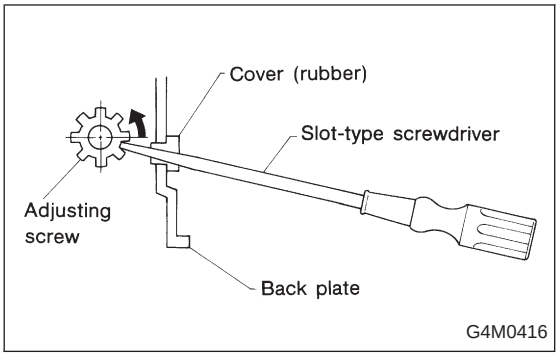
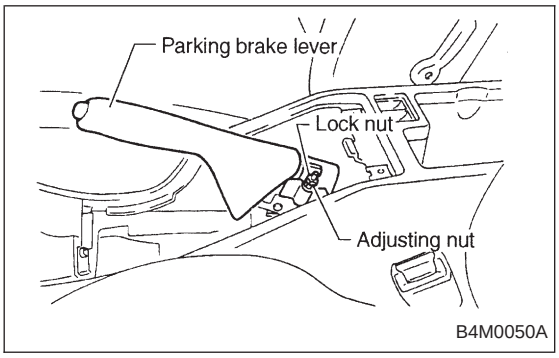


D: PARKING BRAKE ADJUSTMENT

1. SHOE CLEARANCE ADJUSTMENT

1) Remove adjusting hole cover from back plate.
2) Turn adjusting screw using a slot-type screwdriver until brake shoe is in close contact with disc rotor.
3) Turn back (downward) adjusting screw 3 or 4 notches.
4) Install adjusting hole cover to back plate.



2. LEVER STROKE ADJUSTMENT

1) Remove console box lid.
2) Forcibly pull parking brake lever 3 to 5 times.
3) Adjust parking brake lever by turning adjusting nut until parking brake lever stroke is set at 6 notches with operating force of 196 N (20 kg, 44 lb).
4) Tighten lock nut.
5) Install console box lid.

Lever stroke:
7 to 8 notches when pulled with a force of 196 N (20 kg, 44 lb)

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

5. Master Cylinder

A: REMOVAL

1) Thoroughly drain brake fluid from reservoir tank.
2) Disconnect fluid level indicator harness connector.
3) Remove brake pipes from master cylinder.
4) Remove master cylinder mounting nuts, and take out master cylinder from brake booster.

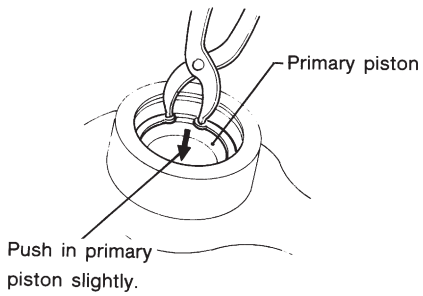
CAUTION:
Be extremely careful not to spill brake fluid. Brake fluid spilt on the vehicle body will harm the painted surface; wipe it off quickly if spilt.

B: DISASSEMBLY

1. PRECAUTIONS FOR DISASSEMBLING

1) Remove mud and dirt from the surface of brake master cylinder.
2) Prepare tools necessary for disassembly operation, and arrange them neatly on work bench.
3) Clean work bench.
4) Tools for disassembly operation:
- 1 Phillips screwdriver
- 1 C-ring pliers

2. DISASSEMBLING PROCEDURE



G4M0418

1) Remove reserve tank.
2) Remove supply valve stopper. (only vehicle equipped with ABS)
3) Remove filter and cylinder pin. (only vehicle equipped with TCS)
4) Remove C-ring with C-ring pliers pushing in primary piston slightly.

NOTE:
Piston may jump out from master cylinder.

5) Extract primary piston assembly and secondary piston assembly.

CAUTION:
- **Do not disassemble the piston assembly; otherwise, the spring set value may be changed.**
- **Use brake fluid or methanol to wash inside wall of cylinder, pistons and piston cups. Be careful not to damage parts when washing. If methanol is used for washing, do not dip rubber parts, such as piston cups, in it for more than 30 seconds; otherwise, they may become swelled.**

C: INSPECTION

If any damage, deformation, wear, swelling, rust, and other faults are found on the primary piston assembly, secondary piston assembly, supply valve stopper, or gasket, replace the faulty part.

CAUTION:
- **The primary and secondary pistons must be replaced as complete assemblies.**
- **The service limit of the clearance between each piston and the master cylinder inner dia. is 0.11 mm (0.0043 in).**
- **When handling parts, be extremely careful not to damage or scratch the parts, or let any foreign matter get on them.**

D: ASSEMBLY

1. PRECAUTIONS FOR ASSEMBLING

1) When assembling, be sure to use recommended brake fluid.
2) Ensure that the inside wall of cylinder, pistons, and piston cups are free from dirt when assembling.
3) Be extremely careful not to damage, scratch, or dent cylinder inside wall, pistons, and piston cups.
4) Do not drop parts. Never attempt to use any part that has been dropped accidentally.

2. ASSEMBLING OPERATION

1) Assembling piston assembly:
Apply recommended brake fluid to inside wall of cylinder, and to outer surface of piston assembly, and install piston assemblies carefully into cylinder.
2) Assembling supply valve stopper or cylinder pin:
After installing piston into cylinder, push primary piston in about 10 mm (0.39 in), using a rod, such as push rod then assemble gasket and supply valve stopper or cylinder pin.

Tightening torque:
2.2±0.7 N·m (0.225±0.075 kg-m, 1.6±0.5 ft-lb)

CAUTION:
If the gasket and supply valve stopper are assembled without pushing in the primary piston, scratches may be caused on the secondary piston, and no pressure may be built up in the secondary side. To avoid such an error, be sure to push in the primary piston before assembling these parts.

3) Assembling C-ring:
With primary piston pushed in slightly, attach C-ring by using C-ring pliers.

NOTE:
After assembling, ensure that the C-ring is fitted securely in the ring groove.

E: INSTALLATION

To install the master cylinder to the body, reverse the sequence of removal procedure.

Tightening torque:
Master cylinder mounting nut
14±4 N·m (1.4±0.4 kg-m, 10.1±2.9 ft-lb)
Piping flare nut
15^{+3}_{-2} N·m ($1.5^{+0.3}_{-0.2}$ kg-m, $10.8^{+2.2}_{-1.4}$ ft-lb)

CAUTION:
Be sure to use recommended brake fluid.