BR12C–04

REMOVAL

NOTICE:

Before starting the work, make sure that the ignition switch is OFF and depress the brake pedal more than 40 times.

HINT:

When a pressure in power supply system is released, reaction force becomes light and stroke becomes longer.

NOTICE:

- **As high pressure is applied to the brake actuator tube No. 1, never deform it.**
- **Until the work is over, do not turn the ignition switch ON.**

1. DRAW OUT FLUID WITH SYRINGE

NOTICE:

Do not let brake fluid remain on a painted surface. Wash it off immediately.

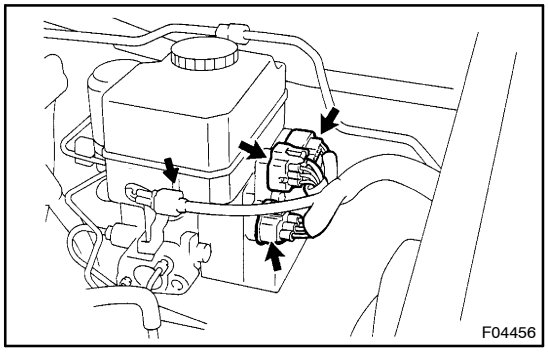
2. REMOVE SCUFF PLATE, COWL SIDE TRIM, LOWER NO. 1 PANEL, LH LOWER PANEL AND NO. 2 HEATER TO REGISTER DUCT (See page BO–13)

3. REMOVE ABS OR ABS & TRC & VSC ECU

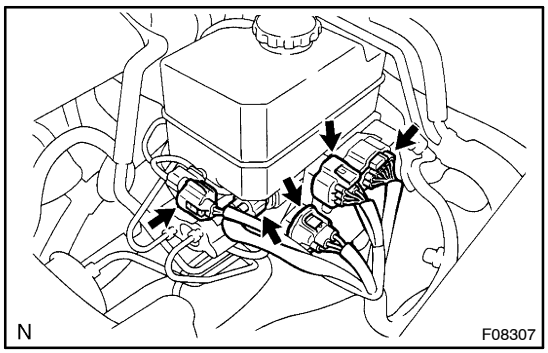
Remove the 2 nuts and ABS or ABS & TRC & VSC ECU.

Torque: 5.0 N·m (5 1 kgf·cm, 44 in.·lbf)

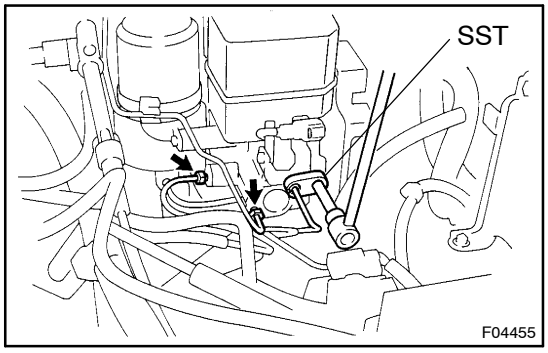
4. REMOVE CHARCOAL CANISTER



5. w/ ABS only:
DISCONNECT 4 CONNECTORS



6. w/ ABS & TRC & VSC only:
DISCONNECT 5 CONNECTORS

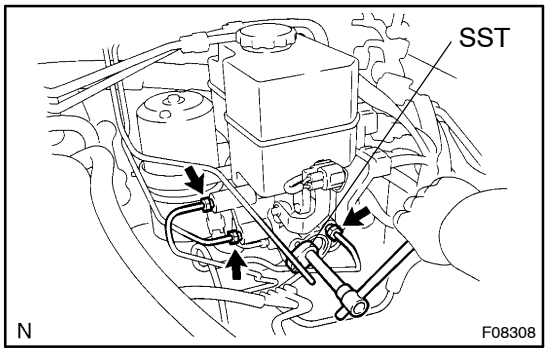


7. w/ ABS only:
DISCONNECT BRAKE LINES

Using SST, disconnect the 3 brake lines.

SST 09023 –00100

Torque: 15 N·m (155 kgf·cm, 11 ft·lbf)



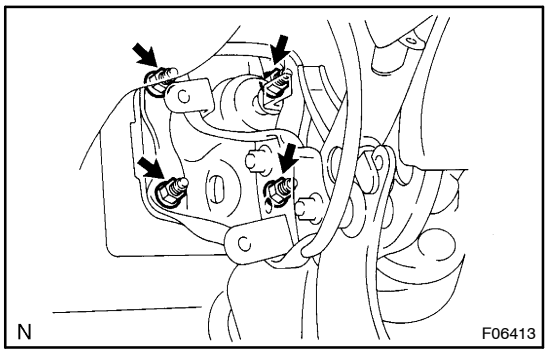
8. w/ ABS & TRC & VSC only:
DISCONNECT BRAKE LINES

Using SST, disconnect the 4 brake lines.

SST 09023 –00100

Torque: 15 N·m (155 kgf·cm, 11 ft·lbf)

9. REMOVE CLIP AND CLEVIS PIN



10. REMOVE HYDRAULIC BRAKE BOOSTER ASSEMBLY

(a) Remove the 4 booster installation nuts.

Torque: 15 N·m (155 kgf·cm, 11 ft·lbf)

(b) Remove the booster assembly and gasket.