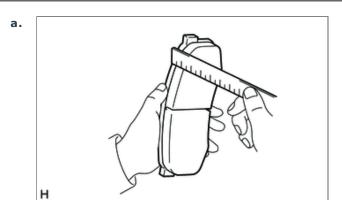
BRAKE (REAR) REAR BRAKE(for Rear Disc Brake) INSPECTION

PROCEDURE

■ 1.CHECK BRAKE CYLINDER AND PISTON

a. Check the cylinder bore and piston for rust or scoring. If necessary, replace the disc brake cylinder and piston.

2.CHECK PAD LINING THICKNESS



Using a ruler, measure the pad lining thickness.

Standard thickness: 10.0 mm (0.394 in.)

Minimum thickness: 1.0 mm (0.0394 in.)

If the pad lining thickness is less than the minimum, replace the pad.

HINT:

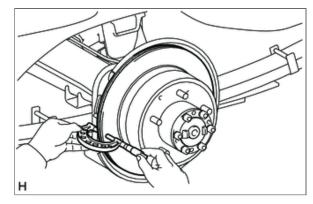
Be sure to check the wear on the rear disc after replacing the brake pad with a new one.

3.CHECK REAR DISC BRAKE PAD SUPPORT PLATE

- Check the 4 plates as follows. If necessary, replace the plates.
 - i. Use brake cleaner to clean the pad of the pad support plate and cylinder mounting contact surface. Inspect for deformation, cracks, rust and foreign matter that is difficult to remove.
 - **ii.** Use brake cleaner to clean the pad support plate contact surface of the cylinder mounting. After installing the pad support plate to the cylinder mounting, inspect for looseness and deformation.
 - iii. After installing the pad, check that the pad does not fall off easily (due to the spring force of the pad support plate being insufficient).

4.CHECK DISC THICKNESS

a.



Using a micrometer, measure the disc thickness.

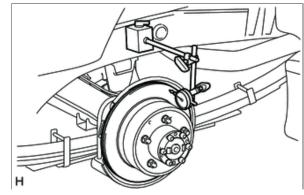
Standard thickness: 18.0 mm (0.709 in.)

Minimum thickness: 16.0 mm (0.630 in.)

If the disc thickness is less than the minimum, replace the disc.

■ 5.CHECK DISC RUNOUT

a.



Install the disc with the 5 hub nuts.

Torque:

131 N*m (1336 kgf*cm, 97 ft.*lbf)

b. Using a dial indicator, measure the disc runout 10 mm (0.394 in.) from the outer edge of the disc.

Maximum disc runout: 0.15 mm (0.00591 in.)

If the disc runout is more than the maximum, check the rear axle shaft (See page Drivetrain>AXLE AND DIFFERENTIAL>REAR AXLE SHAFT>INSPECTION). If the rear axle shaft is normal, adjust the disc runout or grind the disc using an on-vehicle brake lathe.

c. Remove the 5 hub nuts and disc.

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