

8. Position 12-inch channel lock pliers (19) over brake shoe ears and bottom edge of caliper (13). While holding moderate force (50 lbs) on brake pedal, clinch outboard shoe ears to caliper.

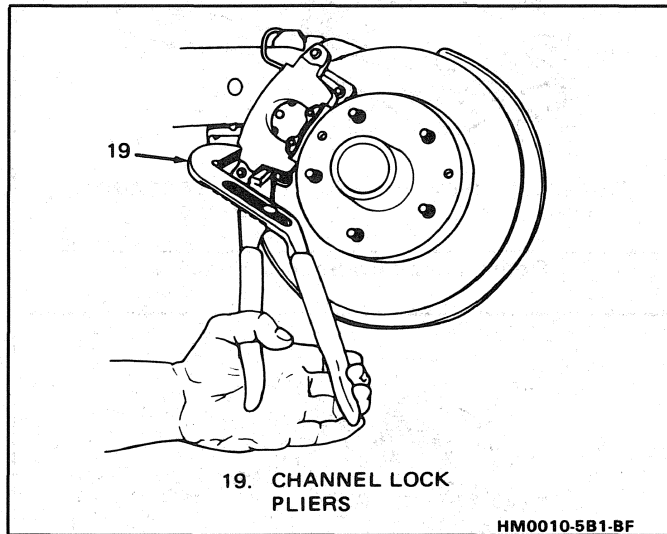


Figure 10 Clinching Procedure

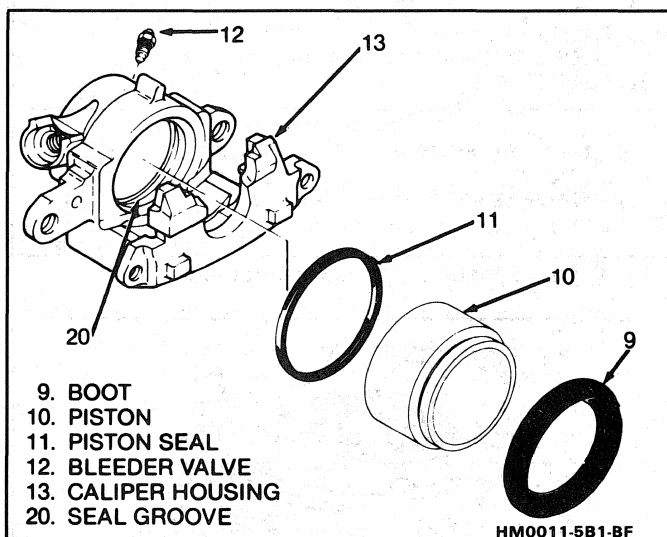


Figure 11 Caliper Assembly

UNIT REPAIR

CALIPER OVERHAUL

Tool Required:

- J 26267 Boot Seal Installer (64 mm)
- J 22904 Boot Seal Installer (74 mm)
- J 28735 Boot Seal Installer (80 mm)

See Figures 11 thru 13

Disassemble

1. Caliper completely from vehicle as previously described.
2. Piston (10) using compressed air into the caliper inlet hole.

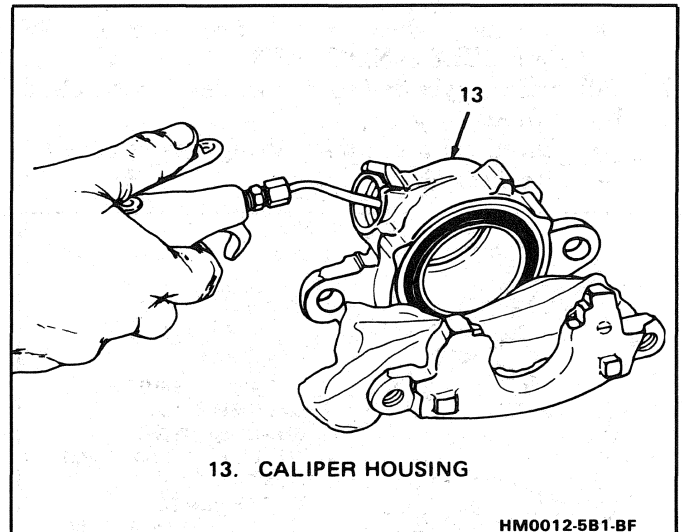


Figure 12 Removing Piston

CAUTION: Do not place fingers in front of the piston in an attempt to catch or protect it when applying compressed air. This could result in serious injury.

Important

- Use clean shop towels to pad the interior of the caliper (13) during removal.

Inspect

- Piston (10) for:
 - Scoring
 - Nicks
 - Corrosion
 - Worn or damaged chrome plating
- Replace piston if any of the above are found.
- 3. Boot (9), being careful not to scratch housing bore.
- 4. Piston seal (11) from groove (20) in caliper (13) bore with a small wood or plastic tool. Do not use a metal tool since this may damage caliper bore or seal groove.

Inspect

- Caliper bore and seal groove for:
 - Scoring
 - Nicks
 - Corrosion
 - Wear
- Use crocus cloth to polish out light corrosion.
- Replace caliper housing if corrosion in and around seal groove will not clean up with crocus cloth.
- 5. Bleeder valve (12) from caliper (13).