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BRAKES 9-11

5 Disc brake caliper - removal and installation

WARNING
The dust created by the brake system is harmful to your health. Never blow it out with compressed air and don't inhale any of it. An approved filtering mask should be worn when working on the brakes. Do not, under any circumstances, use petroleum-based solvents to clean brake parts. Use brake system cleaner only!

Note: If replacement is indicated (excess of fluid leakage), it is recommended that the calipers be replaced, not overhauled. New and factory rebuilt units are available as an exchange basis, which makes this job quite easy. Always return the subject to pain - never replace just one of them.

REMOVAL

1. Loosen the front or rear wheel lug nuts, raise the front or rear of the vehicle and chock it properly on jacks. Block the wheels on the opposite end. Remove the front or rear wheel.
2. Remove the brake line (see Illustration 4.8A). Disconnect the brake hose from the caliper and discard the sealing washers (new ones should be used on installation). Plug the brake hose to keep contaminants out of the brake system and to prevent losing any more brake fluid than is necessary (see Illustration).
3. Remove the caliper mounting bolts and lift the caliper from its bracket.

Note: See Section 4 for additional information (it's part of brake pad replacement).

6.2 Using a piece of rubber hose of the appropriate size, plug the brake line.

INSTALLATION

4. Installation is the reverse of removal. Tighten the caliper mounting bolt to the torque listed in this Chapter's Specifications and the wheel lug nuts to the torque in the Chapter 5 Specifications. Use new sealing washers for the brake hose-to-caliper fitting bolt.
5. Bleed the brake system (see Section 11). Make sure there are no leaks from the rear connections. Test the brakes carefully before returning the vehicle to normal service.

5 Brake disc - inspection, removal and installation

INSPECTION

1. Loosen the wheel lug nuts, raise the vehicle and support it securely on jacks. Remove the wheel and install the lug nuts to hold the disc in place.

Note: If the lug nuts don't contact the disc when screwed on at the way, check whether under them.

2. Remove the brake caliper (see Section 5). It isn't necessary to disconnect the brake hose. After removing the caliper bolts, spread the caliper out of the way with a piece of wire.
3. Visually inspect the disc surface for score marks and other damage. Light scratches and shallow grooves are normal after use and may not always be detrimental to brake operation, but deep scoring - over 0.020 inch (0.5 mm) - requires disc removal and refitting by an automotive machine shop. Be sure to check both sides of the disc (see Illustration). If pulsating has been noticed during application of the brakes, suspect disc warpage.

6.3 The brake pads on this vehicle were obviously neglected, as they were down completely and cut deep grooves into the disc - wear this severe means the disc must be replaced.

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