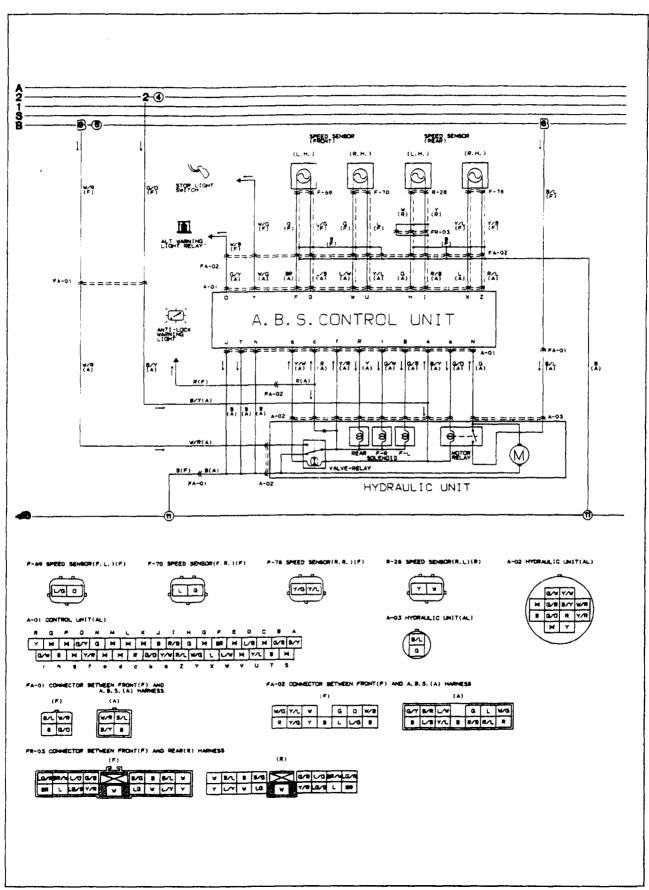
- 1. Anti-lock brake control unit
- 2. Hydraulic unit
- 3 Speed sensor (LF)
- 4. Speed sensor (RF)
- 5. Speed sensor (RR)

- 6. Speed sensor (LR)
- 7 Rotors
- 8. Rotors
- 9. Valve relay
- 10. Motor relay

Note

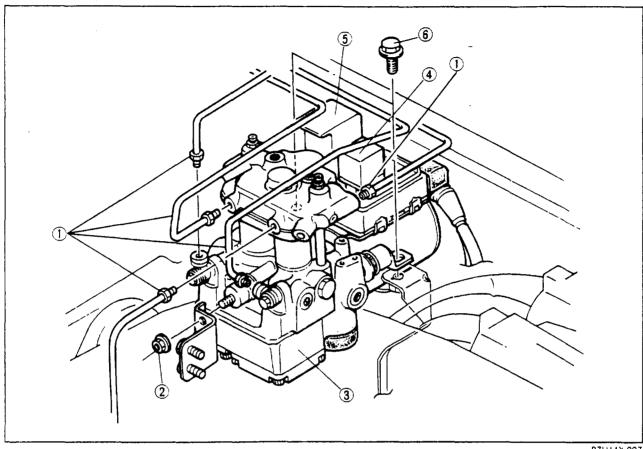
- 1. Because the pump motor briefly operates after the vehicle speed reaches approx. 6 km/h (3.8 mph) for diagnosis of the pump motor, the operating sound of the motor is heard momentarily.
- 2. When vehicles equipped with ABS are compared to vehicles that do not have ABS, the following distinctive characteristics will be found, which in no way indicate an abnormality. When the brakes are applied forcefully or on a slippery road surface, the ABS will activate; the brake pedal will pulsate slightly and the vehicle and the steering wheel will vibrate slightly.

CIRCUIT DIAGRAM



HYDRAULIC UNIT

STRUCTURAL VIEW



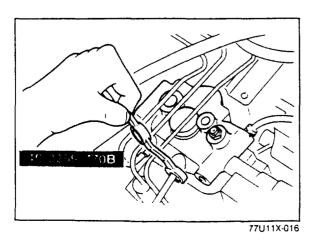
87U11X-007

- 1. Brake pipes
- 2. Nuts
- 3. Hydraulic unit assembly

- 4. Valve relay
- 5. Motor relay
- 6. Bolt

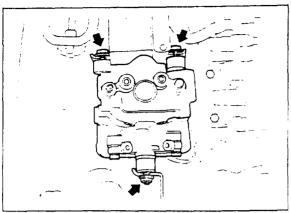
Note:

The only serviceable parts of the hydraulic unit are the valve relay and the pump motor relay; if there is a failure of any other part, the hydraulic unit must be replaced as an assembly.

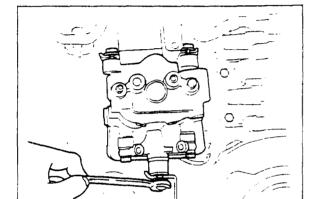


REMOVAL Brake Pipes

1. Remove the brake pipes from the hydraulic unit using flare nut wrench (49 0259 770B).



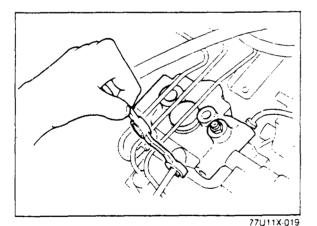
- 2. Disconnect the hydraulic unit connector.
- 3. Remove the nuts, and then remove the hydraulic unit assembly.



77U11X 017

INSTALLATION

- 1. Mount the new hydraulic unit assembly on the bracket.
- 2. Tighten the nuts.
- 3. Connect the hydraulic unit connector.

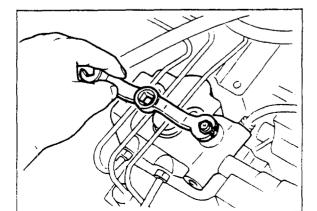


77U11X-018

4. Connect the brake pipes to the hydraulic unit assembly using **flare nut wrench** (49 0259 770B).

Caution

When installing the hydraulic unit assembly, do not remove the caps on the unit until connecting the brake pipes.



77U11X-020

AIR BLEEDING

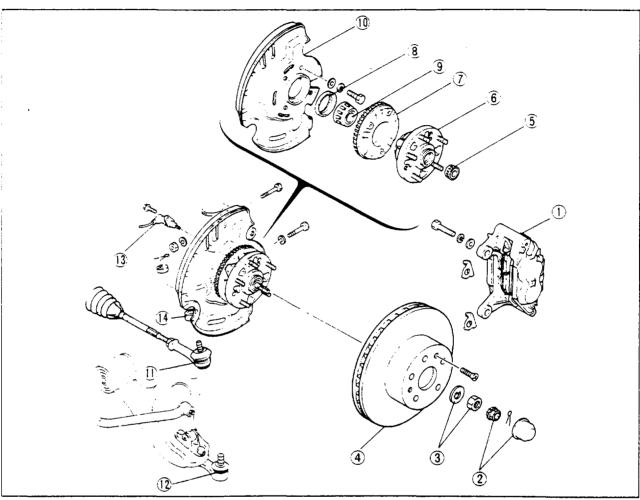
When replacing the hydraulic unit, bleed the air in the following order.

- 1 Rear wheel cylinders
- 2 Front wheel cylinders
- 3 Hydraulic unit

SPEED SENSOR AND ROTOR

REMOVAL AND INSTALLATION (FRONT)

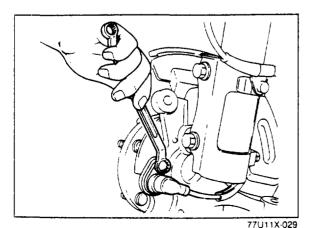
- 1. Remove in the sequence shown in the figure.
- 2. Install in the reverse order of removal.



77U11X-061

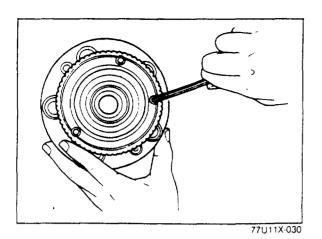
- 1 Caliper
- 2. Hub cap and set cover
- 3 Hub nut and washer
- 4 Disc plate
- 5 Wheel bearing (outer)
- 6. Wheel hub
- 7. Rotor
- 8. Oil seal
- 9. Wheel bearing (inner)
- 10. Dust cover

- 11. Tie-rod end
- 12. Lower arm ball joint
- 13. Speed sensor
- 14. Knuckie spindle



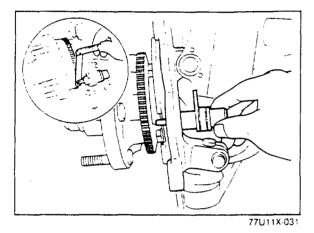
Remove the attaching bolt and remove the speed sensor from the knuckle.

Removal of Speed Sensor



Removal of Rotor

- 1. Remove the front wheel hub.
- 2. Remove the bolts using a hex wrench and remove the rotor from the front hub.



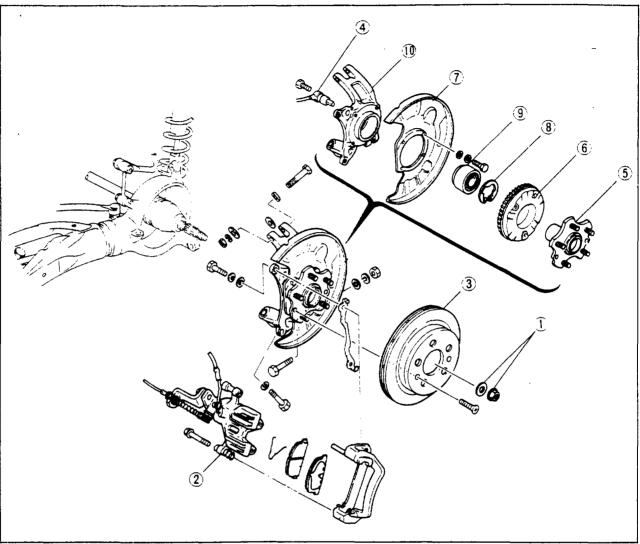
Installation of Speed Sensor

- 1. Install the speed sensor with the attaching bolt.
- 2. Check the clearance between rotor and pick-up of the speed sensor.

Clearance: 0.4—1.0 mm (0.0157—0.0394 in)

REMOVAL AND INSTALLATION (REAR)

- 1. Remove in the sequence shown in the figure.
- 2. Install in the reverse order of removal.



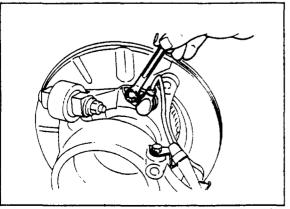
77U11X-062

- 1. Lock nut and washer
- 2. Caliper assembly
- 3. Disc plate
- 4. Speed sensor
- 5. Wheel hub
- 6. Rotor
- 7. Dust cover
- 8. Retaining ring

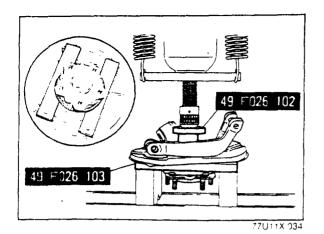
- 9. Wheel bearing
- 10. Toe control hub (outer)



Remove the attaching bolt and remove the speed sensor from the outer toe control hub.

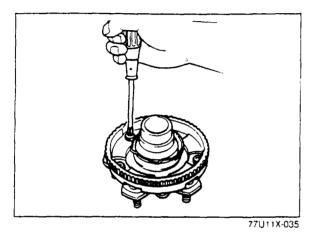


77U11X-033

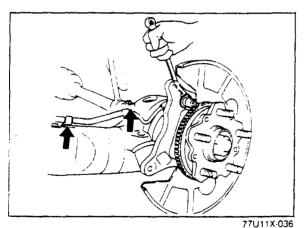


Removal of Rotor

1. Remove the wheel hub from the outer toe control hub using **wheel hub puller** (49 F026 103) and **bearing installer** (49 F026 102).

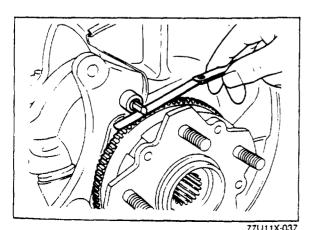


3. Remove the screws and remove the rotor from the wheel hub.



Installation of Speed Sensor

- 1. Install the speed sensor wiring harness on the rear arm.
- 2 Install the speed sensor with the attaching bolt.



2. Check the clearance between rotor and pick-up of the speed sensor.

Clearance: 0.4—1.0 mm (0.0157—0.0394 in)

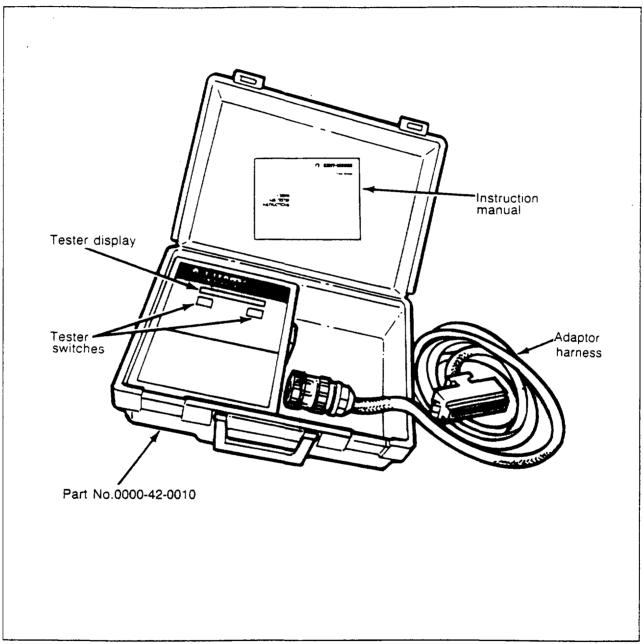
ANTI-LOCK BRAKE SYSTEM (ABS) TESTER

OUTLINE

By retaining or reducing the hydraulic fluid pressure in the hydraulic unit, the ABS tester is used to locate the cause of a problem within the anti-lock brake system.

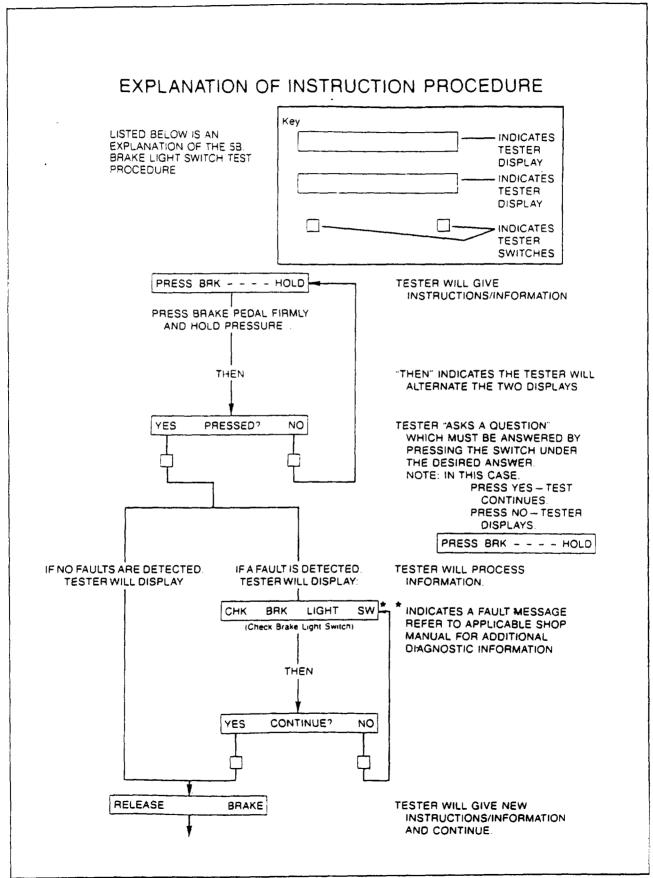
Because there is no way to check the ABS control unit itself, replace the control unit assembly only after first confirming that the other electrical parts operate normally.

STRUCTURAL VIEW

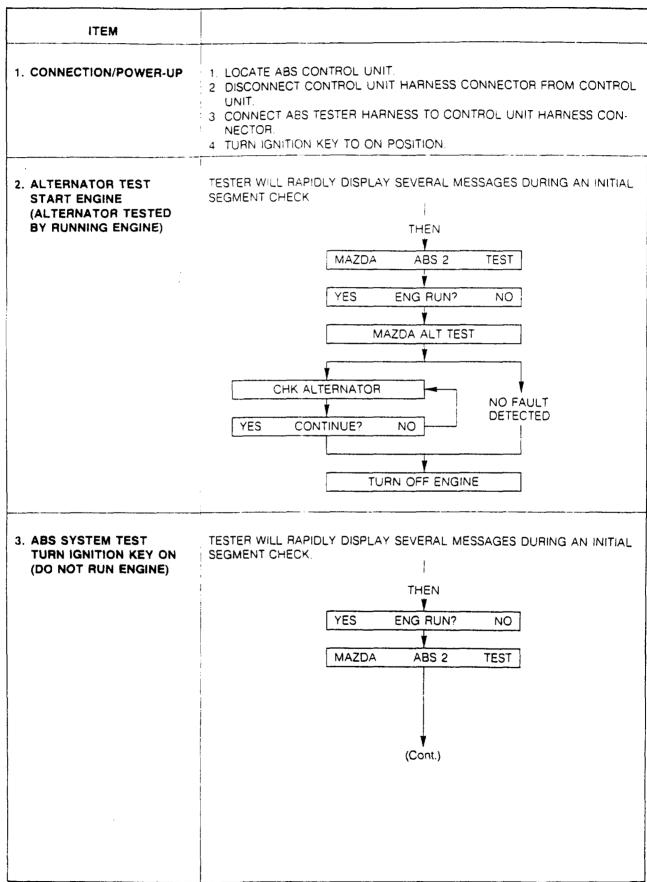


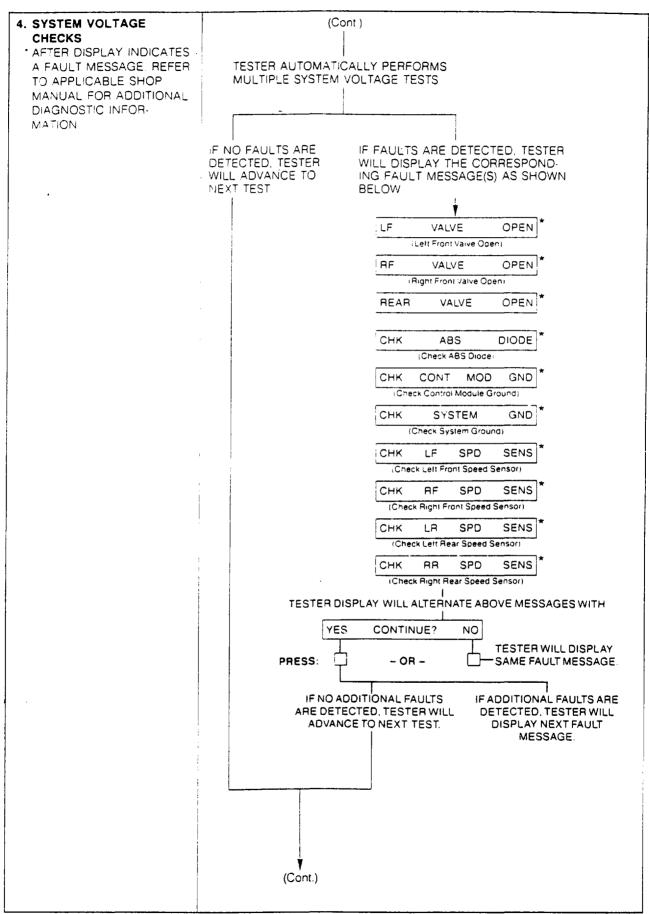
87U11X-008

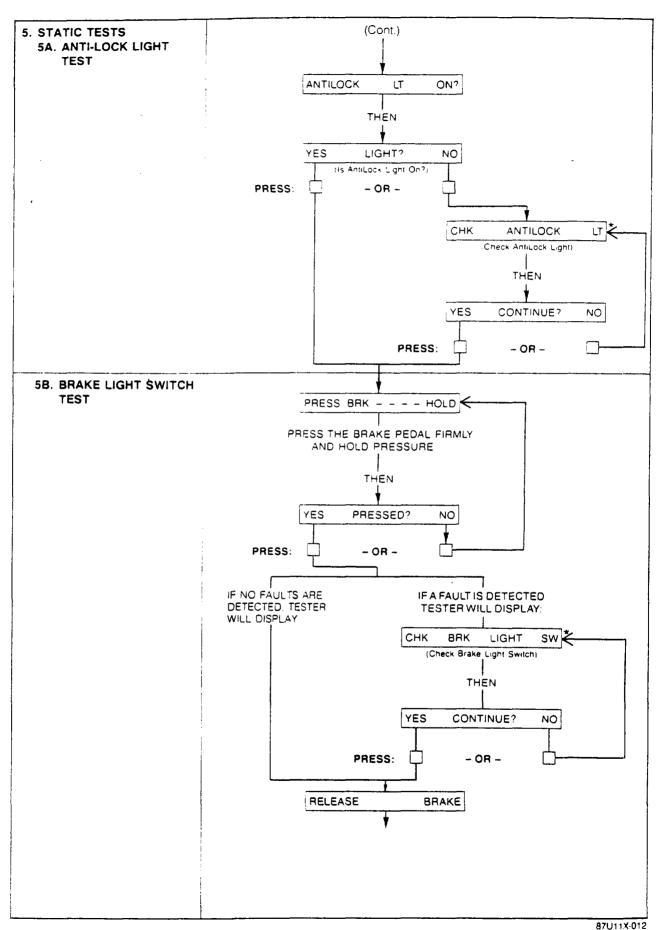
EXPLANATION OF INSTRUCTION PROCEDURE



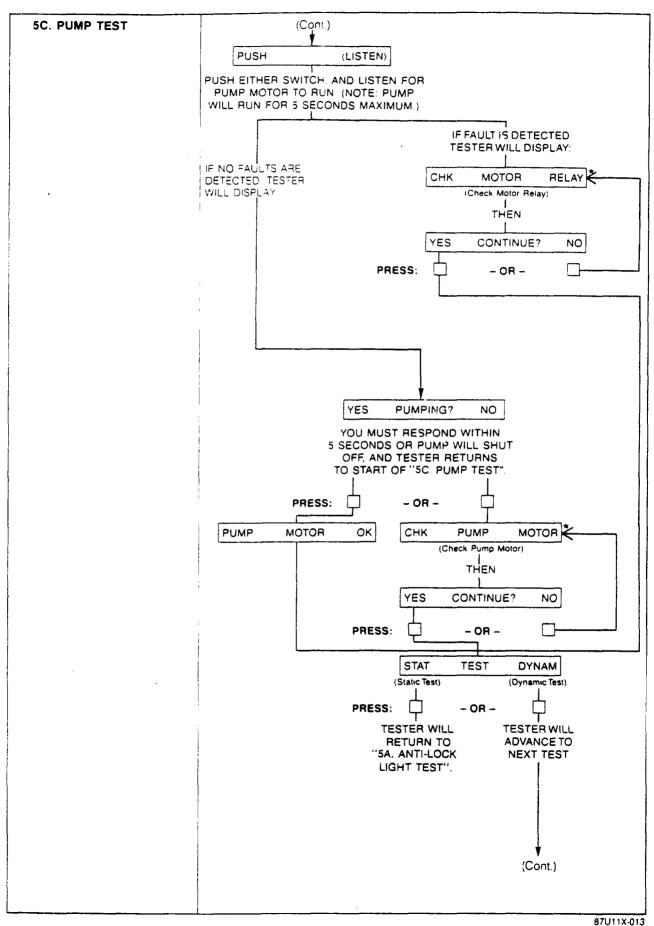
TESTING PROCEDURE







11--55



6. DYNAMIC TESTS 6A. WHEEL SELECTION OR EXIT

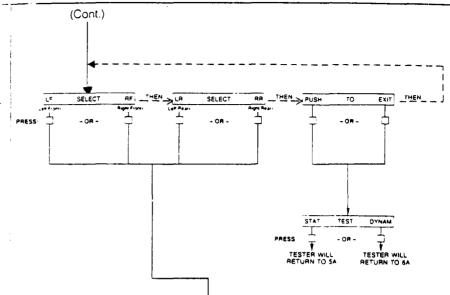
THESE THREE MESSAGES
WILL ALTERNATE ON THE
DISPLAY SCREEN AT 3 1/2 SECOND INTERVALS. NOW.
SELECT ONE OF THE FOUR
WHEELS TO BEGIN THE DYNAMIC TEST SEQUENCE

OR

PRESS EITHER SWITCH UNDER "PUSH TO EXIT" DISPLAY TO RETURN TO "STAT TEST DYNAM" SELECTION.

IMPORTANT:

WHEN ENTERING THE DYNAMIC TEST SEQUENCE, YOU
WILL SELECT ONE OF FOUR
WHEELS TO BEGIN, WHEN
YOU HAVE FINISHED WITH
THAT WHEEL TEST, YOU
SHOULD RETURN TO 6A
"WHEEL SELECTION", TO
SELECT ANOTHER WHEEL,
AND REPEAT THESE TEST
PROCEDURES FOR ALL FOUR
WHEELS.



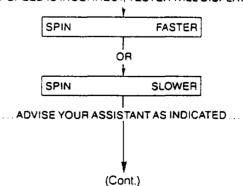
NOTE: FOR EACH OF THE WHEEL TESTS,
IT IS NECESSARY TO RAISE THE WHEEL(S)
BEING TESTED OFF THE FLOOR.
(WHEN TESTING REAR WHEELS, BOTH WHEELS
MUST BE RAISED OFF THE FLOOR.)
AN ASSISTANT WILL BE REQUIRED TO
SPIN THE WHEELS.

6B. WHEEL SENSOR TEST

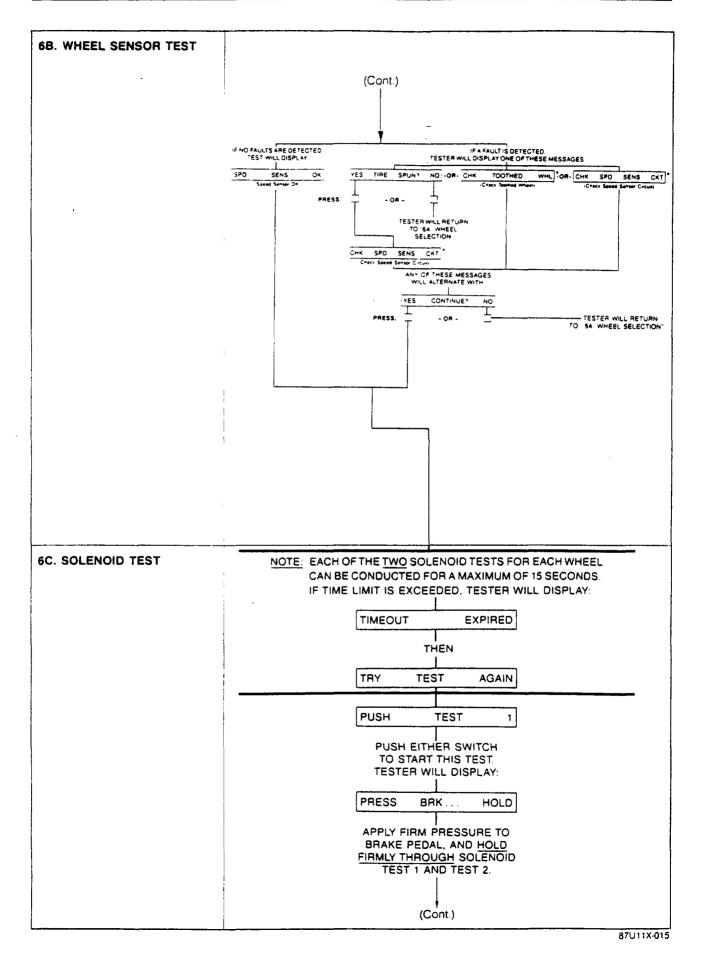


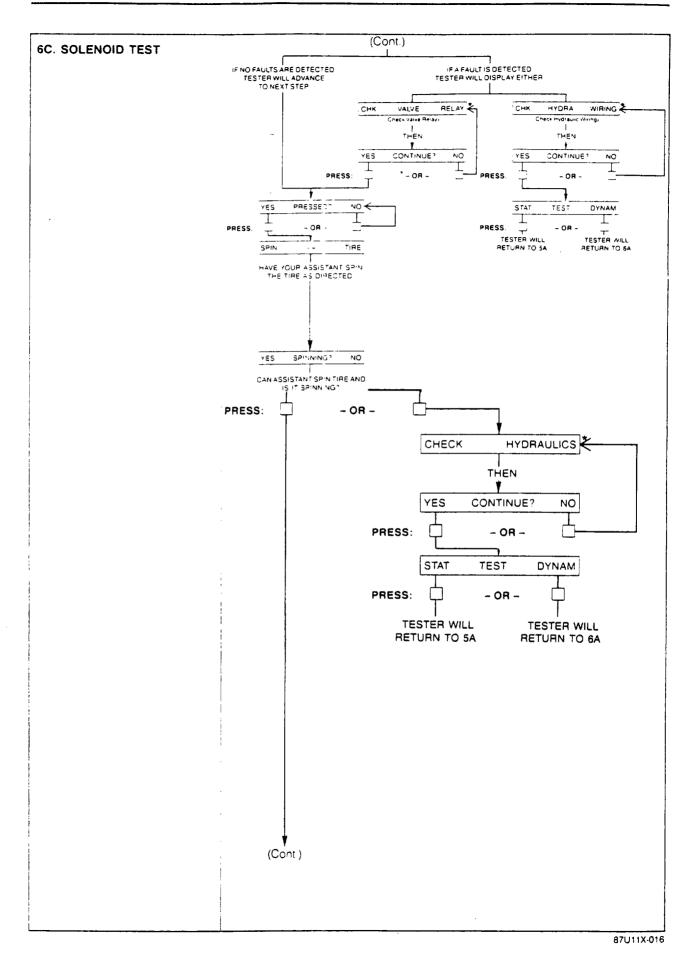
DISPLAY WILL SHOW THE WHEEL WHICH YOU SELECTED IN TEST 6A

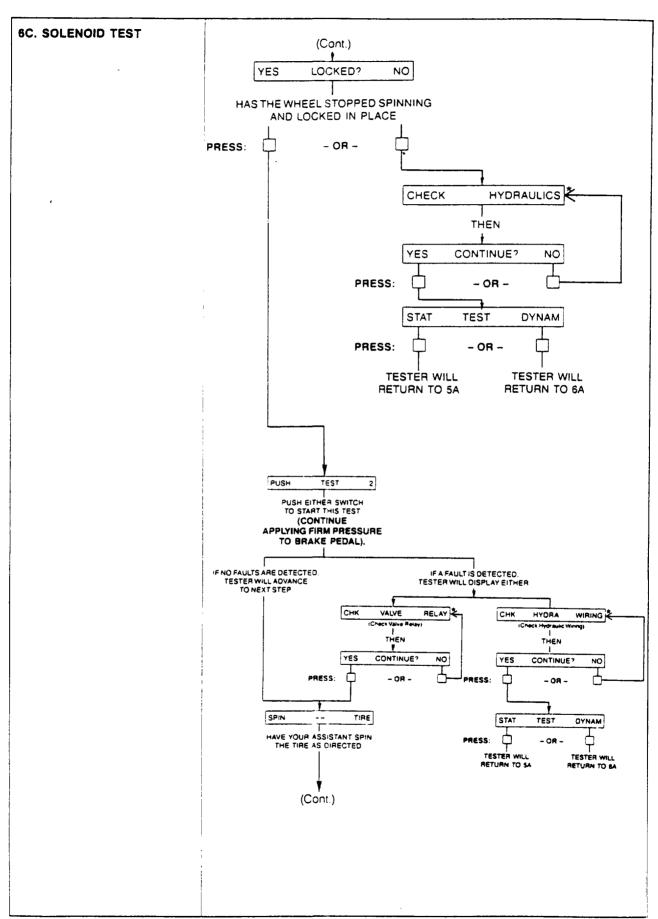
HAVE YOUR ASSISTANT SPIN THE WHEEL INDICATED WHILE YOU WATCH THE TESTER. IF SPEED IS INCORRECT, TESTER WILL DISPLAY:

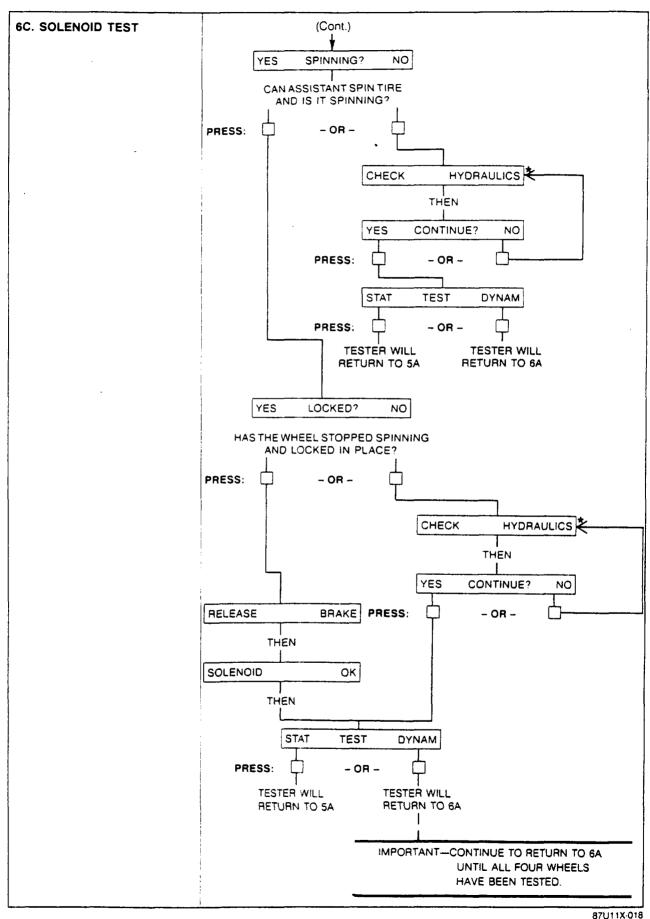


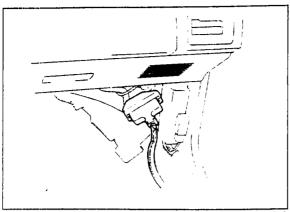
87U11X-014



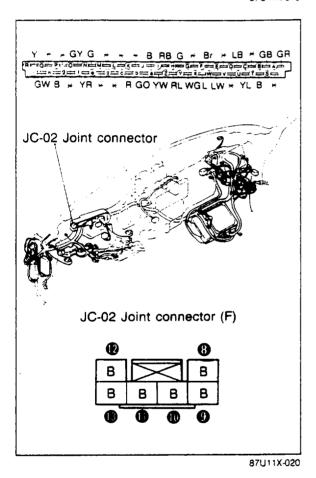








87U11X-019



CHECKING ABS SYSTEM

PROCEDURE

- 1. Remove the scuff plate and front side trim.
- 2. Connect the ABS control unit connector after switching the ignition switch OFF.
- 3 Connect the ABS Tester to the control unit connector at the harness side.

Note

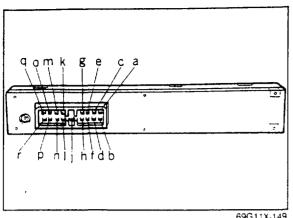
- If the tester does not operate, check
- a) Fuse
- b) Ignition switch and circuit

System Ground

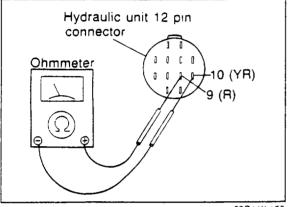
Check for an open in (B) wire from terminal T of the control unit to the JC-02 joint connector.

Caution

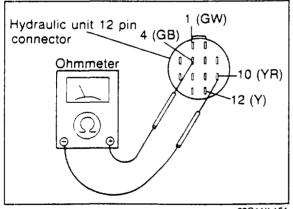
When checking each control unit terminal, do not use ordinary tester pins. Use only very thin pins to prevent damage to the terminals.



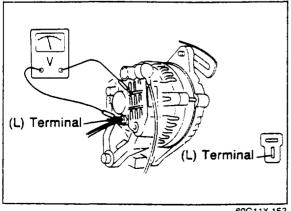
69G11X-149



69G11X-150



69G11X-151



69G11X-152

Check Anti-Lock Warning Light

- 1. Remove the clock bezel assembly.
- 2. Slide the warning and clock unit out from the instrument panel.
- 3. Connect terminal (R) wire to a body ground.
- 4. Start the engine and check that the ABS warning light-illuminates.
- 5. If there is no illumination, check the meter fuse, bulb, and wiring harness.
- 6. If OK, check the wiring harness between the warning light and control unit or hydraulic unit.

Check ABS Diode

- 1. Check the meter fuse, bulb, and wiring harness.
- 2. Check the wiring harness between the warning light and control unit or hydraulic unit.
- 3. Disconnect the hydraulic unit 12 pin connector.
- 4. Using an ohmmeter, check for continuity of the terminals.

Terminal	Continuity
9(R) 10(YR)	Yes
10(YR) 9(R)	No

Check Left Front and Rear Valves

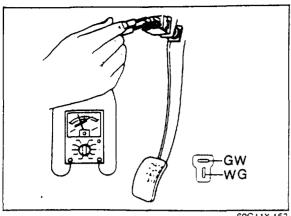
- 1. Disconnect the hydraulic unit 12-pin connector.
- 2. Using an ohmmeter, check for resistance of the terminals.

	Resistance (Ω)				
4(GB)-10(YR)(Left Front Valve)	Approx. 1.0—1.2				
(GW)-10(YR)(Right Front Valve)	Approx. 1.0—1.2				
12(Y)-10(YR)(Rear Vaive)	Approx. 1.0—1.2				

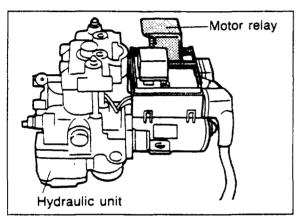
3. If resistance is as specified, check the wiring harness between the hydraulic unit and ABS control unit.

Check Alternator

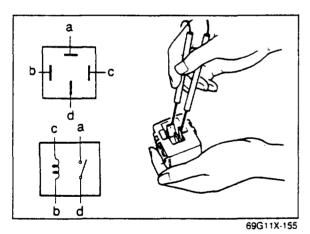
Refer to section 5 in the Workshop Manual.



69G11X-153



69G11X-154



Hydraulic unit 12 pin connector 7 (B) b (G) Hydraulic unit 2 pin connector

69G11X-156

Check Brake Light Switch

- 1. Disconnect the brake light switch connector.
- 2. Check for continuity between the terminals of the switch.

	a(GW)	b(WG)
Depressed brake pedal	0-	0
Released brake pedal		

- Indicates continuity
- 3. If the continuity is not as specified, check the STOP fuse and wiring harness between the brake light switch and control unit.

Check Motor Relay

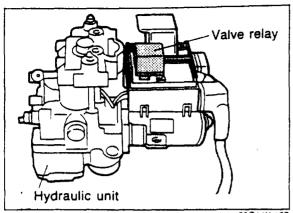
- 1. Disconnect the negative battery cable.
- 2. Release the motor relay lock from the hydraulic unit and remove the motor relay.
- 3. Connect an ohmmeter and check for continuity at the relay terminals.

Connect to					
12V	Ground	а	D	C	ď
_	_		\circ	\multimap	
С	р	0			-0

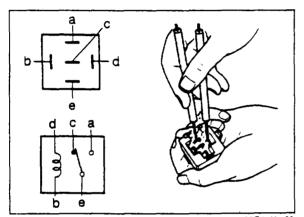
- O-O: Indicates continuity
- 4. If continuity is not as specified, replace the motor
- 5. If OK, check the wiring harness between the motor relay and control unit main fuse (ABS 60A).

Check Pump Motor

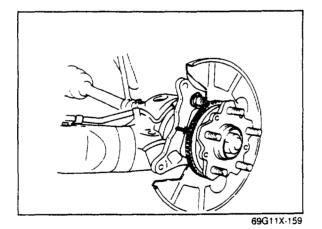
- 1. Disconnect the hydraulic unit 12-pin connector.
- 2. Check for continuity between terminal 7 (B) wire of 12-pin connector and ground.
- 3. If OK, check for continuity between terminal 7 (B) wire of 12-pin connector and terminal b (G) wire of 2-pin connector.
- 4. If OK, connect the hydraulic unit connectors.
- 5. Disconnect the control unit connector and check for continuity between terminal b (G) wire and around.
- 6. If OK, check for poor connection of the control unit connector or faulty control unit.



69G11X-157



69G11X-158



Check Valve Relay

- Disconnect the negative battery cable.
 Release the valve relay locks from the hydraulic unit and remove the valve relay.
- 3. Using an ohmmeter, check continuity of the relay terminals.

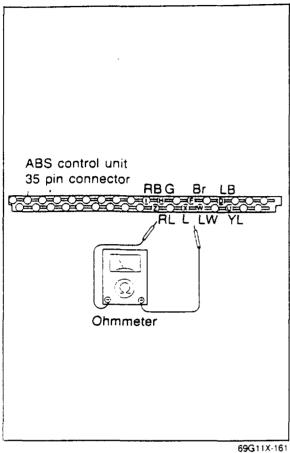
Connect to			h		٦	
12V	Ground	1 a	D		u	е
				0		-0
		_	<u> </u>		-0	
b	d	0-				-0

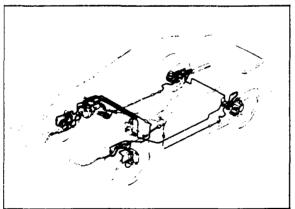
O-O: Indicates continuity

4. If continuity is not as specified, replace the valve relay.

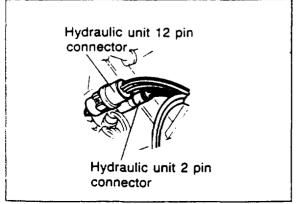
Check Rotor

Check the rotor for missing or damaged teeth.





69G11X-162



69G11X-163

Check Wheel Speed Sensor

1. Using an ohmmeter, check for continuity at the control unit connector terminals.

Terminal Sensor	D	F	Н	ı	U	w	Х	Z
Left front	0	-0						
Right front					0-	-0	_	
Left rear			0	9				
Right rear							0	9

O-O: Indicates continuity

- 2. If the continuity is not as specified, check the wiring harness between the wheel speed sensor and control unit.
- 3. If the continuity is OK, check voltage between D and F, H and I, U and W, and X and Z while rotating the wheel one rotation per second by hand.
- 4. If voltage is not approx. 50 mV—60 mV, the wheel speed sensor is faulty.
- 5. If voltage is approx. 50 mV-60 mV, the control unit is faulty.

Caution

When checking each control unit terminal, do not use ordinary tester pins. Use only very thin pins to prevent damage to the terminals.

Check Hydraulics

Check that all brake fluid connections are tight and that no fluid is leaking.

Check Hydraulic Unit Wiring

- 1. Check that the hydraulic unit connectors are properly secured.
- 2. Check that the valve relay and motor relay are properly secured.