

4. LACK OF BOOSTING ACTION CHECK

Turn off engine, and set the vacuum gauge reading at "0". Then, check the fluid pressure when brake pedal is depressed. The pressure must be greater than the standard value listed below.

Brake pedal force	147N (15 kg, 33 lb)	294N (30kg, 66 lb)
Models without ABS	785 kPa (8 kg/cm ² , 114 psi)	2,158 kPa (22 kg/cm ² , 313 psi)
Models with ABS	588 kPa (6 kg/cm ² , 85 psi)	1,667 kPa (17 kg/cm ² , 242 psi)

5. BOOSTING ACTION CHECK

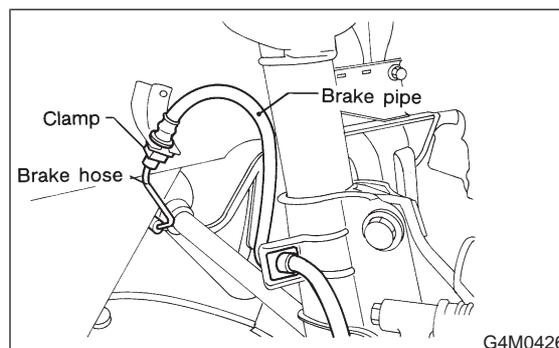
Set the vacuum gauge reading at 66.7 kPa (500 mmHg, 19.69 inHg) by running engine. Then, check the fluid pressure when brake pedal is depressed. The pressure must be greater than the standard value listed below.

Brake pedal force	147N (15 kg, 33 lb)	294N (30kg, 66 lb)
Models without ABS	5,492 kPa (56 kg/cm ² , 796 psi)	8,434 kPa (86 kg/cm ² , 1,223 psi)
Models with ABS	5,394 kPa (55 kg/cm ² , 782 psi)	10,003 kPa (102 kg/cm ² , 1,450 psi)

7. Brake Hose

A: REMOVAL

- 1) Separate brake pipe from brake hose.
(Always use flare nut wrench and be careful not to deform flare nut.)



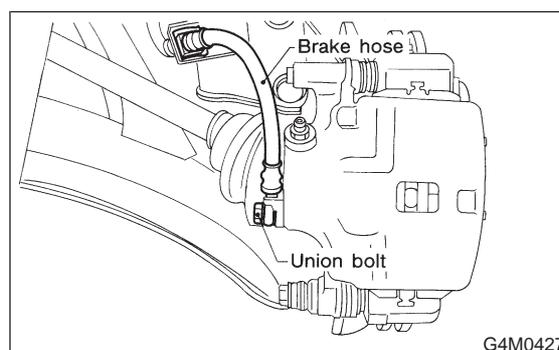
- 2) Pull out clamp to remove brake hose.
- 3) Remove clamp at strut and union bolt.

B: INSTALLATION

1. FRONT BRAKE HOSE

- 1) Route end of brake hose (on caliper side) through hole in brake hose bracket at strut location.
- 2) Tighten end of brake hose at caliper using a union bolt.

Tightening torque (Union bolt):
18±3 N·m (1.8±0.3 kg·m, 13.0±2.2 ft·lb)



- 3) Secure middle fitting of brake hose to bracket at strut location using a clamp.
- 4) Position disc in straight-forward direction and route brake hose through hole in bracket on wheel apron side.

CAUTION:
Be sure brake hose is not twisted.

- 5) Temporarily tighten flare nut to connect brake pipe and hose.
- 6) Fix brake hose with clamp at wheel apron bracket.

7) While holding hexagonal part of brake hose fitting with a wrench, tighten flare nut to the specified torque.

Tightening torque (Brake pipe flare nut):
 $15^{+3}/_{-2}$ N·m ($1.5^{+0.3}/_{-0.2}$ kg-m, $10.8^{+2.2}/_{-1.4}$ ft-lb)

8) Bleed air from the brake system.

2. REAR BRAKE HOSE

1) Pass brake hose through the hole of bracket, and lightly tighten flare nut to connect brake pipe.
 2) Insert clamp upward to fix brake hose.
 3) While holding hexagonal part of brake hose fitting with a wrench, tighten flare nut to the specified torque.

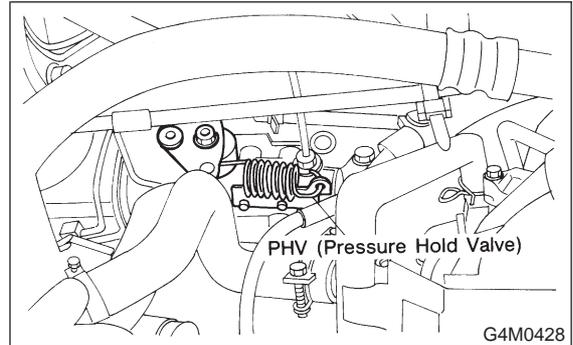
Tightening torque (Brake pipe flare nut):
 $15^{+3}/_{-2}$ N·m ($1.5^{+0.3}/_{-0.2}$ kg-m, $10.8^{+2.2}/_{-1.4}$ ft-lb)

4) Bleed air from the brake system.

8. Hill Holder

A: REMOVAL

1) Drain brake fluid from reservoir of master cylinder.
 2) Remove adjusting nut and cable clamp, and disconnect PHV cable from cable bracket on engine.



3) Detach PHV cable from clips.
 4) Remove cable clamp, and disconnect PHV cable from PHV stay.

CAUTION:

Carefully protect boots and inner cable from damage when disconnecting PHV cable.

5) Disconnect brake pipes from PHV.

CAUTION:

- Pay attention not to drop brake fluid onto body painting since it may dissolve paint.
- Pay attention not to damage hexagonal head of flare nut by using pipe wrench without fail.

6) Detach PHV along with support from side frame.

CAUTION:

Exercise utmost care to prevent foreign matter from entering into PHV when removing it.

B: INSPECTION

Check up removed parts as follows, and replace defective ones.

1) Check if boots of PHV cable are damaged or degraded, and if inner cable is damaged or corroded.
 2) Check if return spring is worn out, damaged or corroded.
 3) Confirm that rolling sound of ball is heard with PHV inclined and lever rotates smoothly.

CAUTION:

Never disassemble PHV. Replace entire PHV assembly if necessary.

C: INSTALLATION

1) Install PHV onto side frame.