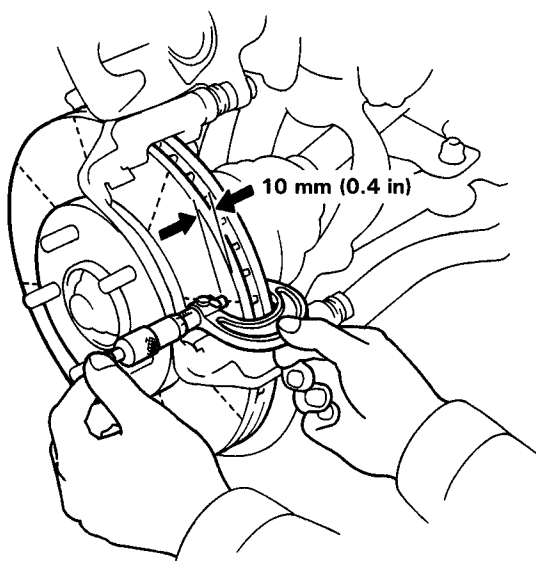


## Bleeding

### Thickness and Parallelism Inspection

1. Support the front of the car on safety stands and remove the front wheels.
2. Remove the front brake pads (see page 19-7).
3. Using a micrometer, measure disc thickness at eight points, approximately 45° apart and 10 mm (0.4 in) in from the outer edge of the disc.



**Brake disc thickness:**

**Standard:** 28.0 mm (1.10 in)

**Brake Disc Parallelism:** 0.015 mm (0.0006 in) max.

NOTE: This is the maximum allowable difference between any thickness measurements.

4. If the disc is beyond the limits for parallelism, refinish the disc with an on-car brake lathe. Be sure to install washers and nuts to hold disc securely to hub. Torque to 110 N-m (11 kg-m, 80 lb-ft). The Kwik-Lathe produced by Kwik-Way Manufacturing Co. and the "Front Wheel Drive Disc Brake Lathe" offered by Snap-on Tools Co. are approved for this operation.

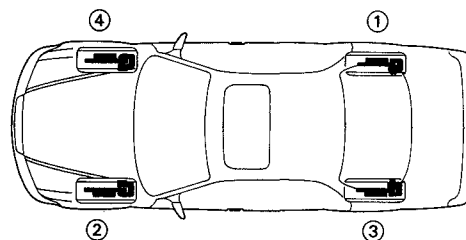
**Max. Refinishing Limit:** 26.0 mm (1.02 in)

### CAUTION:

- Use only clean DOT3 or 4 brake fluid.
- Make sure no dirt or other foreign matter is allowed to contaminate the brake fluid.
- Do not mix different brands of brake fluid as they may not be compatible.
- Do not spill brake fluid on the car, it may damage the paint; if brake fluid does contact the paint, wash it off immediately with water.

NOTE: The reservoir on the master cylinder must be full at the start of bleeding procedure, and checked after bleeding each brake caliper. Add fluid as required. Use only clean DOT3 or 4 brake fluid.

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

(cont'd)