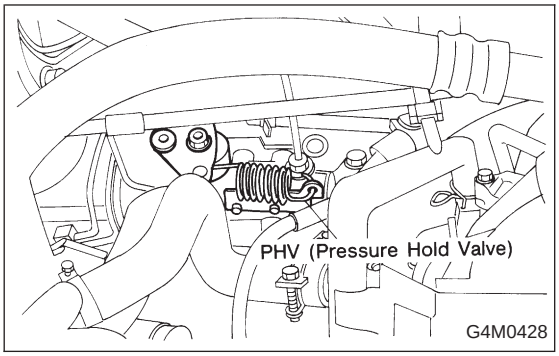


8. Hill Holder

A: REMOVAL

1) Drain brake fluid from reservoir of master cylinder.
2) Remove adjusting nut and cable clamp, and disconnect PHV cable from cable bracket on engine.
3) Detach PHV cable from clips.
4) Remove cable clamp, and disconnect PHV cable from PHV stay.

CAUTION:
Carefully protect boots and inner cable from damage when disconnecting PHV cable.

5) Disconnect brake pipes from PHV.

CAUTION:
- **Pay attention not to drop brake fluid onto body painting since it may dissolve paint.**
- **Pay attention not to damage hexagonal head of flare nut by using pipe wrench without fail.**

6) Detach PHV along with support from side frame.

CAUTION:
Exercise utmost care to prevent foreign matter from entering into PHV when removing it.

B: INSPECTION

Check up removed parts as follows, and replace defective ones.
1) Check if boots of PHV cable are damaged or degraded, and if inner cable is damaged or corroded.
2) Check if return spring is worn out, damaged or corroded.
3) Confirm that rolling sound of ball is heard with PHV inclined and lever rotates smoothly.

CAUTION:
Never disassemble PHV. Replace entire PHV assembly if necessary.

C: INSTALLATION

1) Install PHV onto side frame.

Tightening torque:
18±5 N·m (1.8±0.5 kg-m, 13.0±3.6 ft-lb)

2) Connect brake pipes to PHV.

Tightening torque:
15^{+3}_{-2} N·m ($1.5^{+0.3}_{-0.2}$ kg-m, $10.8^{+2.2}_{-1.4}$ ft-lb)

CAUTION:
Confirm that brake pipes are not deformed and/or damaged. Replace them with new ones if necessary.

3) Install PHV cable to PHV stay.

CAUTION:
If cable clamp (and clips) is damaged, replace it with a new one.

4) Connect PHV cable with clips.

NOTE:
Avoid sharp bending of PHV cable as it may cause breakage.

5) Install PHV cable onto cable bracket on engine.
6) Apply grease to the following points.
- Hook portion of return spring
- Cable end portion of lever

Grease:
SUNLIGHT 2 (Part No. 003602010)

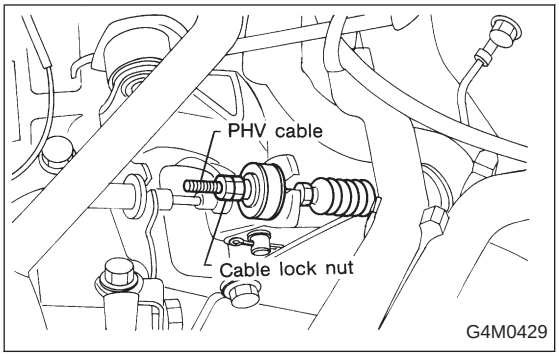
7) Be sure to bleed air from the system.

CAUTION:
After replacing PHV cable or clutch cable with new one, operate clutch pedal about 30 times as a running-in operation prior to adjustment.

D: ADJUSTMENTS

Confirm stopping and starting performances by activating hill holder on an uphill road of 3° or higher inclination.

(1) If vehicle does not stop;
Tighten adjusting nut of PHV cable.
(2) If vehicle does not start properly;
- Case A — When hill holder is released later than engagement of clutch pedal (Engine tends to stall.):
  Loosen adjusting nut gradually until smooth starting is enabled.
- Case B — When hill holder is released earlier than engagement of clutch pedal (Vehicle slips down slightly.):
  Tighten adjusting nut so that hill holder is released later than engagement of clutch pedal (status in Case A). Then make adjustment the same as in Case A.



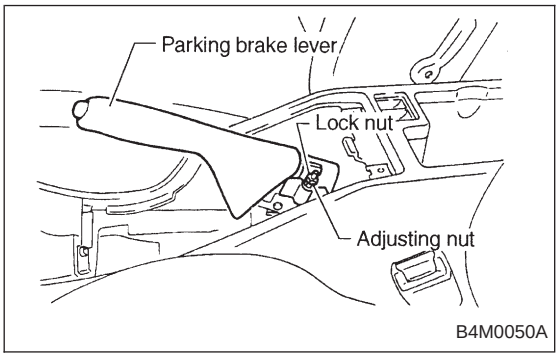
NOTE:
Whenever turning adjusting nut, prevent PHV cable from revolving as shown in Figure.

9. Parking Brake Lever

A: REPLACEMENT

1) Remove console box from front floor.
2) Disconnect electric connector for parking brake switch.
3) Loosen parking brake adjuster, and remove inner cable end from equalizer.
4) Remove parking brake lever.
5) Install parking brake lever in the reverse order of removal.

Tightening torque (Lever installing bolt and nut):
18±5 N·m (1.8±0.5 kg-m, 13.0±3.6 ft-lb)



6) Adjust parking brake lever by turning adjusting nut until parking brake lever stroke is set at 7 to 8 notches with operating force of 196 N (20 kg, 44 lb).
7) Tighten lock nut.

Tightening torque (Lock nut):
5.9±1.5 N·m (0.60±0.15 kg-m, 4.3±1.1 ft-lb)