

Figure 5-12 Parking Brake Cables

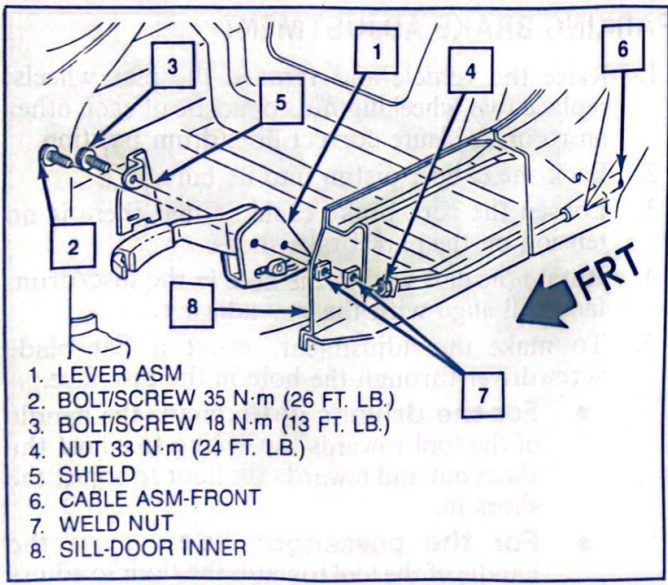


Figure 5-13 Parking Brake Lever

PARKING BRAKE CABLE

Front Cable

Removal

1. Raise the vehicle on a hoist.
2. Disconnect the left rear cable at the equalizer.
3. Disconnect the right rear cable at the retainer.
4. Lower the vehicle half way.
5. Remove the lower door sill molding.
6. Remove the cable nut, cable guide and cable in that sequence.

7. For installation, reverse the removal procedures. Include adjusting and checking the park brake operation. See Park Brake Adjustment Procedure.

Rear Left Cable

Removal

1. Raise the vehicle on a hoist.
2. Disconnect the left rear cable at the equalizer.
3. Remove the cable at the frame, caliper mounting bracket and park brake lever at the wheel.
4. For installation, reverse the removal procedure. Include adjusting and checking the park brake operation. See Park Brake Adjustment Procedure.

Rear Right Cable

Removal

1. Raise the vehicle on a hoist.
2. Remove enough tension at the equalizer to disconnect the right parking brake cable at the retainer.
3. Remove the cable at the frame, caliper mounting bracket and park brake lever at the wheel.
4. For installation, reverse the removal procedure. Include adjusting and checking the park brake operation. See Park Brake Adjustment Procedure.

PARK BRAKE CONTROL ASSEMBLY

Removal

1. Raise the vehicle on a hoist.
2. Remove enough tension at the equalizer to remove cable from park brake lever clevis.
3. Lower the vehicle.
4. Remove the lower door sill molding.
5. Disconnect park brake electrical connector.
6. Remove attaching screws at control assembly.
7. For installation, reverse the removal procedure. Include adjusting and checking the park brake operation. See Park Brake Adjustment Procedure.

ROTOR SERVICING AND CHECKING PROCEDURE

Front

Raise vehicle on hoist. Remove wheel assembly and place two lug nuts to ensure proper disc alignment. Clamp a dial indicator to the caliper so that its button contacts the disc at a point about 1/2 inch from the outer edge. When the disc is turned, the indicator reading should not exceed .006". If runout exceeds this amount, the hub and disc assembly should be repaired. See "DISC MACHINING".

Rear

Dial indicate the disc face. If lateral runout of the disc exceeds the bearing end play by .006" (.15mm), the disc should be repaired. See "DISC MACHINING".

PARALLELISM

Parallelism is the measurement of the thickness of the rotor at four or more points around the circumference of the rotor. All measurements must be made at the same distance in from the edge of the rotor.

A rotor that varies over .0005" (.013mm) causes pedal vibration, as well as front end vibration during brake applications. A rotor that does not meet these specifications may be refinished to specifications if precision equipment is available.

TOLERANCE AND SURFACE FINISH

In manufacturing the brake rotor, tolerances of the rubbing surfaces for flatness, for parallelism and for lateral runout are held very closely. The maintenance of these close controls on the shape of the rubbing surfaces is necessary to prevent brake roughness.

In addition to these tolerances, the surface finish must be held to a specified range. The control of the rubbing surface finish is necessary to avoid pulls and erratic performance and to extend lining life.

Light scoring of the rotor surfaces not exceeding .015" (.38mm) in depth, which may result from normal use, is not detrimental to brake operation.

DISC MACHINING

The condition of the disc is a vital factor in the efficient functioning of the brake.

The disc should run true between the pads. The maximum run-out permissible is .006" (0.15mm) and if this tolerance is exceeded, it may cause pedal flutter or increased pedal travel. It is also essential that parallelism is maintained at less than .0005" (0.013mm). The surface of the disc should be smooth. The scratches and light scoring which appear after normal use, are not detrimental, but a heavily scored disc will impair efficiency and increase pad wear.

If the disc run-out exceeds .006" (0.15mm), or is heavily scored, it is permissible to machine the disc but the thickness of the disc must not, under any circumstances, be reduced below the minimum recommended figure of 18.4mm (.724"). The minimum disc thickness must be obtained by removing equal amounts from both disc faces. Under no circumstances should the maximum machining allowance be taken from only one face. In cases where the disc does not clean up within these tolerances, a new disc must be fitted.

ROTOR THICKNESS

Minimum Disc Thickness - 5.0mm per disc.

Minimum Thickness after refinishing - 18.4mm (.724").