DDOM2 01

REMOVAL

NOTICE:

 Before[starting]the[work,[make]sure]that[the]ignition switch[is[DFF]and[depress]the[brake[bedal]more]than 40[times.

HINT:

When the pressure in power supply system is released, reaction force becomes ight and stroke becomes onger.

- As[high[pressure[isapplied[to[the[brakeactuator[tube No.1, never[deform[it.]
- Until[the[work]]s[over,[do[hot]]urn[the]]gnition[switch ON.
- 1. DRAW[OUT[FLUID[WITH[\$YRINGE]

NOTICE:

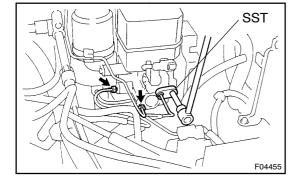
Do[hot[let[brake[fluid[remain[on[a[painted[surface.[Wash[it off[mmediately.

- 2. REMOVE COWL SIDE TRIM See page BO-127)
- 3. REMOVE[LOWER[No. 1[PANEL[[See[page[BO-127]]
- 4. REMOVE No. 2 HEATER TO REGISTER DUCT (See page BO-127)
- 5. REMOVE ABS ECU

Remove the 2 nuts and ABS ECU.

Torque: 5.0 N·m (51 kgf·cm, 44 in.·lbf)

- 6. REMOVE CHARCOAL CANISTER
- 7. DISCONNECT LEVEL WARNING SWITCH CONNECTOR

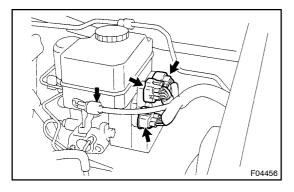


8. DISCONNECT BRAKE LINES

Using SST, disconnect the 3 brake lines.

SST 09023-00100

Torque: 15 N·m (155 kgf·cm, 11 ft·lbf)



- 9. DISCONNECT 4 CONNECTORS
- 10. REMOVE PEDAL RETURN SPRING, CLIP AND CLE-VIS PIN
- 11. REMOVE HYDRAULIC BRAKE BOOSTER ASSEMBLY
- (a) Remove the 4 booster installation nuts.

Torque: 15 N·m (155 kgf·cm, 11 ft·lbf)

(b) Remove the booster assembly and gasket.