

INSTRUCTIONS FOR OVERHAULING REAR CALIPER ASSEMBLY

Where the use of brake fluid is required, use only new, clean fluid to the vehicle manufacturer's specification from a sealed container.

DISMANTLING

1. Raise car and support it securely. (Consult Service Manual).
2. Mark relationship of wheel to axle flange, remove wheels, use two wheel nuts to retain rotor to axle flange.
3. Disable Parking Brake Automatic Adjuster. BEFORE CALIPER LEVER RETURN SPRINGS OR PARKING BRAKE CABLES ARE DISCONNECTED, THE PARKING BRAKE AUTOMATIC ADJUSTER MUST BE DISABLED. CONSULT SERVICE MANUAL FOR PROCEDURE USED TO DISABLE THE PARKING BRAKE HAND-LEVER ADJUSTMENT MECHANISM.
4. Remove banjo bolt, two washers and inlet fitting from caliper.
5. Discard washers and plug inlet fitting to prevent contamination or loss of fluid.
6. Disconnect hand brake cable yoke from caliper lever (18). Remove cable conduit from abutment bracket (24).
7. Remove caliper lever return spring (31) and discard if coils are opened.
8. Remove caliper mounting bolts and detach complete caliper assembly from suspension upright.
9. Remove and discard the two guide pin bolts (25,27). Separate the caliper head assembly from the mounting bracket (30) and remove shoe and lining assemblies (13,14) noting their positions. Remove and discard 'H' shim (32) if fitted.
10. Disconnect the two collar return springs (15).
11. Firmly but gently pull the collar assembly complete with boots, reaction plate etc. out of the housing by pulling on both ends of the actuating collar (8).

If replacing the housing assembly omit items 17, 18, 19, 20, 21, 25, 26, 27, 28 & 29.

If only replacing the actuating collar and rod assembly perform items 12-15, 36, 37, 40 onwards.

If carrying out a complete overhaul omit items 12-15.
12. Discard actuating collar assembly.
13. Clean the housing boot groove, piston bore mouth, piston face and housing with denatured alcohol. Use dry, filtered compressed air to dry these areas, taking care to keep alcohol and debris away from eyes. ALL PARTS MUST BE KEPT AWAY FROM ANY FORM OF MINERAL OIL. THE PRESENCE OF MINERAL OIL MAY DAMAGE RUBBER PARTS AND PREVENT CORRECT FUNCTIONING OF THE PARKING BRAKE MECHANISM.
14. Using the liquid lubricant provided, smear the grooved bead of the inner boot (5) and the housing boot groove, cover the surface of the new clamp rod (12b), compliance bush (11) and actuating collar (8). THIS IS THE ONLY MATERIAL PERMISSIBLE ON THESE PARTS.
15. Assemble the collar and rod assembly into the housing by engaging the compliance bush (11) in the piston (3) and engaging the inner boot (5) in the groove in the housing. Ensuring that there is a gap between the outer boot (9) and the reaction plate (12C), fully insert the inner boot in the housing groove by pulling both ends of the actuating collar (8) towards the housing ensuring that the pushrod (6) enters the hole then push the clamp rod (12B) in the housing assembly (1) fully into the piston and seat the outer boot (9) against the reaction plate (12C).
16. Pull clamp rod assy (12) from collar assy and discard compliance bush (11) on end of screw (12a). Unbend the boot retainer tabs and discard boots (5, 9) and retainers (4, 10).
17. Use clean shop towels to pad the interior of the caliper, remove the piston (3) by directing com-