

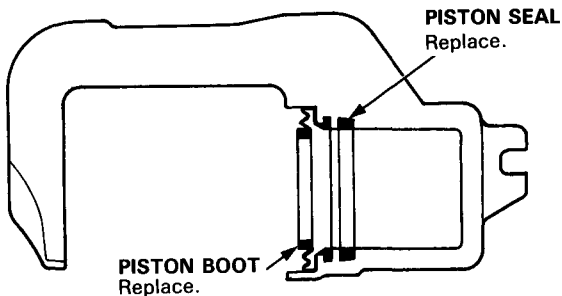
# Front Caliper

## Reassembly

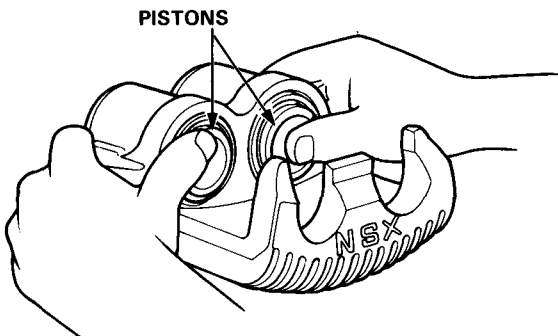
### CAUTION:

- Before reassembling, check that all parts are free of dust and other foreign particles.
- Replace parts with new ones whenever specified to do so.
- Use only clean DOT3 or 4 brake fluid.
- Make sure no dirt or other foreign matter is allowed to contaminate the brake fluid.
- Do not spill brake fluid on the car; it may damage the paint; if brake fluid does contact the paint, wash it off immediately with water.

1. Clean the pistons and caliper bores with brake fluid, and inspect for wear and damage.
2. Apply silicone grease to new piston seals, then install the piston seals in the cylinder grooves.
3. Apply silicone grease to new piston boots, then install the piston boots in the cylinder grooves.



4. Lubricate the caliper cylinders and pistons with brake fluid, then install the pistons in the cylinders with the dished end facing in.



5. Reinstall the caliper in the reverse order of removal.

**⚠ WARNING** Always reinstall the brake pads in their original positions to prevent loss of braking efficiency.

6. Fill the brake reservoir up, and bleed the brake system (see page 19-10).

# Front Brake Disc



## Run-Out Inspection

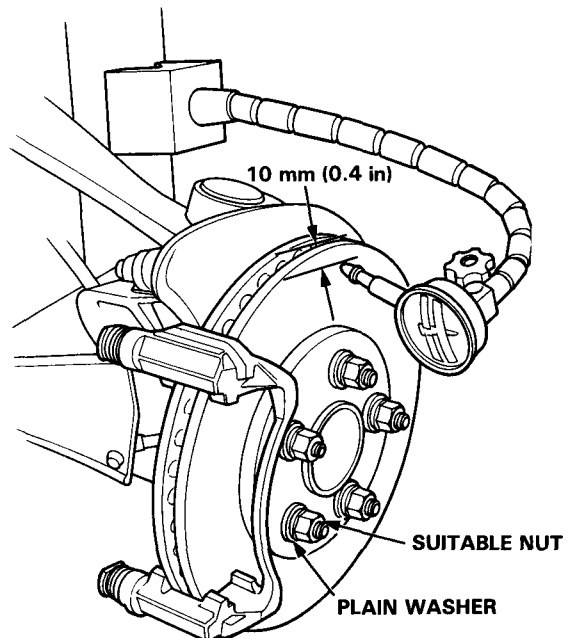
1. Raise each side of the car, and support it on safety stand (see page 1-9 through 1-11). Remove the front wheels.
2. Remove the brake disc pads (see page 19-6).
3. Inspect the disc surface for cracks and rust. Clean the disc thoroughly, and remove all rust.
4. Use suitable nuts (12 x 1.5 mm) and plain washers to hold the disc securely against the hub, then mount a dial indicator as shown.

### Brake Disc Runout:

**Service Limit: 0.10 mm (0.004 in)**

5. If the disc is beyond the service limit, refinish it.

Max. Refinishing Limit: 26.0 mm (1.02 in)



NOTE: A new disc should be refinished if its runout is greater than 0.10 mm (0.004 in).