

REMOVAL

NOTICE:

- Before starting the work, make sure that the ignition switch is OFF and depress the brake pedal more than 40 times.
- As high pressure is applied to the brake actuator tube No.1, never deform it.
- Until the work is over, do not turn the ignition switch ON.

1. DRAW OUT FLUID WITH SYRINGE

NOTICE:

Do not let brake fluid remain on a painted surface. Wash it off immediately.

2. REMOVE THESE PARTS (See page BO-91):

- End panel and finish panel
- No.1 under panel
- No.2 heater to register duct
- No.1 safety pad

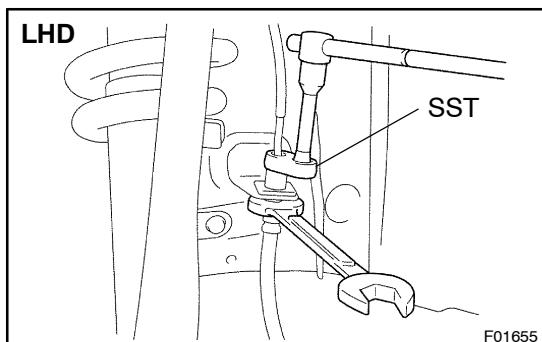
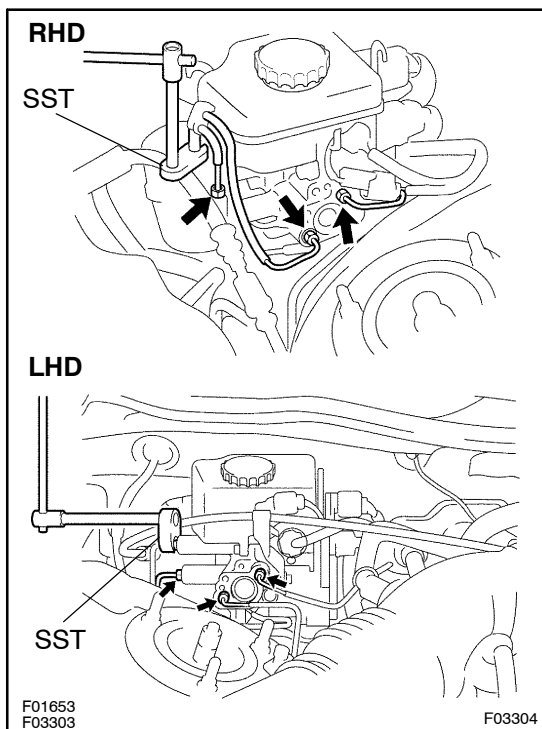
3. DISCONNECT LEVEL WARNING SWITCH CONNECTOR

4. DISCONNECT BRAKE LINES

Using SST, disconnect the 4 brake lines.

SST 09023-00100

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



5. LHD:

DISCONNECT LEFT FRONT WHEEL BRAKE LINE

Using SST, disconnect the left front wheel brake line from the flexible hose.

SST 09023-00100

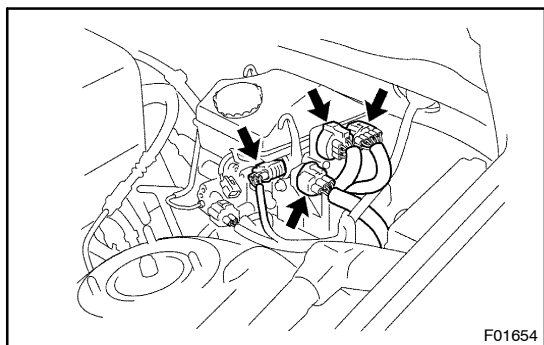
Torque: 15 N·m (155 kgf·cm, 11 ft·lbf)

6. LHD:

REMOVE 2 BRAKE LINE CLAMPS

7. RHD:

DISCONNECT THROTTLE CABLE FROM CLAMP



8. **DISCONNECT 4 CONNECTORS**
9. **REMOVE PEDAL RETURN SPRING, CLIP AND CLEVIS PIN**
10. **REMOVE HYDRAULIC BRAKE BOOSTER ASSEMBLY**
 - (a) Remove the clevis from push rod.
Torque: 25 N·m (260 kgf·cm, 19 ft·lbf)
 - (b) Remove the 4 booster installation nuts.
Torque: 13 N·m (130 kgf·cm, 9 ft·lbf)
 - (c) Remove the booster assembly and gasket.