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# PARKING BRAKES

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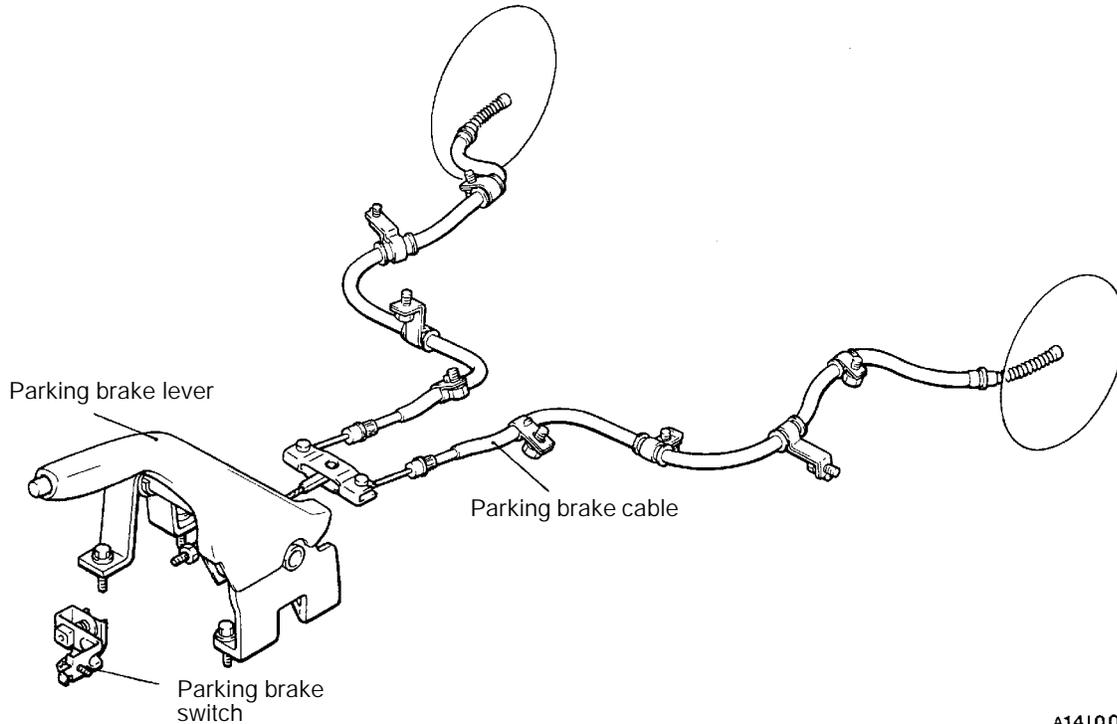
## GENERAL INFORMATION

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The parking brake is of a mechanical control type acting on the rear wheels. A lever is used to apply the parking brake. The operation method utilizes

a parking brake lever which is in an offset position at the passenger's side.

## CONSTRUCTION DIAGRAM



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## SERVICE SPECIFICATIONS

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Items	Standard value	Limit
Parking brake lever stroke	5 - 7 notches* <sup>1</sup> , 3 - 5 notches* <sup>2</sup>	-
Rear brake lining thickness mm	2.8	1.0
Rear drum inside diameter mm	168.0	169.0

### NOTE

\*1: Vehicles with drum brake

\*2: Vehicles with drum-in-disc brake

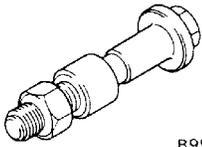
## LUBRICANTS

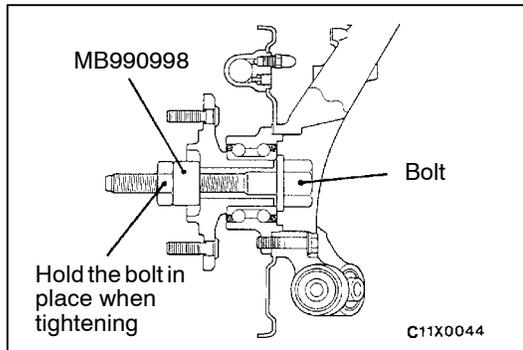
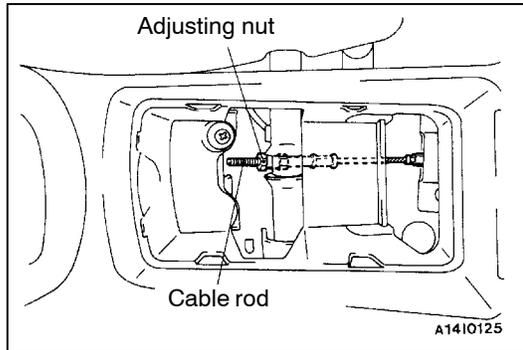
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Items	Specified lubricant
Backing plate	Multipurpose grease
Shoe and lining assembly	
Adjuster	

**SPECIAL TOOL**

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Tool	Number	Name	Use
 <p>B990998</p>	MB990998	Front hub remover and installer	Fixing of the rear hub



**ON-VEHICLE SERVICE**

36100090145

**PARKING BRAKE LEVER STROKE CHECK AND ADJUSTMENT**

1. Pull the parking brake lever with a force of approx. 196 N and count the number of notches.

**Standard value:**

- 5 - 7 notches <Vehicles with drum brake>
- 3 - 5 notches <Vehicles with drum in disc brake>

2. If the parking brake lever stroke is not the standard value, adjust as described below.

Remove the floor console cup holder, loosen the adjusting nut as far as the end of the cable rod to release the cable, and then adjust by the following procedure:

<Vehicles with drum brake>

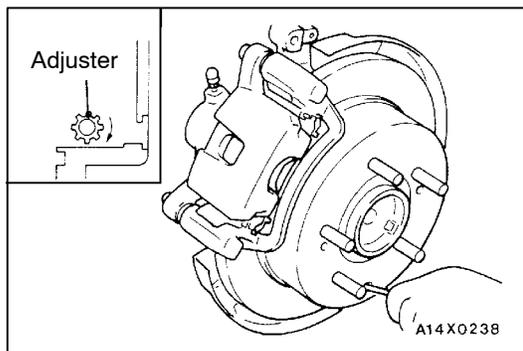
Depress the brake pedal repeatedly until the stroke no longer changes.

**NOTE**

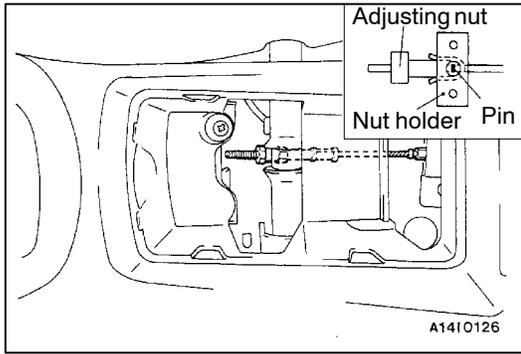
Depressing the brake pedal repeatedly will automatically adjust the shoe clearance to the normal setting.

<Vehicles with drum-in-disc brake>

- (1) Attach the special tool to the hub as shown in the illustration.



- (2) Remove the adjustment hole plug, and then use a flat-tip (-) screwdriver to turn the adjuster in the direction of the arrow (the direction which expands the shoe) so that the disc will not rotate. Return the adjuster five notches in the direction opposite to the direction of the arrow.

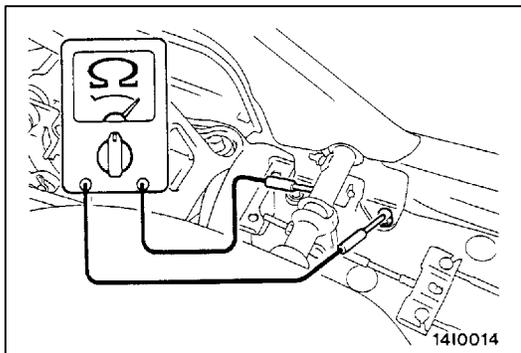


- (3) Turn the adjusting nut to adjust the parking brake lever stroke to the standard value. After adjusting, check that there is no space between the adjusting nut and the parking brake lever.

#### Caution

If the parking brake lever stroke is below the standard value and the braking is too firm, the rear brakes may drag.

- (4) After adjusting the parking brake lever stroke, jack up the rear of the vehicle. Release the parking brake and turn the rear wheels to check that the rear brakes are not dragging.

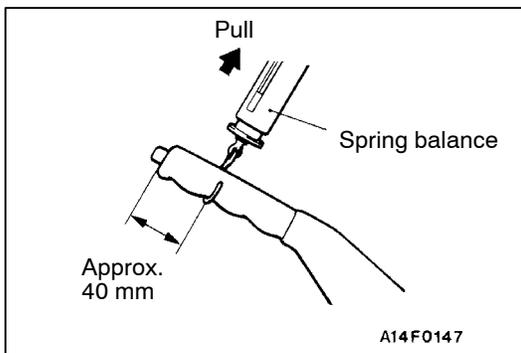


### PARKING BRAKE SWITCH CHECK

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1. Remove the floor console. (Refer to GROUP 52A.)
2. Check for continuity between the parking brake switch terminal and the switch mounting bolt.

When parking brake lever is pulled	Continuity
When parking brake lever is released	No continuity



### LINING RUNNING-IN

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Carry out running-in by the following procedure when replacing the parking brake linings or the rear brake disc rotors, or when brake performance is insufficient.

#### Caution

Carry out running-in in a place with good visibility, and pay careful attention to safety.

1. Adjust the parking brake stroke to the specified value.

**Standard value [Operation force: Approx. 196 N]**

**5 - 7 notches <Vehicles with drum brake>**

**3 - 5 notches <Vehicles with drum in disc brake>**

2. Hook a spring balance onto the centre of the parking brake lever grip and pull it with a force of 98 - 147 N in a direction perpendicular to the handle.
3. Drive the vehicle at a constant speed of 35 - 50 km/h for 100 metres.
4. Release the parking brake and let the brakes cool for 5 - 10 minutes.
5. Repeat the procedure in steps 2. to 4. 4 - 5 times.

# PARKING BRAKE LEVER

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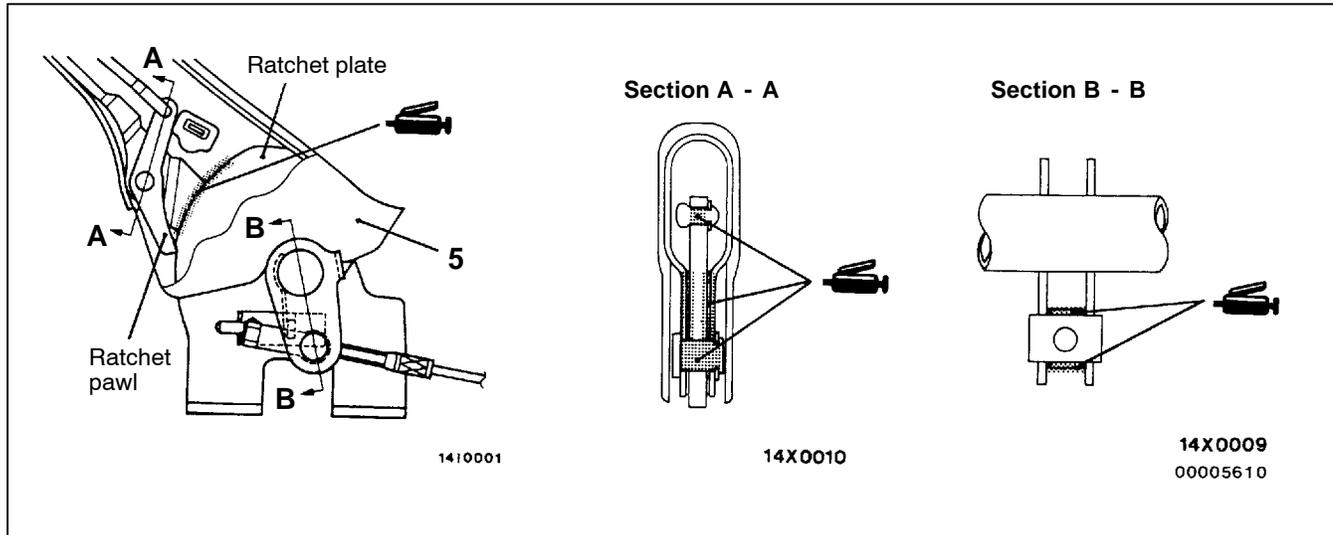
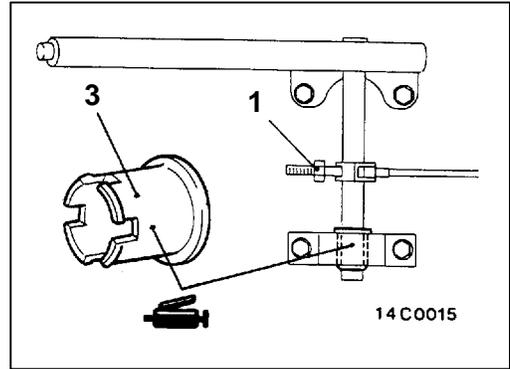
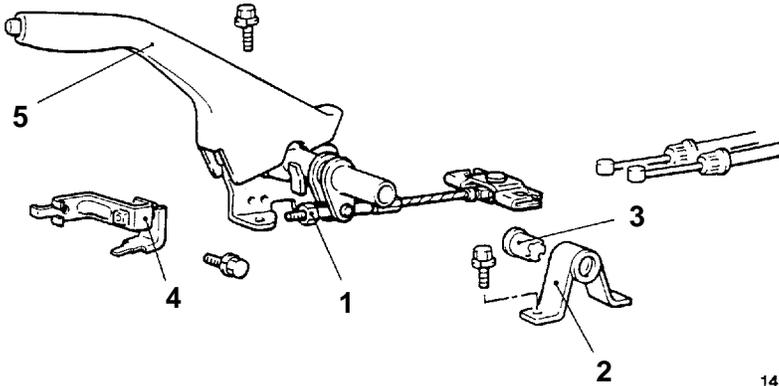
## REMOVAL AND INSTALLATION

### Pre-removal Operation

- Floor Console Removal (Refer to GROUP 52A.)

### Post-installation Operation

- Parking Brake Lever Stroke Check and Adjustment (Refer to P.36-3.)
- Floor Console Installation (Refer to GROUP 52A.)



### Removal steps

1. Adjusting nut
2. Parking brake stay
3. Bushing
4. Parking brake switch
5. Parking brake lever

## PARKING BRAKE CABLE &lt;DRUM BRAKE&gt;

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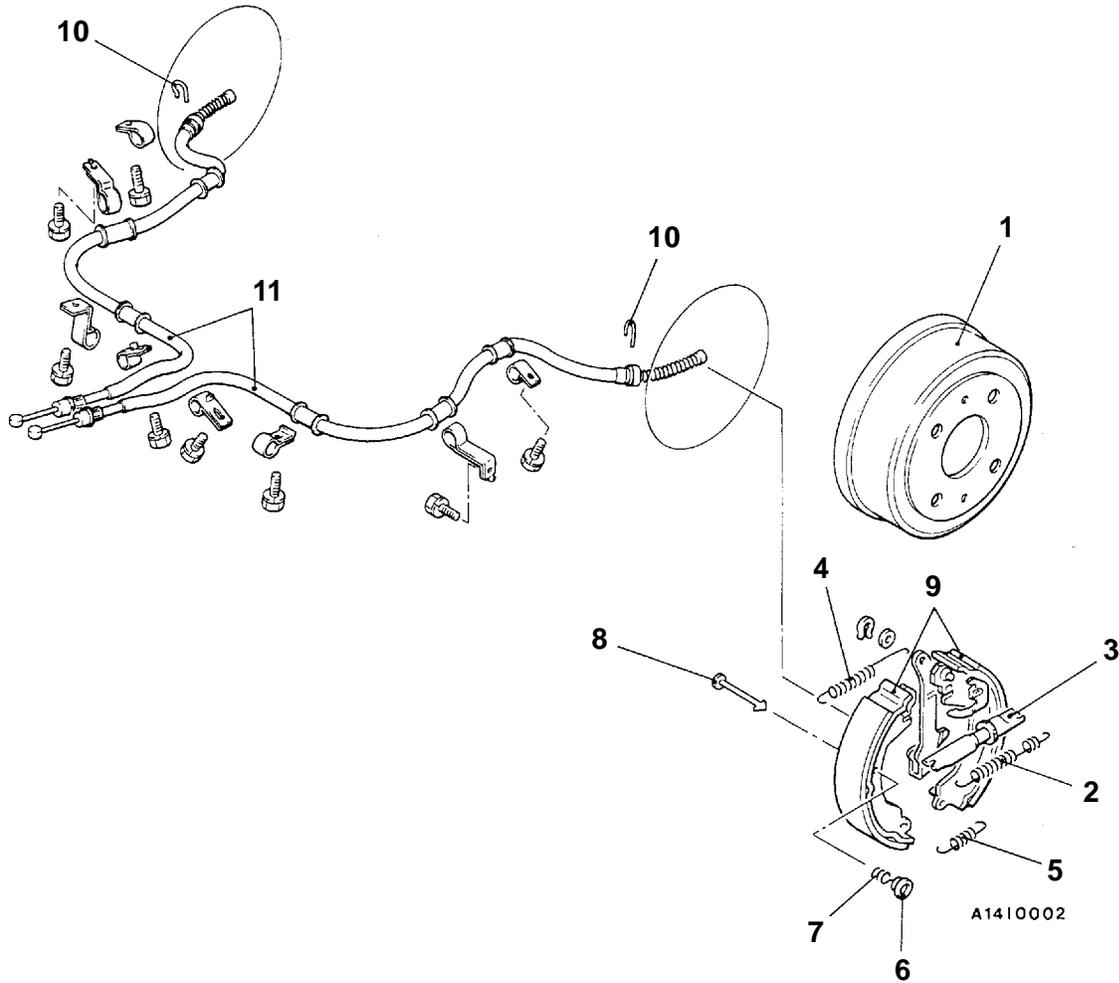
## REMOVAL AND INSTALLATION

**Pre-removal Operation**

- Floor Console and Rear Seat Removal (Refer to GROUP 52A.)

**Post-installation Operation**

- Parking Brake Lever Stroke Check and Adjustment (Refer to P.36-3.)
- Floor Console and Rear Seat Installation (Refer to GROUP 52A.)

**Removal steps**

1. Rear brake drum
2. Shoe-to-lever spring
3. Auto adjuster assembly
4. Shoe-to-shoe spring
5. Retainer spring
6. Shoe hold-down cup
7. Shoe hold-down spring
8. Shoe hold-down pin
9. Shoe and lining assembly
10. Clip
11. Parking brake cable

**PARKING BRAKE CABLE <DRUM-IN-DISC BRAKE>**

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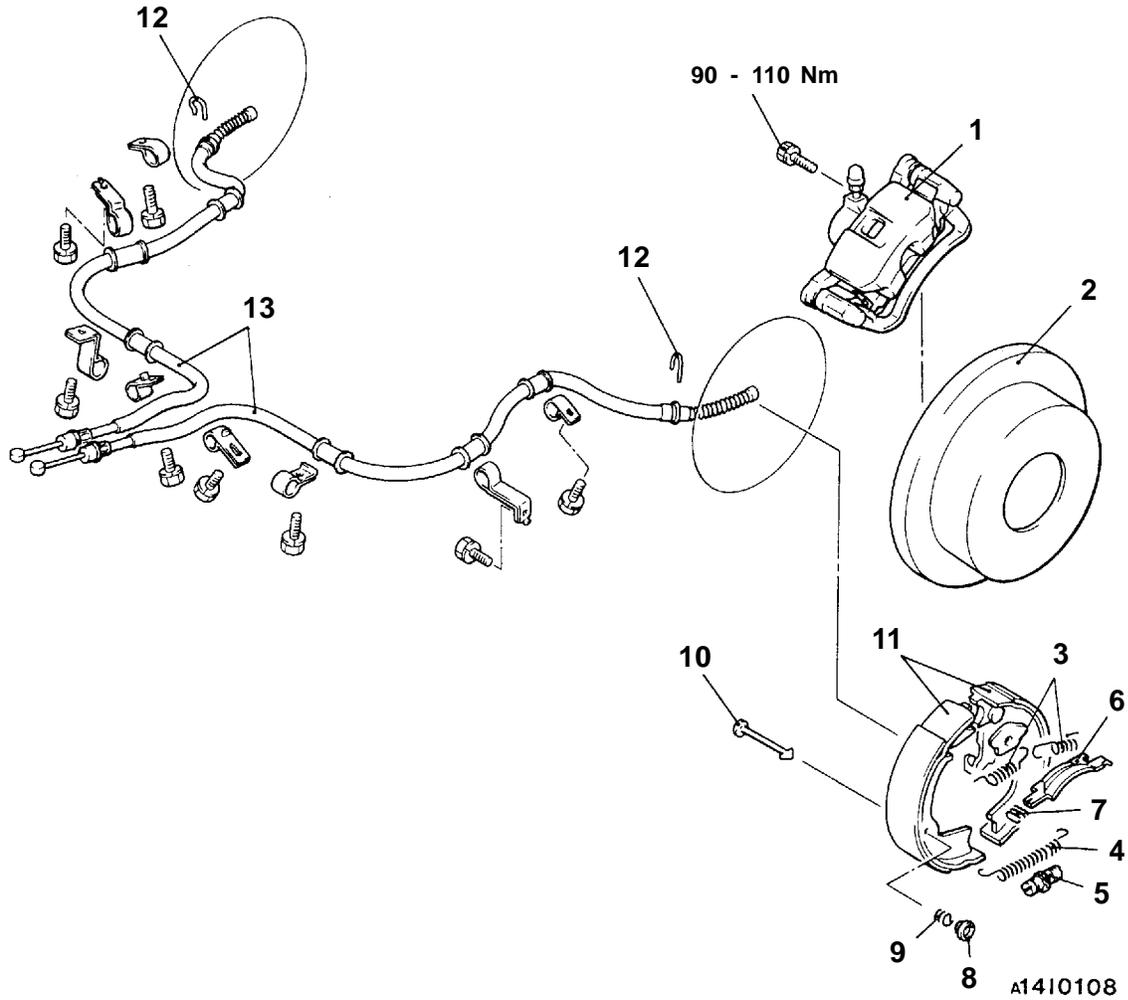
**REMOVAL AND INSTALLATION**

**Pre-removal Operation**

- Floor Console and Rear Seat Removal (Refer to GROUP 52A.)

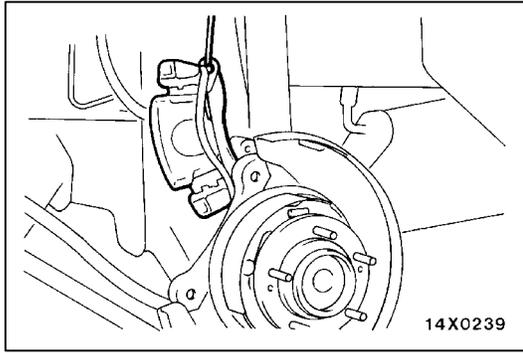
**Post-installation Operation**

- Parking Brake Lever Stroke Check and Adjustment (Refer to P.36-3.)
- Floor Console and Rear Seat Installation (Refer to GROUP 52A.)

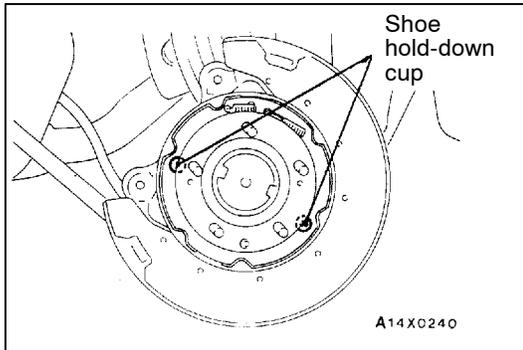


**Removal steps**

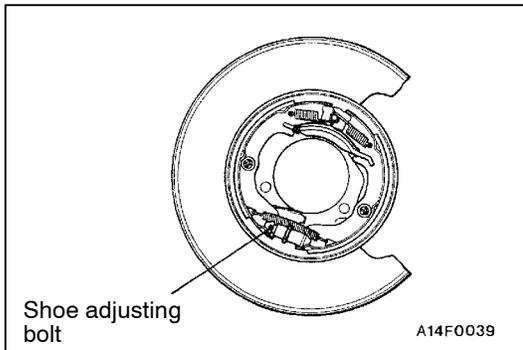
- |                                  |  |            |  |
|----------------------------------|--|------------|--|
| <p>◀A▶</p> <p>▶B▶</p> <p>▶A▶</p> | <ol style="list-style-type: none"> <li>1. Rear brake caliper assembly</li> <li>2. Rear brake disc</li> <li>3. Shoe-to-anchor spring</li> <li>4. Adjusting screw spring</li> <li>5. Adjuster</li> <li>6. Strut</li> <li>7. Strut return spring</li> </ol> | <p>◀B▶</p> | <ol style="list-style-type: none"> <li>8. Shoe hold-down cup</li> <li>9. Shoe hold-down spring</li> <li>10. Shoe hold-down pin</li> <li>11. Shoe and lining assembly</li> <li>12. Clip</li> <li>13. Parking brake cable</li> </ol> |
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**REMOVAL SERVICE POINTS****◀A▶ REAR BRAKE CALIPER ASSEMBLY REMOVAL**

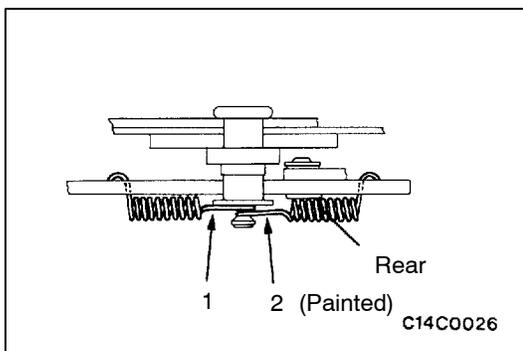
Remove the rear brake caliper assembly and support it with wire or similar.

**◀B▶ SHOE HOLD-DOWN CUP REMOVAL**

Extend the shoe and lining assembly, and remove the shoe hold-down cup.

**INSTALLATION SERVICE POINTS****▶A◀ ADJUSTER INSTALLATION**

Install the adjuster so that the shoe adjusting bolt of left hand wheel is attached towards the front of the vehicle, and the shoe adjusting bolt of right hand wheel is towards the rear of the vehicle.

**▶B◀ SHOE-TO-ANCHOR SPRING INSTALLATION**

Install the shoe-to-anchor springs in the order shown in the illustration.

**Caution**

The load on the respective shoe-to-anchor springs is different, so the spring in the figure has been painted.

**NOTE**

The figure shows the left wheel; for the right wheel, the position is symmetrical.

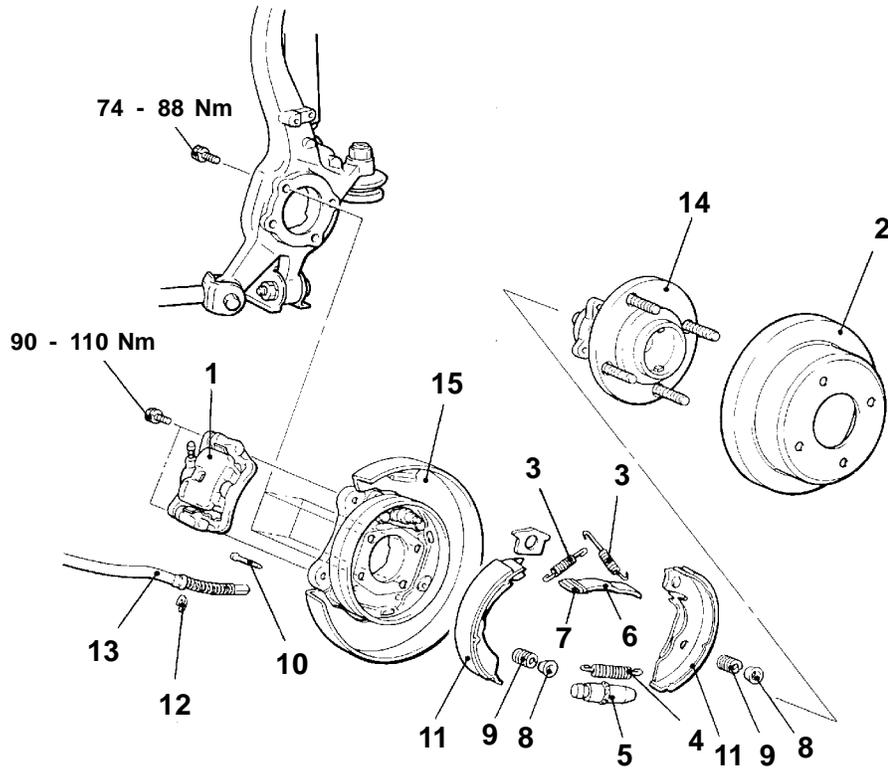
# PARKING BRAKE DRUM

## REMOVAL AND INSTALLATION

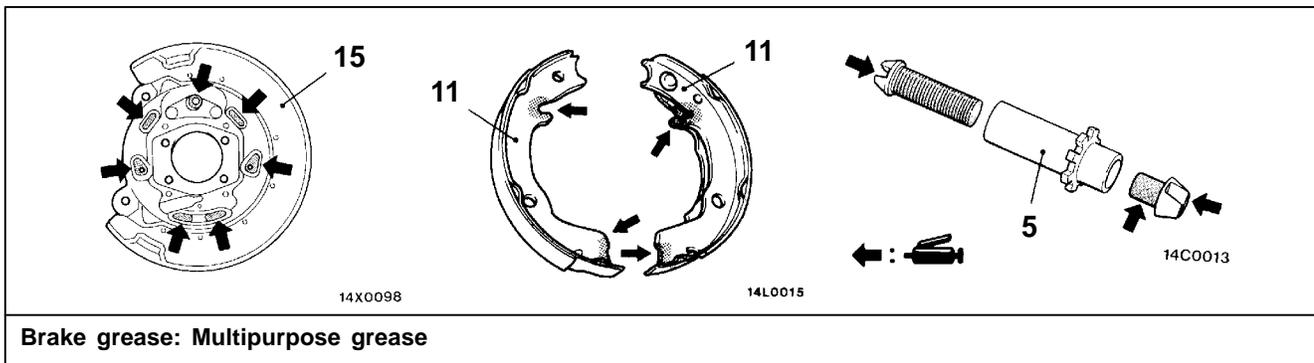
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**Post-installation Operation**

- Parking Brake Lever Stroke Check and Adjustment (Refer to P.36-3.)



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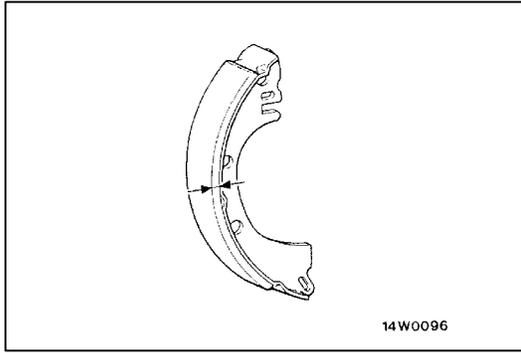


Brake grease: Multipurpose grease

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**Removal steps**

- |  |  |
|--|--|
| <ol style="list-style-type: none"> <li>1. Rear brake caliper (Refer to P.36-8)</li> <li>2. Rear brake disc</li> <li>3. Shoe-to-anchor spring (Refer to P.36-8)</li> <li>4. Adjusting screw spring</li> <li>5. Adjuster (Refer to P.36-8)</li> <li>6. Strut</li> <li>7. Strut return spring</li> <li>8. Shoe hold-down cup (Refer to P.36-8)</li> </ol> | <ol style="list-style-type: none"> <li>9. Shoe hold-down spring</li> <li>10. Shoe hold-down pin</li> <li>11. Shoe and lining assembly</li> <li>12. Clip</li> <li>13. Parking brake cable</li> <li>14. Rear hub assembly (Refer to GROUP 27.)</li> <li>15. Backing plate</li> </ol> |
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## INSPECTION

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### BRAKE LINING AND BRAKE DRUM CHECK

1. Measure the thickness of the brake lining at several places.

**Standard value: 2.8 mm**

**Limit: 1.0 mm**

2. If the thickness of the brake lining has worn down to the limit value or more, replace the shoe and lining assemblies on both sides of the vehicle.

3. Measure the inside diameter of the brake disc in two places or more.

**Standard value: 168.0 mm**

**Limit: 169.0 mm**

4. If the inside of the brake disc has worn down to the limit value or more, or if it is excessively worn on one side, replace the brake disc.

