

## GROUP 35 – SERVICE BRAKES

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BULLETIN No.	SUBJECT	MODEL
<a href="#">35/2003/001</a>	HBB Disposal procedure	NM/NP Pajero
<a href="#">35/2003/002</a>	Brake hose replacement	UG Nimbus
<a href="#">35/2003/003</a>	Rear brake retainer spring	MK Triton
<a href="#">35/2003/004</a>	M-ASTC correction	NP Pajero
<a href="#">35/2003/005</a>	Police brake pads	TL Magna
<a href="#">35/2003/006</a>	M-ASTC-ECU procedure	NP Pajero
<a href="#">35/2002/001</a>	Added procedure for Master cylinder repair	L300



MITSUBISHI

# SERVICE BULLETIN

**GROUP:** 35 – Service brakes

**DATE:** January 2003

**NO.** 35/2003/001

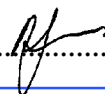
**MODEL:** NM, NP Pajero

**SUBJECT:** Added procedure for Hydraulic Brake Booster

**COUNTRIES:**

Australia

R.I.WYATT  
MANAGER - AFTERSALES  
TECHNICAL SUPPORT

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**Bulletin Consists of 3 Pages**

The purpose of this bulletin is to advise of a change to the procedure for disposing of the accumulator for the hydraulic brake booster.

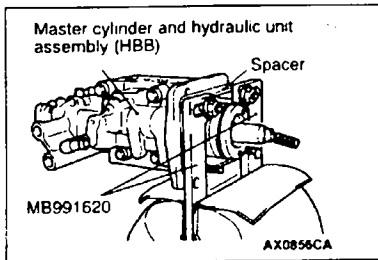
Would you please ensure the attached pages are added to the appropriate workshop manual.

## Applicable Manual

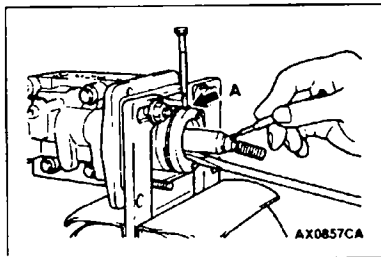
Manual	Pub. No.	Page
2001 PAJERO Workshop Manual chassis VOL.1	PWJEO005	35A-40

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**DISASSEMBLY SERVICE POINTS****◀A▶ HOLDING THE HBB**

Use the special tools and the spacer to hold the HBB as shown.

**◀B▶ SNAP RING, POWER PISTON ASSEMBLY AND MASTER CYLINDER PISTON ASSEMBLY REMOVAL**

1. Push in the push rod of the power piston assembly, and then use a small flat-tipped screwdriver to remove the snap ring.

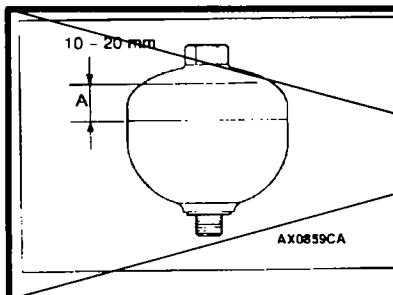
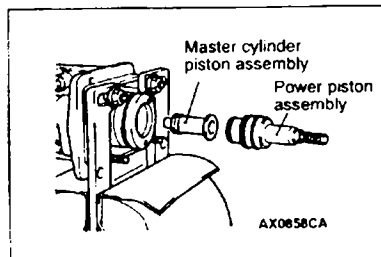
**NOTE**

If the snap ring can not be released easily, use a pin to push the snap ring out of the cylinder body hole (A).

2. Withdraw the power piston assembly and the master cylinder piston assembly squarely from the cylinder body.

**Caution**

Do not damage the cylinder wall.

**ACCUMULATOR DISPOSAL**

Use a saw to punch hole around (A) range of the accumulator, and discharge the gas.

**Caution**

1. Cover the saw with a rag as metal particles may fly out.
2. Slowly and steadily carry out the work.

**NOTE**

The gas is an odorless, colorless and harmless (nitrogen gas).

&lt;Old&gt;

See next page.

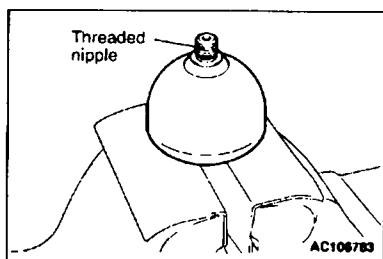
&lt;New&gt;

## BASIC BRAKE SYSTEM – Hydraulic Brake Booster (HBB)

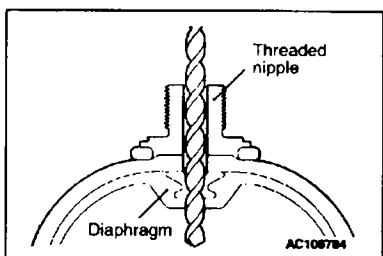
### ACCUMULATOR DISPOSAL

#### Caution

- Do not disassemble, throw into fire, cut, weld, drop, or shock the accumulator without purging filled gas.
- Carryout the following procedure away from the customer's vehicles. There is a possibility of getting brake fluid, rubber and plastic particles sprayed out
- Follow any applicable Regulations or Laws concerning disposal of a pressurised container.



1. Set the accumulator on a vice shown as illustrated. (Mount nut in a vice with the threaded nipple pointed upward.) Check the accumulator is set tightly.



2. Drill the accumulator diaphragm through the hole in the nipple with  $\phi 4\text{mm}$  drill bit slowly.

#### Caution

- Wear the protective glasses. Drilling diaphragm slowly, because there is a possibility of getting brake fluid, rubber and plastic particles sprayed out.
- After making hole, a hissing sound can be heard

#### NOTE

The nitrogen gas is an odorless, colourless and harmless.

3. Put some identification mark on accumulator so that it can be recognized that bleeding work was completed.
4. If brake fluid remain in accumulator, drain the brake fluid.
5. Dispose of the accumulator after the gas and brake fluid are completely discharged.



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# SERVICE BULLETIN

**GROUP:**35 – Service brakes

**DATE:** January 2003

**NO.** 35/2003/002

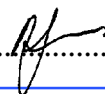
**MODEL:** UG Nimbus

**SUBJECT:** Revised brake hose replacement procedure

**COUNTRIES:**

Australia

R.I.WYATT  
MANAGER - AFTERSALES  
TECHNICAL SUPPORT

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**Bulletin Consists of 3 Pages**

The purpose of this bulletin is to advise of an addition to the procedure for the replacement of the front brake hose.

Would you please ensure the attached pages are added to the appropriate workshop manual.

## Applicable Manual

Manual	Pub. No.	Page
1999 SPACEWAGON	PWDE9809	35A-22

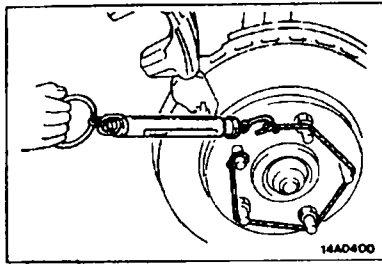
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Details:

### 35A-22

### BASIC BRAKE SYSTEM – Disc Brake

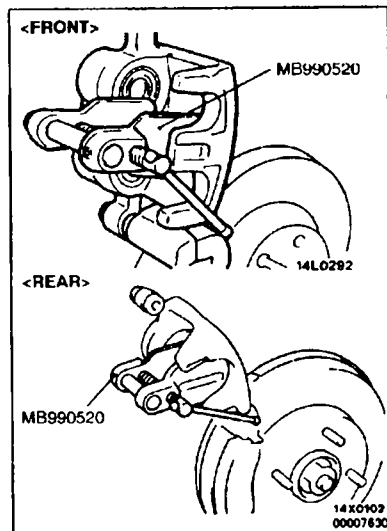


- (3) Use a spring balance to measure the rotary-sliding resistance of the hub in the forward direction.

2. After installing the caliper support to the knuckle, install the pad clips and the pads to the caliper support.

**Caution**

Do not let any oil, grease or other contamination get onto the friction surfaces of the pads and brake discs.



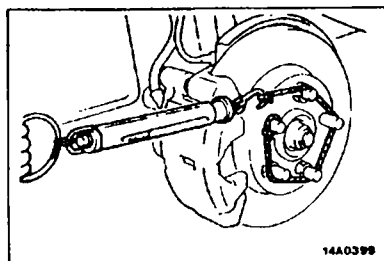
3. Clean piston and insert into cylinder with special tool.  
4. Be careful that the piston boot does not become caught when lowering the caliper assembly, and tighten the guide pin to the specified torque.

**Tightening torque: 74 Nm**

5. Start the engine and then depress the brake pedal 2-3 times.  
6. Stop engine.  
7. Turn brake disc forward 10 times.

<Added>

See next page.



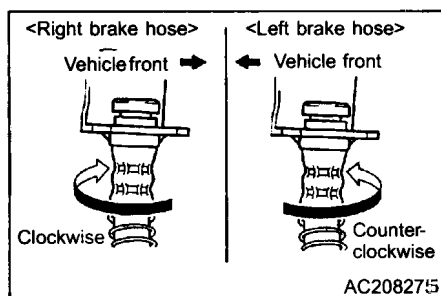
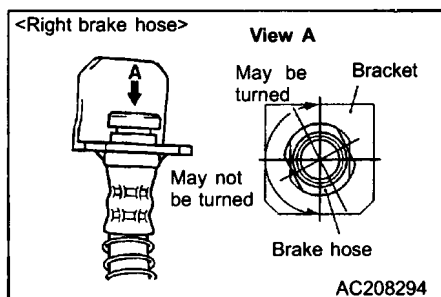
8. Use a spring balance to measure the rotation sliding resistance of the hub in the forward direction.  
9. Calculate the drag force of the disc brake (difference between of values measured in item 8 and item 1.)

**Standard value: 69 N or less**

10. If the drag force of the disc brake exceeds the standard value, disassemble piston and clean piston. Check for corrosion or worn piston seal, and check the sliding condition of the lock pin and guide pin.

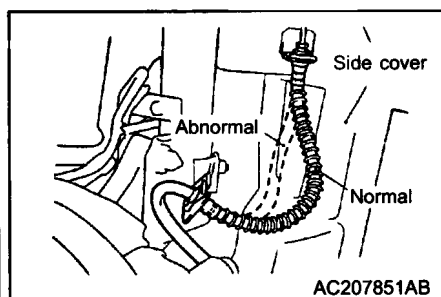
## FRONT BRAKE HOSE REPLACEMENT PROCEDURE

1. Remove the brake hose.
2. Install the new brake hose as follows:
  - (1) Connect the brake caliper end of the brake hose.
  - (2) Attach the middle part of the brake hose to the strut bracket.
  - (3) Attach the brake hose to the bracket on the body by turning it in the direction in which its twist is the minimum as shown in the drawing.



### NOTE

If the turning direction is uncertain, install the brake hoses by turning the right brake hose clockwise and the left brake hose counterclockwise.



3. Check the connection of the brake hose as follows:
  - (1) Check the routing of the brake hose. Make sure that the hose is not twisted like "Abnormal" condition in the drawing.
  - (2) Check that the brake hose does not interfere with the side cover when steering wheel is turned fully to the right and left.
4. Connect the hoses to the brake tubes. Tighten the eyebolt of each brake hose and the flare nut of each brake tube to the specified torques.

### Tightening torque:

**Brake hose eyebolt:  $30 \pm 4$  N·m**

**Brake tube flare nut:  $15 \pm 2$  N·m**

5. Bleed air out of brake lines.



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# SERVICE BULLETIN

**GROUP:**35 – Service brakes

**DATE:** January 2003

**NO.** 35/2003/003


**MODEL:** MK Triton

**SUBJECT:** Addition of rear brake retainer spring procedures

**COUNTRIES:**

Australia

R.I.WYATT  
MANAGER - AFTERSALES  
TECHNICAL SUPPORT

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**Bulletin Consists of 3 Pages**

The purpose of this bulletin is to advise of the addition of installation procedures for the rear brake retainer spring.

Would you please ensure the corrections and additions are added to the appropriate workshop manual listed below in accordance with this bulletin.

## Applicable Manual

Manual	Pub. No.	Page
1998 L200	PWTE9702	35A-33, 34

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## REAR DRUM BRAKE

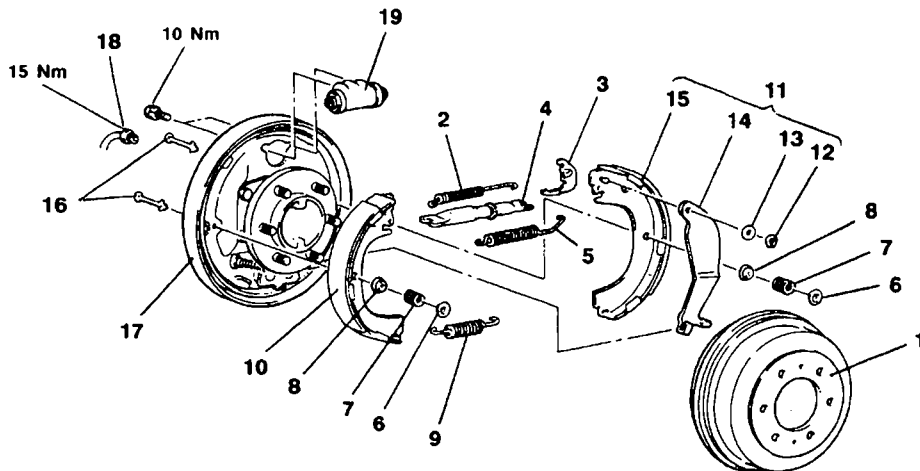
## REMOVAL AND INSTALLATION

**Pre-removal Operation**

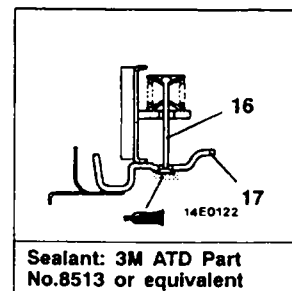
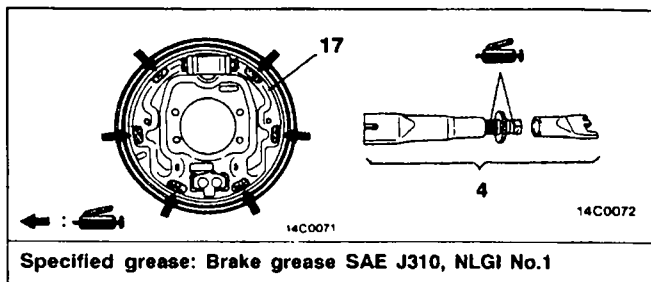
- Loosening the Parking Brake Cable Adjusting Nut.
- Brake Fluid Draining

**Post-installation Operation**

- Brake Fluid Filling and Air Bleeding  
(Refer to P.35A-12.)
- Parking Brake Lever Stroke Adjustment  
(Refer to GROUP 36 – On-vehicle Service.)



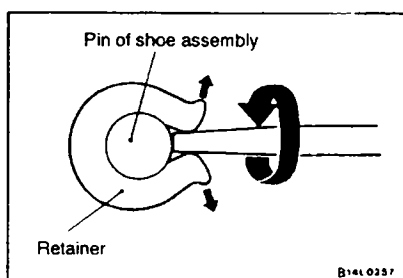
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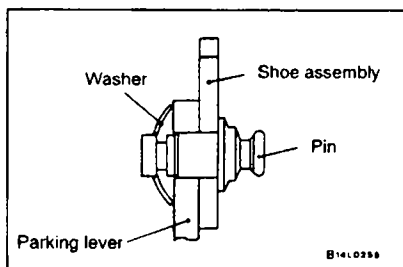
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**Rear drum brake removal steps**

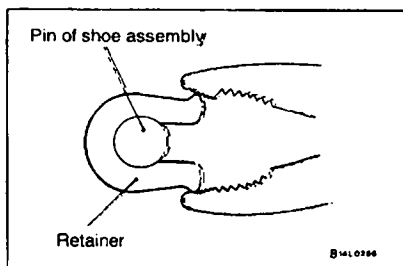
1. Brake drum
  2. Shoe-to-lever spring
  3. Adjuster lever
  4. Auto adjuster assembly
  5. Shoe-to-shoe spring
  6. Shoe hold-down cup
  7. Shoe hold-down spring
  8. Shoe hold-down cup
  9. Shoe-to-shoe spring
  10. Shoe and lining assembly
  11. Shoe and lever assembly
  12. Retainer
  13. Wave washer
  14. Parking lever
  15. Shoe and lining assembly
  16. Shoe hold-down pin
  17. Backing plate (Refer to GROUP 27 – Rear Axle Shaft.)
- Wheel cylinder removal steps**
1. Brake drum
  18. Brake tube connection
  19. Wheel cylinder
- Diagram Labels:**
- <Incorrect> 5. Retainer spring
  - <Correct> 5. Shoe-to-shoe spring
  - <Incorrect> 9. Shoe-to-shoe spring
  - <Correct> 9. Retainer spring
- Navigation: ◀A▶ ▶B▶

**REMOVAL SERVICE POINT****◀A▶ RETAINER REMOVAL**

Use a flat-tipped screwdriver or the like to open up the retainer joint, and remove retainer.

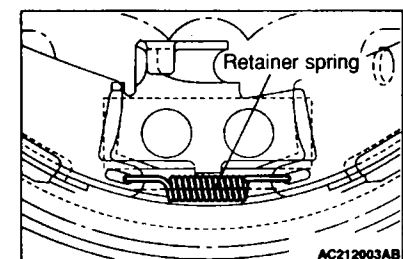
**INSTALLATION SERVICE POINTS****▶A◀ WAVE WASHER INSTALLATION**

Install the washer in the direction shown in the illustration.

**▶B◀ RETAINER INSTALLATION**

Use pliers or the like to install the retainer or the pin positively.

<Added>

**▶C◀ RETAINER SPRING INSTALLATION**

Install the retainer spring as shown in the illustration.



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# SERVICE BULLETIN

**GROUP:** 35 – Service brakes

**DATE:** February 2003

**NO.** 35/2003/004


**MODEL:** NM, NP Pajero

**SUBJECT:** Correction to terminology of workshop manual

**COUNTRIES:**

Australia

R.I.WYATT  
MANAGER - AFTERSALES  
TECHNICAL SUPPORT

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**Bulletin Consists of 6 Pages**

The purpose of this bulletin is to advise of the correction to terminology contained within Group 35 of the Pajero workshop manual.

The word “clogging” is to be replaced by the more appropriate term “seizure”.

Would you please ensure the corrections and additions are added to the appropriate workshop manual listed below in accordance with this bulletin.

## Applicable Manual

Manual	Pub. No.	Page
2003 PAJERO Workshop Manual Supplement	PWJE0005-2	35A-3 35A-5 35B-4 35C-5 35C-9

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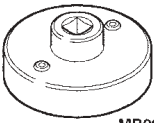
### 3. Details:

## GENERAL

### OUTLINE OF CHANGES

Due to the addition of MITSUBISHI Active Stability & Traction Control System (M-ASTC) and MITSUBISHI Active Traction Control System (M-ATC), the following service procedures have been established. Operation must be carried out in the same manner as before except for the items described below.

### SPECIAL TOOL

Tool	Number	Name	Use
 MB991926	MB991926	Accumulator wrench	Removal and installation of accumulator <Vehicles with M-ASTC and M-ATC>

## TROUBLESHOOTING <VEHICLES WITH M-ASTC AND M-ATC>

### DIAGNOSTIC FUNCTION

#### How to read diagnosis code:

Use MUT-II to read the diagnosis code.

#### NOTE:

Connect MUT-II to the 16-pin diagnosis connector.

#### How to erase diagnosis code:

Connect MUT-II to the 16-pin diagnosis connector and erase the diagnosis code.

#### CAUTION:

Connection and disconnection of MUT-II must be carried out after the ignition switch is turned to the LOCK (OFF) position.

### INSPECTION CHART FOR DIAGNOSIS CODES

Diagnosis code No.	Diagnosis item	Reference page
16	M-ASTC-ECU or M-ATC-ECU power supply system (extreme voltage drop or rise)	35A-4
31	M-ASTC-ECU or M-ATC-ECU power supply system (open circuit or short circuit)	35A-4
53	Pump motor system <b>&lt;Incorrect&gt;</b> <b>&lt;Correct&gt;</b> <b>Seizure</b> <b>&lt;Seizure&gt;</b> clogging of pump motor*, or electric current detecting circuit failure of M-ASTC-ECU or M-ATC-ECU	35A-5
54	Motor relay system (open circuit, short circuit or motor relay coil defect)	35A-6
55	Pump motor system (motor energized too long)	35A-7
56	Pressure switch system <open circuit or short circuit (low pressure warning)>	35A-8
57	Accumulator system (motor energized too long or accumulator pressure too low)	35A-9
58	M-ASTC-ECU or M-ATC-ECU system	Replace M-ASTC-ECU or M-ATC-ECU (Refer to Group 35C).

#### NOTE

\*: Code No. 16 is erased when the ignition switch is turned to the OFF position.

## &lt;Incorrect&gt;

**Code No. 53: Pump motor system** (clogging of pump motor\*, or electric current detecting circuit failure of M-ASTC-ECU or M-ATC-ECU)

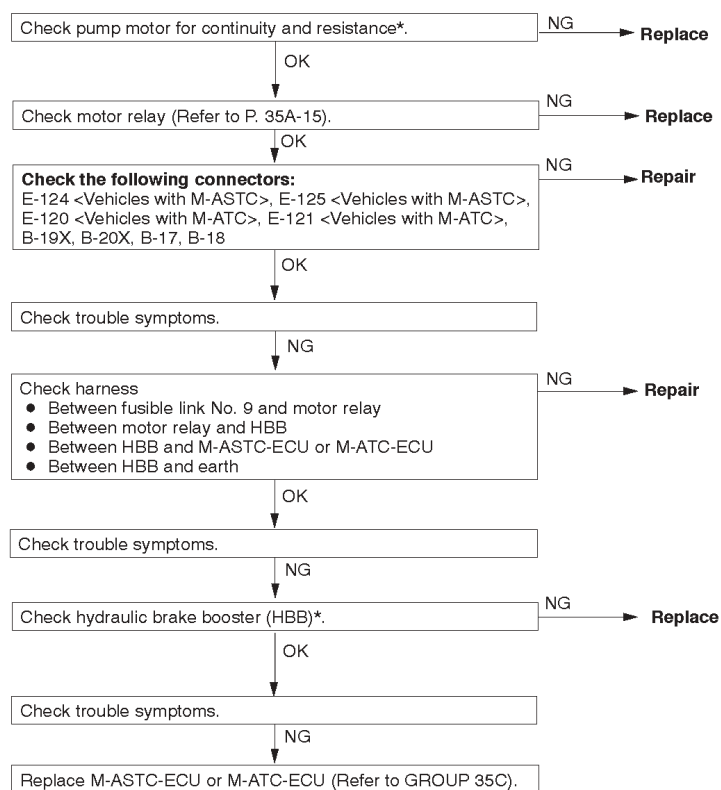
## &lt;Correct&gt; Seizure

This code is set when the drive circuit of the pump motor is open/short-circuited, or motor relay is defective, or internal circuit of M-ASTC-ECU or M-ATC-ECU is defective, or pump motor of the hydraulic brake booster (HBB) or the master cylinder & hydraulic unit assembly is defective.

## Possible cause

- Malfunction of harness or connector
- Malfunction of motor relay
- Malfunction of the M-ASTC-ECU or the M-ATC-ECU
- Malfunction of HBB (pump motor or master cylinder & hydraulic unit assembly)

## &lt;Vehicles with M-ASTC&gt;



## NOTE

\*: Refer to 2001 PAJERO Workshop Manual [Pub. No. PWJE0005(2/2)].

**35B-4****ABS <4WD> – Troubleshooting <Vehicles with M-ASTC and M-ATC>**

Diagnosis code No.	Item	Refer to Page
53	Motor system	Refer to GROUP 35A
54	Motor relay system	Refer to GROUP 35A
55	Motor system	Refer to GROUP 35A
56	Pressure switch system	Refer to GROUP 35A
57	Accelerator pressure sensor system	Refer to GROUP 35A
58	Power supply drive circuit system	Replace ASTC-ECU (Refer to GROUP 35C)
61	Master cylinder pressure sensor system	35B-10
63	G sensor output error	Refer to GROUP 35C
64	G sensor <del>clogging defect</del> <b>&lt;Incorrect&gt;</b>	Refer to GROUP 35C
65	G sensor self-diagnosis error	Refer to GROUP 35C
66*2	Steering wheel sensor self-diagnosis error	Refer to GROUP 35C
67*2	Steering wheel sensor communication line error	Refer to GROUP 35C
68*2	Steering wheel sensor output error	Refer to GROUP 35C
71*2	Yaw rate sensor self-diagnosis error	Refer to GROUP 35C
72*2	Yaw rate sensor 0-point error	Refer to GROUP 35C
73*2	Yaw rate sensor output error	Refer to GROUP 35C
74	G and Yaw rate sensor communication error	Refer to GROUP 35C
75	Transfer switch defect	Refer to GROUP 35C
76	G sensor error	Refer to GROUP 35C
77*2	Yaw rate sensor error	Refer to GROUP 35C
78	Engine-ECU inappropriately installed	Refer to GROUP 35C
81	G sensor initialization incomplete	Refer to GROUP 35C
82*2	Yaw rate sensor initialization incomplete	Refer to GROUP 35C
83*2	Steering wheel sensor initialization incomplete	Refer to GROUP 35C
84	Transfer switch initialization incomplete	Refer to GROUP 35C
85	Master cylinder pressure sensor initialization incomplete	Refer to GROUP 35C

**NOTE**

\*1: Code No. 16 is erased if the system is returned to the normal status.

\*2: Only vehicles with M-ASTC

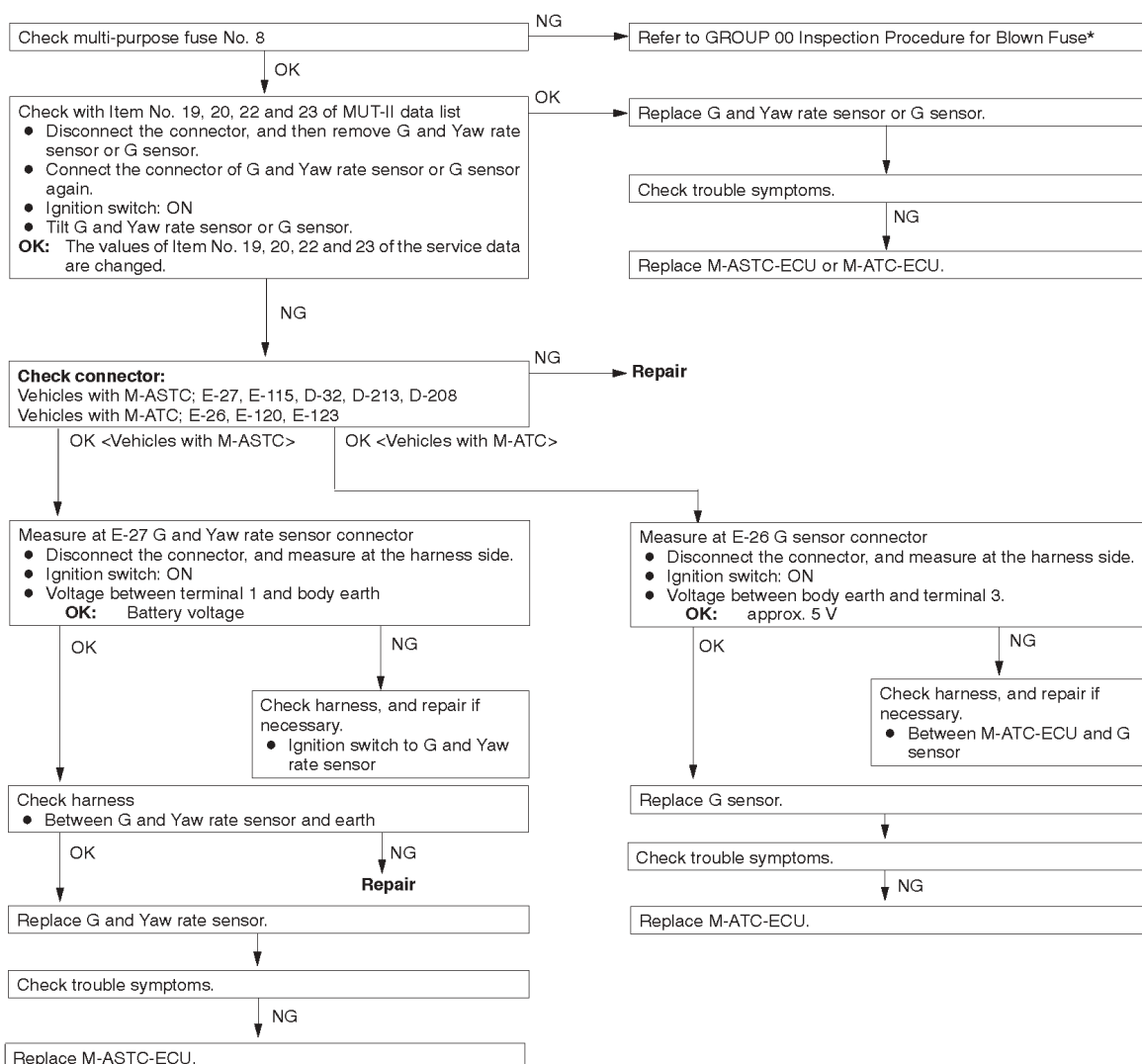
DTC No.	Item	Reference page
63	G sensor output error <b>&lt;Correct&gt; Seizure</b>	35C-9
64	G sensor <del>clogging defect</del> <b>&lt;Incorrect&gt;</b>	35C-9
65	G sensor self-diagnosis error	35C-9
66*2	Steering wheel sensor self-diagnosis error	35C-10
67*2	Steering wheel sensor communication line error	35C-11
68*2	Steering wheel sensor output error	35C-10
71*2	Yaw rate sensor self-diagnosis error	35C-9
72*2	Yaw rate sensor 0-point error	35C-9
73*2	Yaw rate sensor output error	35C-9
74*2	G and Yaw rate sensor communication line fault	35C-12
75	Transfer switch defect	35C-13
76	G sensor error	35C-9
77*2	Yaw rate sensor error	35C-9
78	Engine ECU inappropriately installed	35C-7
81*2	G sensor initialization incomplete	35C-13
82*2	Yaw rate sensor initialization incomplete	35C-13
83*2	Steering wheel sensor initialization incomplete	35C-14
84	Transfer switch initialization incomplete	35C-14
85	Master cylinder pressure sensor initialization incomplete	35C-14

## NOTE

\*1: For Code No. 16, memory is erased if the system is returned to the normal state.

\*2: Only vehicles with M-ASTC

Code No. 63 G sensor output error	<Correct> <b>Seizure</b>	Probable Cause
Code No. 64 G sensor clogging	<Incorrect>	
Code No. 65 G sensor self-diagnosis error		
Code No. 71 Yaw rate sensor self-diagnosis error		
Code No. 72 Yaw rate sensor 0-point error		
Code No. 73 Yaw rate sensor output error		
Code No. 76 G sensor error		
Code No. 77 Yaw rate sensor error		<ul style="list-style-type: none"><li>● Malfunction of G and Yaw rate sensor</li><li>● Malfunction of harness or connector</li><li>● Malfunction of M-ASTC-ECU or M-ATC-ECU</li></ul>
<p>These codes are output when an error is detected on the data transmitted from the G and Yaw rate sensor to M-ASTC-ECU. (Data error in this case shows that data is transmitted from the G and Yaw rate sensor, but there is an error on the data)</p> <p>These Code No. 63, 64, 65 and 76 are output when an error is detected on the data transmitted from the G sensor to M-ATC-ECU. (Data error in this case shows that data is transmitted from the G sensor, but there is an error on the data)</p>		



## NOTE

\*: Refer to 2001 PAJERO Workshop Manual [Pub. No. PWJE0005 (1/2)]

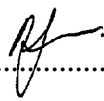




**MITSUBISHI MOTORS  
AUSTRALIA LTD.**

A.C.N. 007 870 395

# SERVICE BULLETIN

<b>GROUP:</b> 35 – Service brakes	<b>DATE:</b> November 2003	<b>NO.</b> 35/2003/005
<b>MODEL:</b> TL Magna	<b>SUBJECT:</b> Heavy duty brake pad (Police Specification)	
<b>COUNTRIES:</b>  Australia	R.I.WYATT MANAGER - AFTERSALES TECHNICAL SUPPORT	
	<b>Bulletin Consists of 1 Pages</b>	

The purpose of this bulletin is to advise of the fitment of heavy duty brake pads to AWD vehicles used for police duties.

The TL9X42 vehicles retain the standard specification for these models with the only change being the fitment of heavy duty brake pads designed specifically to meet the demands of police use (Option code B31).

The unique break in procedure demanded of these pads is reproduced here and must be adhered to in all instances of pad replacement.

**NOTE: These pads are approved for use in the nominated Police vehicles only. They are not to be fitted to any other vehicle under any circumstances.**

## **Braking System**

To ensure braking integrity under severe conditions the police vehicle is fitted with brake pads of a different compound to the standard vehicle.

These brake pads should be subjected to a break-in procedure prior to the vehicle being put into service and on each occasion that the pads or the discs are replaced.

### **NOTE.**

***All break in (burnishing) activities should be conducted in an environment that minimises exposure to other vehicles and legally allows speeds required to complete procedure .***

The following procedures must be adhered to when bedding in this brake pad material.

1) Conduct 10 to 20 stops under the following conditions:

- ◆ Brake using medium pedal effort from a speed of 60–80 km/h down to a speed of 10 km/h with an interval of 1 to 2 minutes between each operation.  
(The purpose of this procedure is to ensure that the pad contact area is at a reasonable level of no less than 70%)

2) Conduct a maximum of 5 stops under the following conditions:

- ◆ Brake using heavy to medium pedal effort from a speed of 80–100 km/h down to a speed of 30 km/h with an interval of no more than 1 minute between each operation. (The purpose of this procedure is to ensure that the pads are exposed to higher than normal operating temperatures under controlled conditions to reduce the possibility of fade characteristics that might be experienced under heavy duty conditions).

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**MITSUBISHI**

# SERVICE BULLETIN

**GROUP:**35 – Service brakes

**DATE:** December 2003

**NO.** 35/2003/006


**MODEL:** NP Pajero

**SUBJECT:** Correction to procedure for M-ASTC-ECU.

**COUNTRIES:**

Australia

R.I.WYATT  
MANAGER - AFTERSALES  
TECHNICAL SUPPORT

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**Bulletin Consists of 2 Pages**

The purpose of this bulletin is to advise of a correction to the initialization procedure for the M-ASTC-ECU.

## Applicable Manual

Manual	Pub. No.	Page
2003 PAJERO workshop manual Supplement CD-ROM	MR927610	35c-52

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## INSTALLATION SERVICE POINTS

### ►A◀

#### INITIALIZATION OF M-ASTC-ECU

When the ignition switch is turned to the ON position after M-ASTC-ECU is replaced with a new one, Active Stability Control System OFF indicator illuminates to warn that the M-ASTC-ECU is not initialized yet, and DTC No. 81, No. 84 and No. 85 are output. In this case, use the following procedure to perform initialization:

1. Place the vehicle on a level surface.
2. After turning the ignition switch to the LOCK (OFF) position, place MUT-II.
3. Turn the ignition switch to the ON position.
4. Perform Item No. 16 of the actuator test.
5. Rapidly depress the brake pedal once with the pedal force of about 40 kgf.

<INCORRECT>

6. Ensure that the transfer lever can be shifted to all positions (2H, 4H, 4HLc, 4LLc).
7. Ensure that the active stability control system OFF indicator has been turned OFF.
8. Turn the ignition switch to the LOCK (OFF) position.
9. Remove MUT-II.

### ►B◀

#### DEACTIVATION OF HBB BUZZER COMMUNICATION CHECK MODE (WHEN ASTC-ECU IS REPLACED)

When the ignition switch is turned to the ON position after M-ASTC-ECU is replaced, HBB buzzer remains sounding for about 5 seconds. This is HBB buzzer communication check mode for M-ASTC-ECU (for inspection at the factory)

To stop the HBB buzzer, perform the following procedure:

- Use MUT-II to erase the HBB diagnostic code. (Refer to GROUP 35A – Troubleshooting)
- Drive the vehicle at the speed of 40 km/h or more.

<CORRECT>

6. Place the shift lever to the N range.
7. Move the transfer lever through all positions (2H, 4H, 4HLc, 4LLc).

#### CAUTION

If the transfer is not engaged properly when the transfer lever is moved to each position, the initialization has not been completed successfully.

8. Ensure that the active stability control system OFF indicator has been turned OFF

#### CAUTION

The initialization has not been completed while the active stability control system OFF indicator is illuminated and the active stability control system indicator is flashing. In this condition the system does not recognise the transfer position correctly and step 7 should be repeated.

9. Turn the ignition switch to the "Lock" (OFF) position.
10. Remove the MUT-II.



MITSUBISHI

# SERVICE BULLETIN

**GROUP:**35 – Service brakes

**DATE:** October 2002

**NO.** 35/2002/001

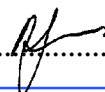
**MODEL:** L300

**SUBJECT:** Added procedure for Master cylinder repair

**COUNTRIES:**

Australia

R.I.WYATT  
MANAGER - AFTERSALES  
TECHNICAL SUPPORT

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**Bulletin Consists of 3 Pages**

The purpose of this bulletin is to advise of an addition to the service procedures required in accordance with the changing of the brake master cylinder on 2000 MY and later L300 vehicles.

Would you please ensure the attached pages are added to the appropriate workshop manual.

## Applicable Manual

Manual	Publication Number
2000 L300 Workshop Manual	PWWE8608-T

**NOTE:** THIS BULLETIN SHOULD BE FORWARDED DIRECT TO THE  
SERVICE MANAGER FOR ACTION/DISTRIBUTION.

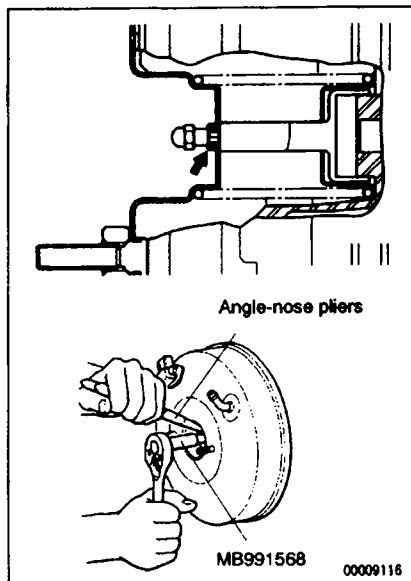
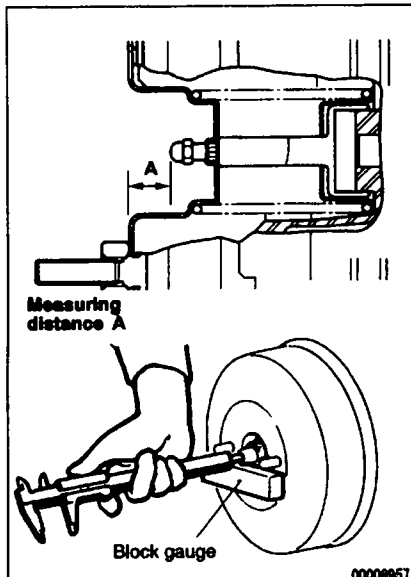
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## GROUP 35A

### BASIC BRAKE SYSTEM

#### MASTER CYLINDER

The service procedures other than those shown below remain unchanged.



#### INSTALLATION SERVICE POINT

##### GAP ADJUSTMENT BETWEEN MASTER CYLINDER PRIMARY PISTON BRAKE BOOSTER PUSH ROD

1. Measure dimension (A).

Standard value (A) : 14.48 – 14.72 mm

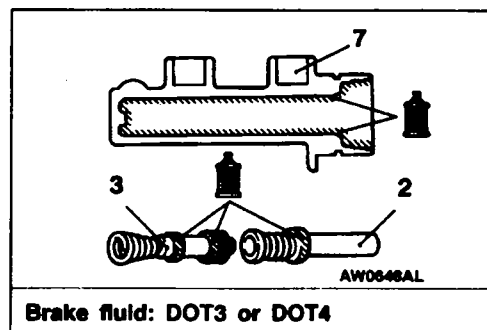
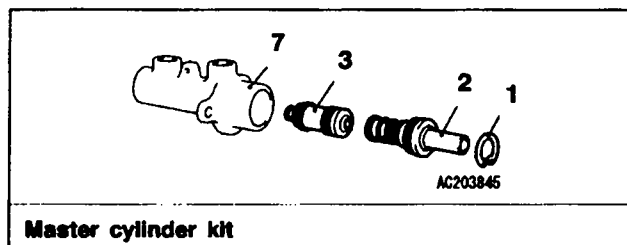
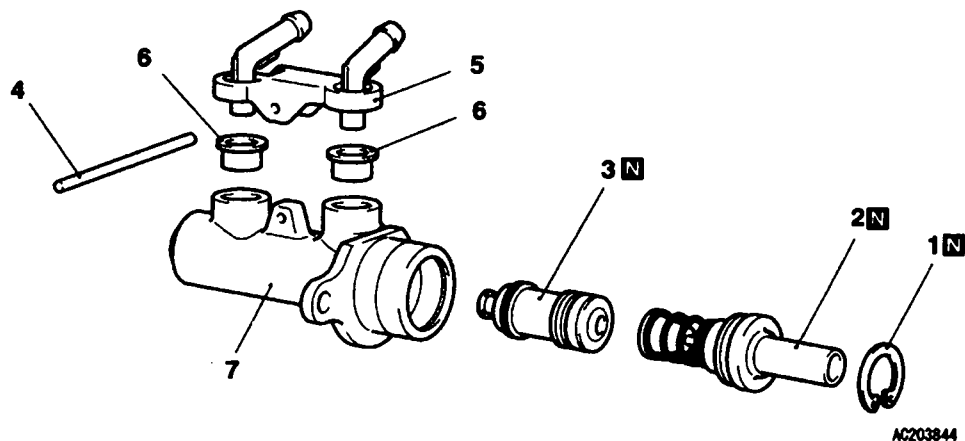
##### NOTE

When a negative pressure of 66.7 kPa is applied to the brake booster, the push rod should protrude 13.88 – 14.12 mm.

2. If the protrusion amount is not within the standard value range, adjust the push rod length by turning the push rod. Use the special tool to turn the push rod while holding the rod spline with angle-nose pliers.

## 35A-2 BASIC BRAKE SYSTEM - Master Cylinder and Brake Booster

### DISASSEMBLY AND REASSEMBLY

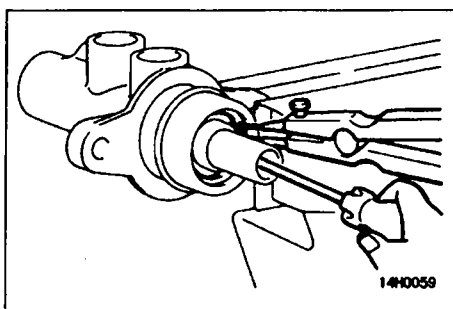


#### Disassembly steps



1. Snap ring
2. Primary piston assembly
3. Secondary piston assembly
4. Spring pin

5. Nipple assembly
6. Reservoir seal
7. Master cylinder body



#### DISASSEMBLY SERVICE POINT

##### STOPPER RING REMOVAL

Push the primary piston assembly and remove the stopper ring.