

DISASSEMBLY

NOTICE:

- The master cylinder and piston are designed so that the piston can easily fall out. Prevent this by making sure to tip of the master cylinder points downward when handling the master cylinder.
- Make sure foreign matter does not attach to the master cylinder's piston. If foreign matter attaches, clean it off with a cloth. Then apply lithium soap base glycol grease to the entire outer circumference contact surface area of the piston.

1. REMOVE BRAKE MASTER CYLINDER RING PIN
2. REMOVE BRAKE MASTER CYLINDER RESERVOIR SUB-ASSEMBLY
3. REMOVE MASTER CYLINDER RESERVOIR GROMMET
4. REMOVE BRAKE MASTER CYLINDER RESERVOIR FILLER CAP ASSEMBLY
5. REMOVE BRAKE MASTER CYLINDER RESERVOIR STRAINER

INSPECTION

NOTICE:

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- Make sure foreign matter does not attach to the master cylinder's piston. If foreign matter attaches, clean it off with a cloth. Then apply lithium soap base glycol grease to the entire outer circumference contact surface area of the piston.

1. INSPECT AND ADJUST BRAKE BOOSTER PUSH ROD

HINT:

Adjust the booster push rod when the master cylinder is replaced with a new one. Adjustment is not necessary when the master cylinder is reinstalled and the booster is replaced with a new one.

- (a) Set SST on the master cylinder and lower the rod of SST until it just touches the piston.

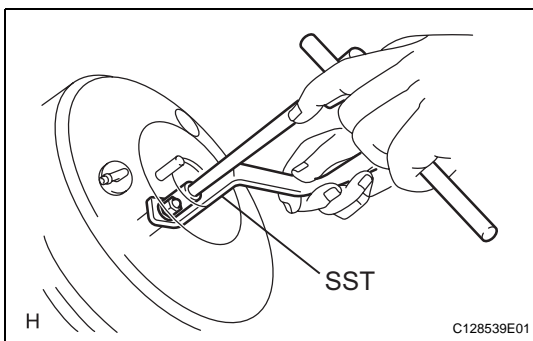
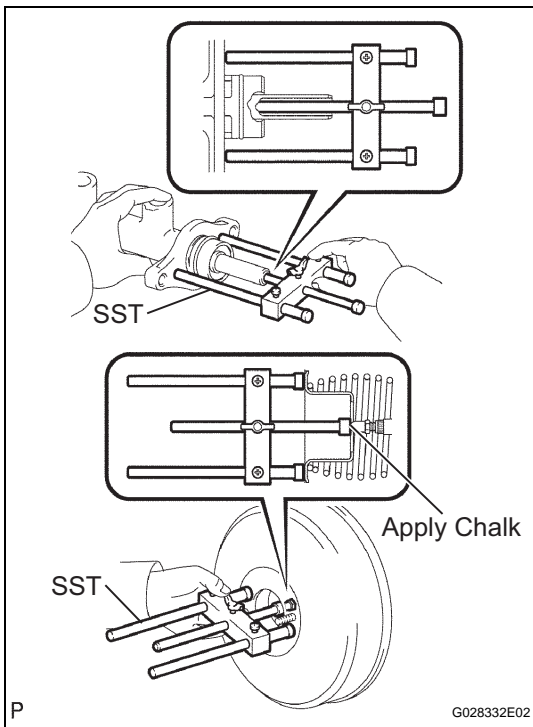
SST 09737-00013

- (b) Apply chalk to the flat tip of the SST rod. Turn SST upside down and measure the clearance between the brake booster push rod and SST.

Standard clearance:

-0.21 to 0 mm (-0.0083 to 0 in.)

If there is clearance between the SST main body and the shell of the brake booster, the push rod is protruding too far. If the chalk does not stick to the tip of the brake booster push rod, the push rod protrusion is insufficient.



- (c) If the clearance is not within the standard, adjust the length by holding the rod using SST and turning the tip of the rod using a 7 mm socket driver.

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NOTICE:

Check the push rod clearance again after adjusting.