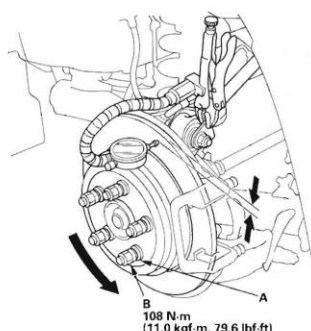




## Rear Brake Disc Inspection

### Runout

1. Raise the rear of the vehicle, and support it with safety stands in the proper locations (see page 1-7).
2. Remove the rear wheels.
3. Remove the brake pads (see page 19-22).
4. Inspect the brake disc/drum surface for damage and cracks. Clean the brake disc/drum thoroughly, and remove all rust.
5. Install suitable flat washers (A) and wheel nuts (B), and tighten the wheel nuts to the specified torque to hold the brake disc/drum securely against the hub.



6. Set up the dial gauge against the brake disc/drum as shown, and measure the runout at 10 mm (3/8 in.) from the outer edge of the brake disc/drum.

#### Brake disc/drum runout:

**Service limit: 0.04 mm (0.0016 in.)**

7. If the brake disc/drum is beyond the service limit, refinish the brake disc/drum with an on-car brake lathe. The Kwik-Lathe produced by Kwik-Way Manufacturing Co. and the "Front Brake Disc Lathe" offered by Snap-on Tools Co. are approved for this operation.

**Max. refinishing limit: 7.5 mm (0.30 in.)**

#### NOTE:

- If the brake disc/drum is beyond the service limit for refinishing, replace it (see page 18-32).
- A new brake disc/drum should be refinished if its runout is greater than 0.04 mm (0.0016 in.).

### Thickness and Parallelism

1. Raise the rear of the vehicle, and support it with safety stands in the proper locations (see page 1-7).
2. Remove the rear wheels.
3. Remove the brake pads (see page 19-22).
4. Using a micrometer, measure the brake disc/drum thickness at eight points, about 45° apart and 10 mm (3/8 in.) in from the outer edge of the brake disc/drum. Replace the brake disc/drum if the smallest measurement is less than the max. refinishing limit.

#### Brake disc/drum thickness:

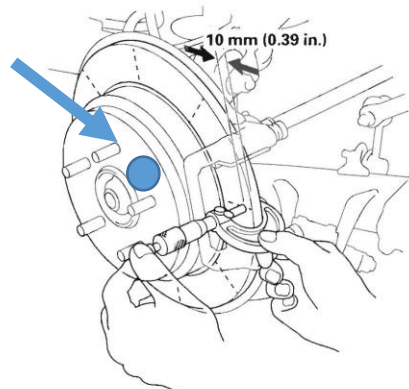
**Standard: 8.9–9.1 mm (0.35–0.36 in.)**

**Max. refinishing limit: 7.5 mm (0.30 in.)**

#### Brake disc/drum

**parallelism: 0.015 mm (0.0006 in.) max.**

**NOTE:** This is the maximum allowable difference between the thickness measurements.

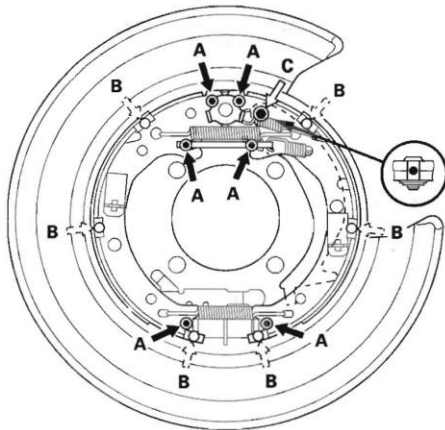


5. If the brake disc/drum is beyond the service limit for parallelism, refinish the brake disc/drum with an on-car brake lathe. The Kwik-Lathe produced by Kwik-Way Manufacturing Co. and the "Front Brake Disc Lathe" offered by Snap-on Tools Co. are approved for this operation.

**NOTE:** If the brake disc/drum is beyond the service limit for refinishing, replace it (see page 18-32).



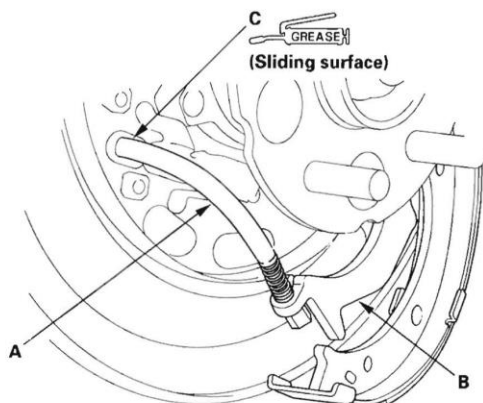
4. Apply a thin coat of Molykote 44MA grease to the brake shoe ends and strut ends (A), the sliding surfaces of the parking brake shoe (B), and the pivot of the parking brake lever (C) as shown. Wipe off any excess. Keep grease off the brake linings.



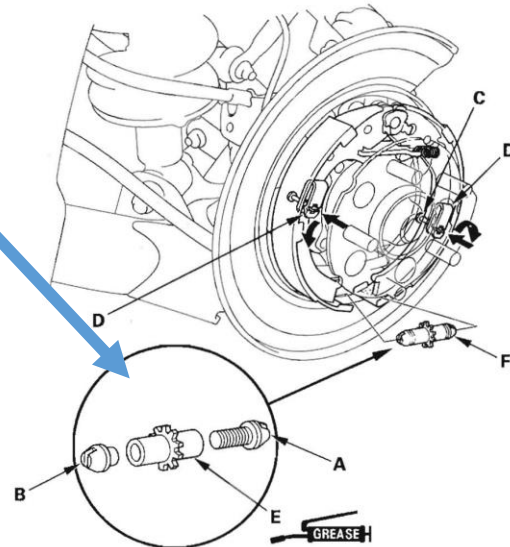
**Greasing symbols:**

- ➡● Brake shoe ends and strut ends
- ⇄○ Sliding surface of the shoe
- ⇨● Pivot of parking brake lever

5. Connect the parking brake cable (A) to the parking brake lever (B). Apply silicone grease to the cable contact surface (C) on the backing plate.



6. Install the tension pins (C) and retainer springs (D). Make sure the tension pin does not contact the parking brake lever.



7. Install connecting rods A and B on the adjuster nut (E).

**NOTE:**

- Clean the threaded portions of connecting rod A and the sliding surface of connecting rod B, then coat them with rubber grease.
- Shorten connecting rod A by fully turning the adjuster nut.

8. Position the brake shoe adjuster assembly (F) on the parking brake shoes.

(cont'd)