

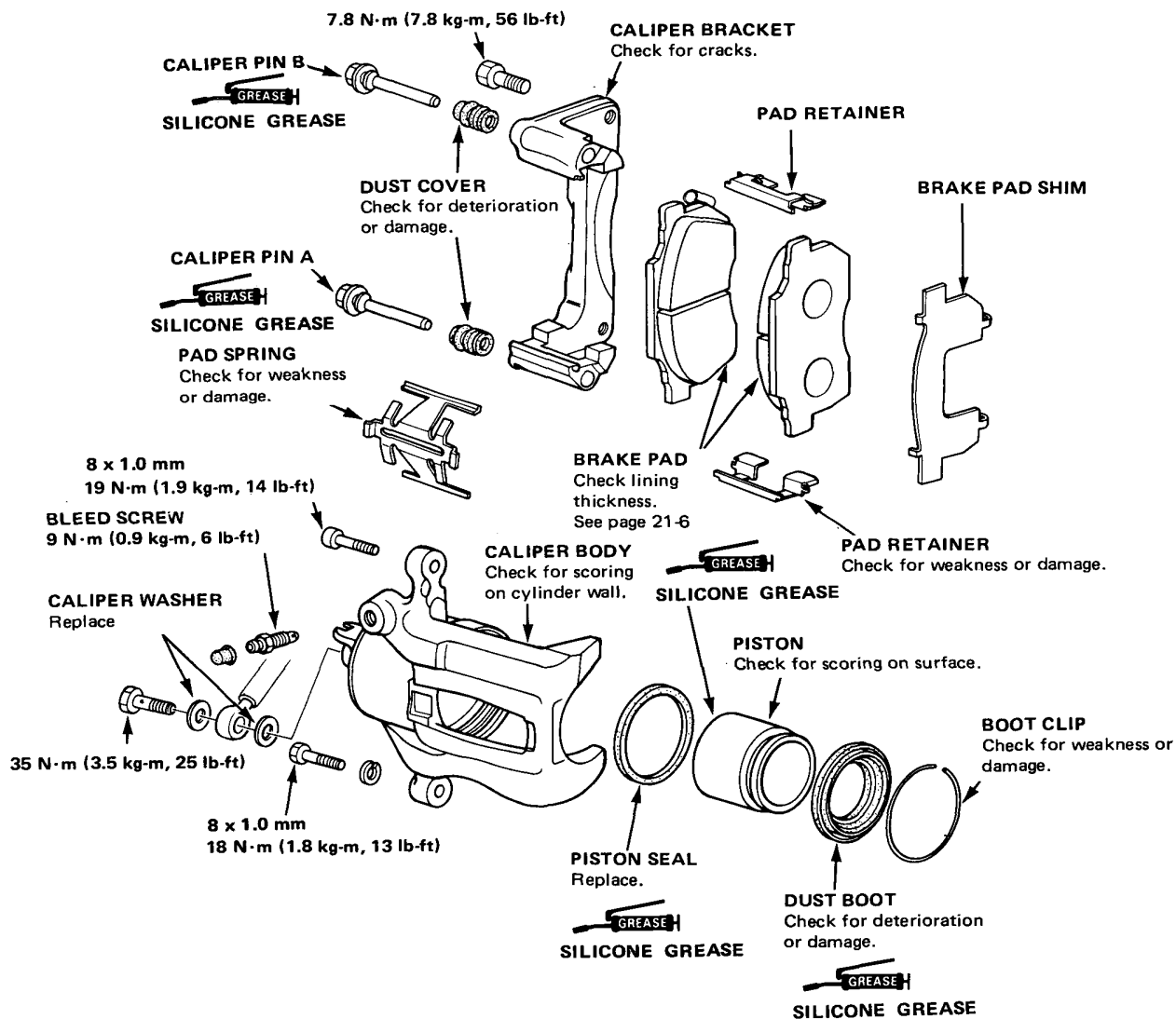
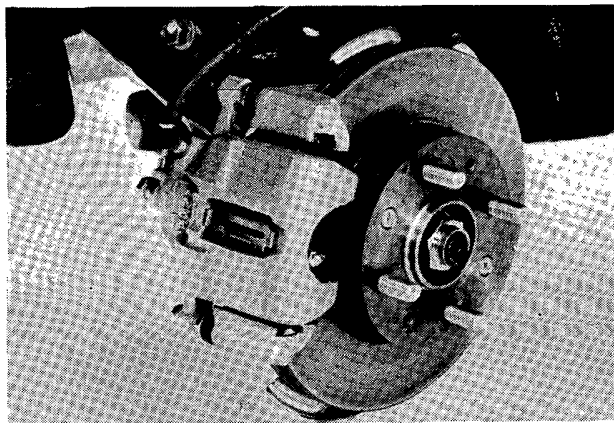
Front Brakes

Index/Inspection

(NISSIN Model)

NOTE:

- Coat piston, piston seal, and caliper bore with silicone grease or rubber grease and clean brake fluid.
- Replace all rubber parts with new ones whenever disassembled.





(TOKICO Model)

BLEED SCREW
9 N·m (0.9 kg-m, 6 lb-ft)

PAD SPRING
Check for weakness
or damage

CALIPER BODY
Check for scoring
on cylinder wall.

BRAKE PAD
Check lining
thickness.
See page 21-6

CALIPER PIN

78 N·m (7.8 kg-m, 56 lb-ft)

CALIPER BRACKET
Check for cracks.

DUST COVER
Check for deterioration
or damage.

CALIPER PIN

RUBBER GREASE

8 x 1.25 mm
27 N·m (2.7 kg-m, 20 lb-ft)

RUBBER GREASE

BRAKE PAD SHIM

PISTON SEAL
Replace.

DUST BOOT
Check for deterioration
or damage.

PISTON
Check for scoring
on surface.

RUBBER GREASE

(SUMITOMO Model)

BLEED SCREW
9 N·m (0.9 kg-m, 6 lb-ft)

PAD SPRING
Check for weakness
or damage.

SLIDE PIN BOLT
50 N·m (5.0 kg-m, 36 lb-ft)

RUBBER GREASE

CALIPER BODY
Check for scoring
on cylinder wall.

SPRING PLATE
Check for distortion
or damage.

BRAKE PAD
Check lining
thickness
See page 21-6

BRAKE PAD SHIM

CALIPER BRACKET
Check for cracks.

BUSH
Check for deterioration
or damage.

RUBBER GREASE

PISTON SEAL
Replace.

DUST BOOT
Check for deterioration
or damage.

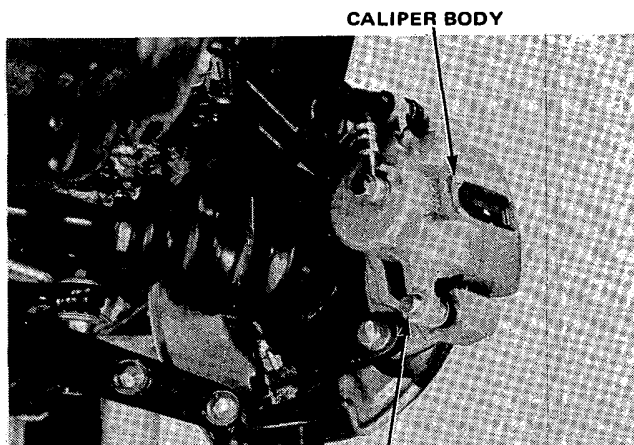
PISTON
Check for scoring
on surface.

RUBBER GREASE

Brake Pad

Inspection/Replacement

1. Remove the front wheels and support the front of car on safety stands.
2. Remove caliper pin A bolt and pivot caliper up out of the way.

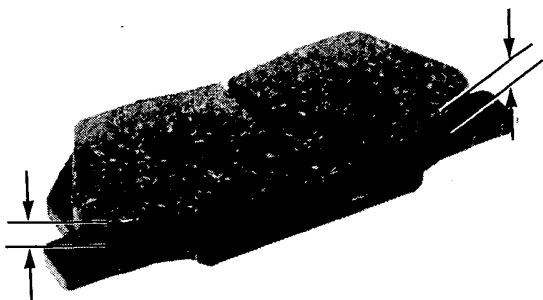


CALIPER PIN A BOLT

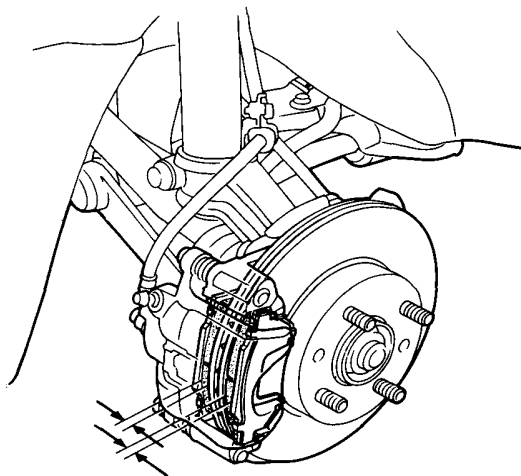
3. Remove the pad shim and pads.
4. Using a vernier caliper, measure the thickness of each brake pad lining.

Brake Pad Thickness

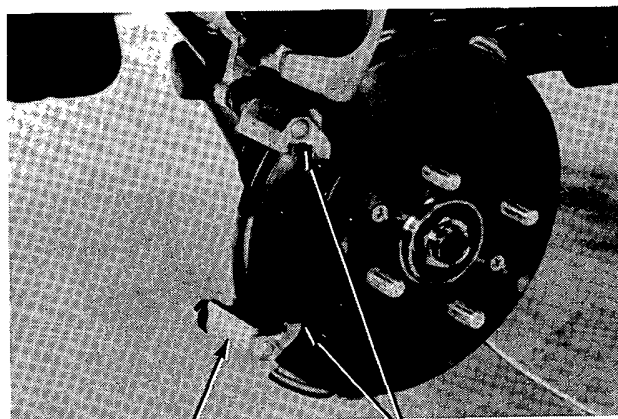
Standard: 4D H/B EC and KX 10.0 mm (0.39 in.)
Other models 9.5 mm (0.374 in.)
Service limit: 3.0 mm (0.118 in.)



5. If lining thickness is less than service limit, replace both pads as a set.



6. Clean the caliper thoroughly; remove any rust, and check for grooves or cracks.
7. Install the pad retainers.



CALIPER BRACKET

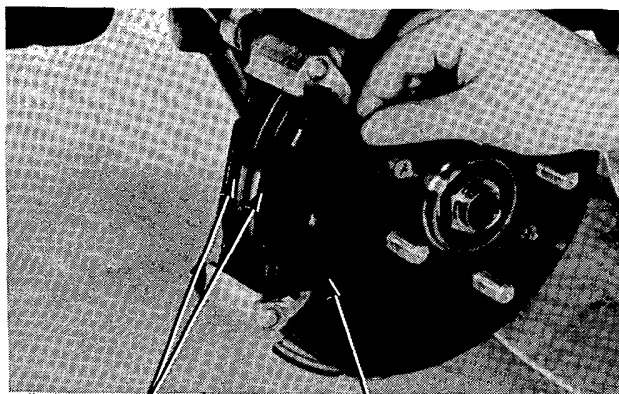
PAD RETAINER



Brake Caliper

Disassembly

8. Apply a thin coat of high temperature brake grease between the shim and the pad, then install them with the shim on the outside.

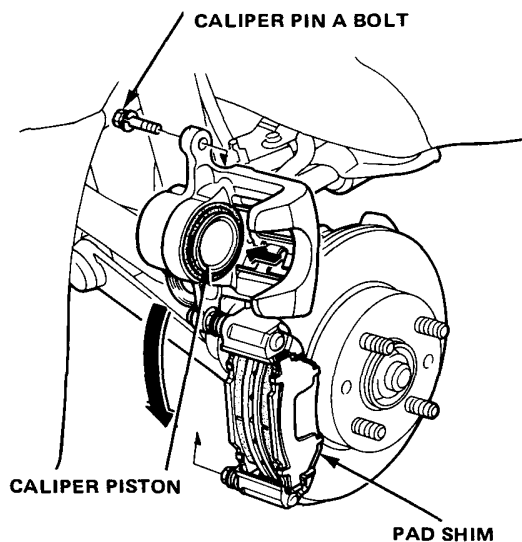


PADS

PAD SHIM

9. Loosen the bleed screw slightly and push in the piston so the caliper will fit over the pads. Tighten the bleed screw.
10. Pivot the caliper down into position, then reinstall the caliper pin A bolt and tighten to 18 N·m (1.8 kg-m, 13 lb-ft).

NOTE: Install the inner pad with pad wear indicator on the inside. (KC Only)



Depress the brake pedal several times to make sure the brakes are working, then road test.

Disassembly

1. Unscrew the banjo bolt and remove the brake line.
2. Remove the caliper pin bolts, then remove the caliper.

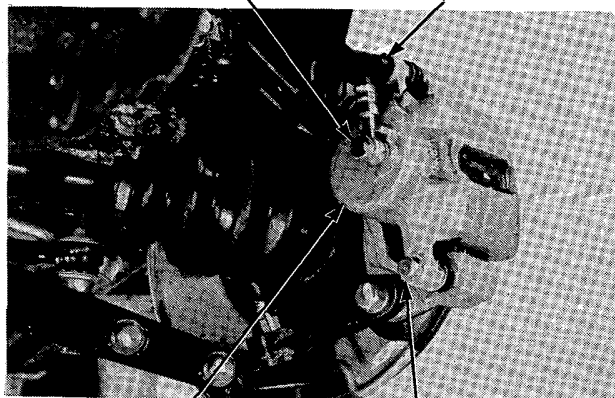
NOTE: Avoid damaging the splash guard at the upper part of the caliper.

CAUTION:

- Avoid spilling brake fluid on paint as it may damage the finish.
- Plug the end of the brake hose with a shop rag to prevent brake fluid from flowing out of the brake hose after disconnecting.

BANJO BOLT
35 N·m (3.5 kg-m,
25 lb-ft)

CALIPER PIN B BOLT

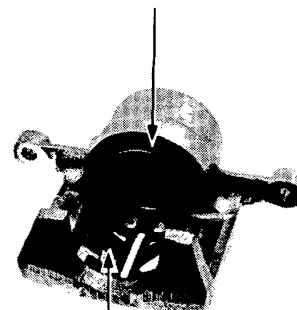


CALIPER BODY

CALIPER PIN A BOLT

3. Remove the boot clip (NISSIN Model), dust seal and pad spring.

DUST SEAL



PAD SPRING

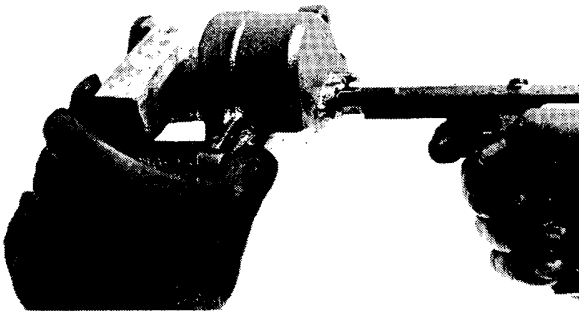
(cont'd)

Brake Caliper

Disassembly (cont'd)

4. Place a shop rag in the caliper opposite the piston, then carefully remove the piston from the caliper by applying air pressure through the brake line hole.

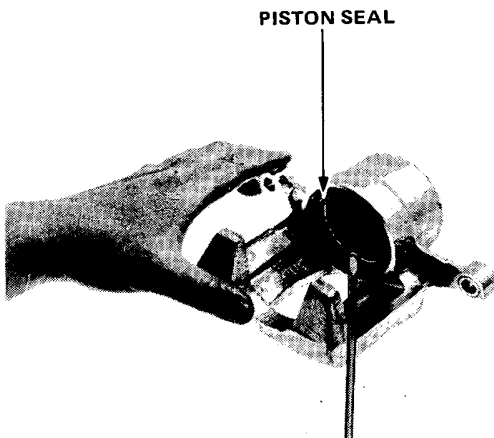
- Do not place your fingers in front of the piston.
- Do not use high air pressure; use an OSHA-approved 30 PSI nozzle.



5. Remove the piston seal.

CAUTION: Take care not to damage the cylinder bore.

6. Clean the piston and cylinder bore with brake fluid and then inspect the sliding surfaces for wear or damage.

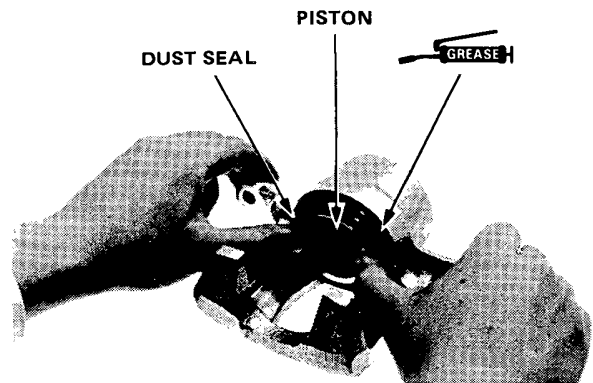


Reassembly

1. Clean the piston and cylinder bore with brake fluid and inspect for wear or damage.
2. Apply brake fluid to a new piston seal, then install piston seal in cylinder groove.



3. Lube the piston with brake fluid, then slip the boot onto the groove-less end of the piston.
4. Hold the piston slightly above the caliper, then gently guide the bottom ridge of the boot into the caliper wall.



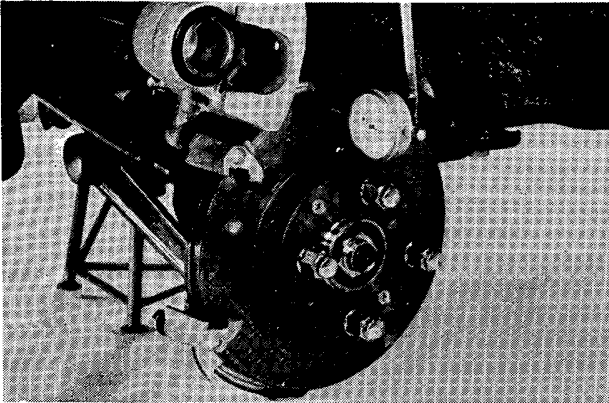
5. When the boot is evenly seated, push the piston until the upper ridge of the boot is seated in the piston groove.
6. Install the boot clip. (NISSIN Model Only)

Front Brake Disc



Run-Out

1. Remove the front wheels and support the front of car with safety stands.
2. Remove caliper pin A bolt, then pivot the caliper up out of the way on the upper guide pin bolt, and remove the pads and pad retainers (page 21-6).



3. Inspect the disc surface for grooves, cracks, and rust. Clean the disc thoroughly and remove all rust.
4. Use the lug nuts to hold the disc securely against the hub, then mount a dial indicator 10 mm (0.39 in.) in from the outer edge.
 - Check the runout while turning the disc slowly by hand.

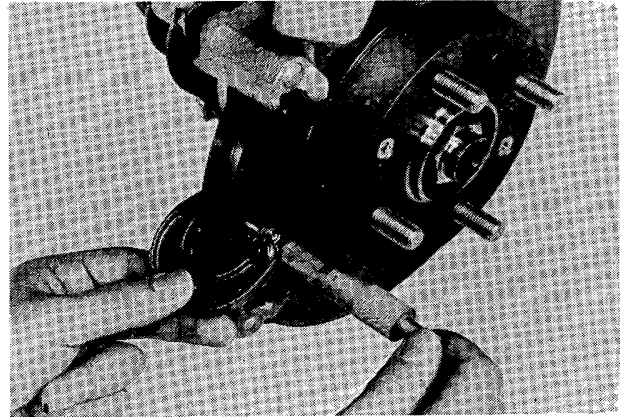
Brake Disc Runout:

Service Limit: 0.10 mm (0.004 in.)

5. If the disc is beyond the service limit, refer to the Honda Brake Disc Grinder Manual to see if it can be ground. If it can't be ground, remove it and install a new one. Then, reinstall the caliper bracket and torque the bolts to 78 N·m (7.8 kg-m, 56 lb-ft).

Thickness and Parallelism

1. Remove the front wheels and support the front of car with safety stands.
2. Move the caliper and pads out of the way as described in the preceding column.
3. Using a micrometer, measure disc thickness at eight points, approximately 45° apart and 10 mm (0.39 in.) in from the outer edge of the disc.



Brake Disc Thickness

Standard: 12 mm (0.47 in)
Max. Refinishing Limit: 10 mm (0.39 in)

Ventilated Disk

Standard: 17 mm (0.67 in)
Max. Refinishing Limit: 15 mm (0.59 in)

NOTE: If the refinishing limit stamped on the disc does not match the one listed above, use the one on the disc.

Brake Disc Parallelism:

The difference between any thickness measurements should not be more than 0.015 mm (0.0006 in.).

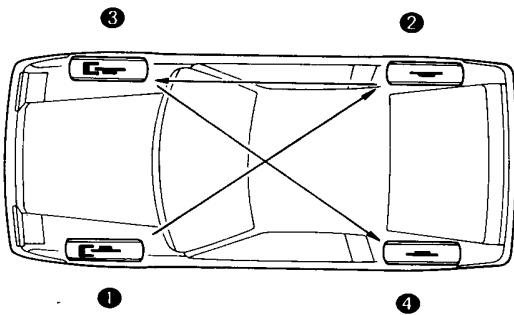
4. If the disc is beyond the limits for parallelism, refer to the Honda Brake Disc Grinder Manual to see if it can be ground. If it can't be ground, remove it and install a new one. Then, reinstall the caliper bracket and torque the bolts to 78 N·m (7.8 kg-m, 56 lb-ft).

Bleeding

NOTE: The reservoir on the master cylinder must be full at the start of bleeding procedure and checked after bleeding each wheel cylinder. Add fluid as required. Use only DOT 3 or 4 brake fluid.

- Make sure no dirt or other foreign matter is allowed to contaminate the brake fluid.
- Avoid spilling brake fluid on painted surfaces as it can damage the finish. Wash spilled brake fluid off immediately with clean water.

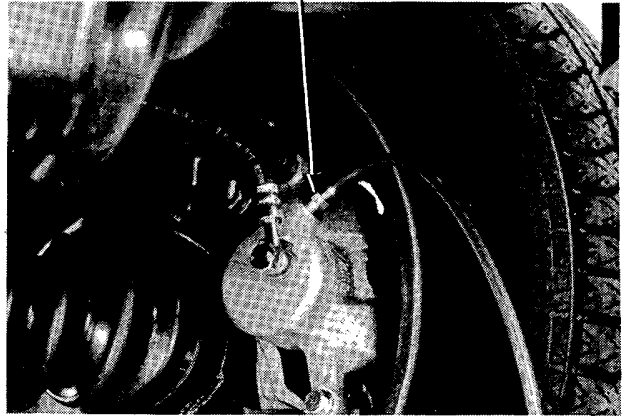
Bleeding Sequence



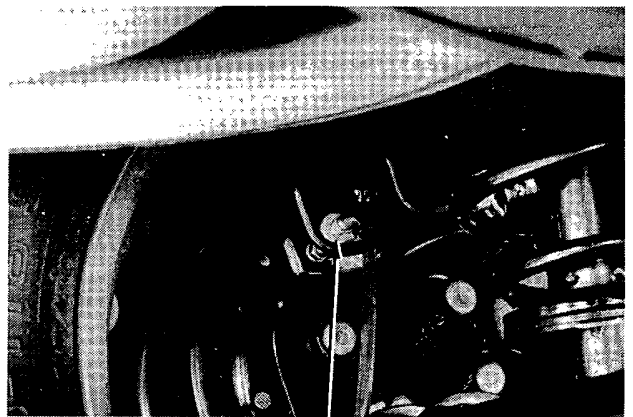
1. Have someone slowly pump the brake pedal several times, then apply steady pressure.
2. Loosen the brake bleed screw to allow air to escape from the system.

FRONT

9 N·m (0.9 kg-m, 7 lb-ft)



REAR



7 N·m (0.7 kg-m, 5 lb-ft)

3. Repeat the procedure for each wheel in the sequence shown above. When air bubbles no longer appear in the fluid, tighten the bleed screw securely.
4. Check brake performance by road testing.

Brake Booster, Master Cylinder, Proportioning Valve



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