BR0K9–05

REMOVAL

NOTICE:

Before starting the work, make sure that the ignition switch is OFF and depress the brake pedal more than 40 times.

HINT:

When a pressure in power supply system is released, reaction force becomes heavy.

NOTICE:

- **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

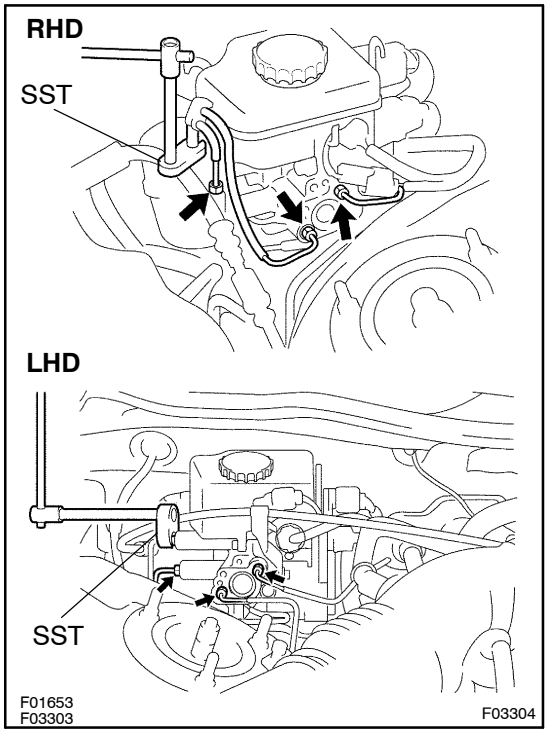
NOTICE:

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

2. REMOVE THESE PARTS (See Pub. No. RM588E on page BO–91):

(a) End panel and finish panel
(b) No.1 under panel
(c) No.2 heater to register duct
(d) No.1 safety pad

3. DISCONNECT LEVEL WARNING SWITCH CONNECTOR

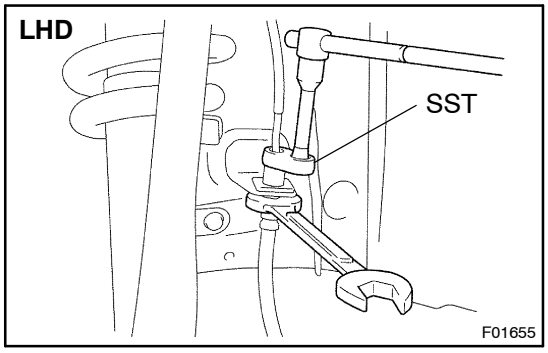


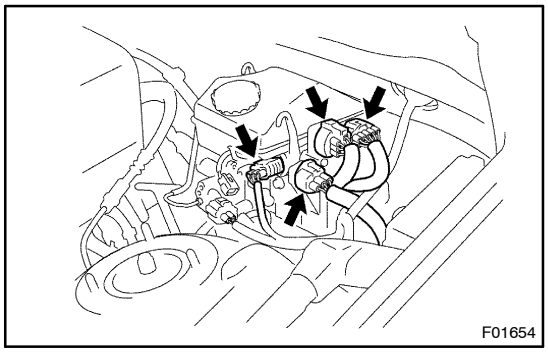
4. DISCONNECT BRAKE LINES

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.