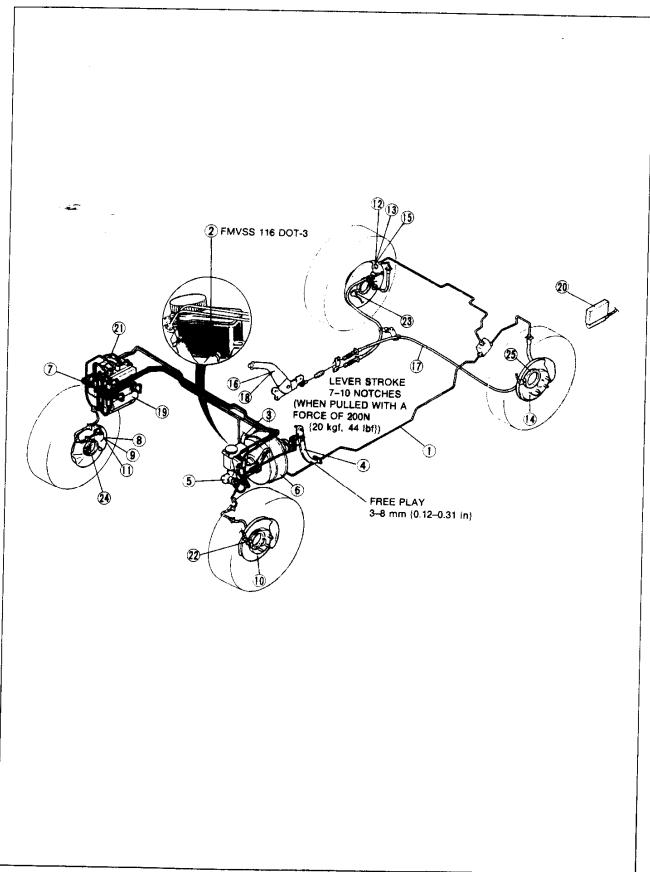
Before beginning any service procedure, refer to the 1993 RX-7 Body Electrical Troubleshooting Manual; see section S for air bag system precautions and J1 for audio anti-theft system precautions.

BRAKING SYSTEM

INDEX		
OUTLINE	P	- 4
SPECIFICATIONS		
CONVENTIONAL BRAKE SYSTEM	P	- 5
PREPARATIONTROUBLESHOOTING GUIDE	P	- 5
TROUBLESHOOTING GUIDE	P	- 6
AIR BLEEDING		
BRAKE LINE		
BRAKE FLUID		
VACUUM LINE		
BRAKE PEDAL		
MASTER CYLINDER		
POWER BRAKE UNITPROPORTIONING BYPASS VALVE	۲	-16
FRONT BRAKE (DISC)		
DISC PLATE (FRONT)	P	_23
CALIPER (FRONT)		
REAR BRAKE (DISC)	P	-26
DISC PAD (REAR)		
DISC PLATE (REAR)	P	-29
CALIPER (REÀR)		
PARKING BRAKE SYSTEM		
TROUBLESHOOTING GUIDE	P	-32
PARKING BRAKE (LEVER TYPE)	P	-32
		-33
PARKING BRAKE LEVER	P	-34
ANTI-LOCK BRAKE SYSTEM (ABS)		
PREPARATION	P	-36
TROUBLESHOOTING GUIDE		
SERVICE POINTS	2	-5Z
HYDRAULIC UNITABS CONTROL UNIT		
WHEEL-SPEED SENSOR (FRONT)		
SENSOR ROTOR (FRONT)		
WHEEL-SPEED SENSOR (REAR)		
SENSOR ROTOR (REAR)		
RELAY		-62
	-	X-001

INDEX



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1. Brake line
Inspection page P- 7
Removal / Installation
page P- 7
2. Brake fluid
Inspection page P- 8
Replacement
page P- 8
3. Vacuum line
Inspection page P- 8
4. Brake pedal
Inspection (on-vehicle)
page P- 9
Removal / Inspection /
fristallation page P-10
5. Master cylinder
Removal / Installation
page P-11
Disassembly / Inspection /
Assembly page P-15
6. Power brake unit
Inspection (on-vehicle)
page P–16
Removal /
Installation page P-18
7. Proportioning bypass valve
Inspection page P-19
Replacement
page P-20

8.	Front brake (disc) Inspection (on vehicle)page P-20
	Removal / Inspection /
	Installation page P-21
9.	Disc pad (front)
	Replacement
	page P-23
10.	Disc plate (front)
	Inspection page P-23
11.	Caliper (front)
	Disassembly / Inspection /
	Assembly page P-25
12	Rear brake (disc)
	Inspection (on-vehicle)
	page P-26
	Removal / Inspection /
40	Installation page P-27
13.	Disc pad (rear)
	Replacement page P-28
14.	Disc plate (rear)
4.5	Inspection page P–29
13.	Caliper (rear) Disassembly / Inspection /
	Assembly page P-30
16	Parking brake (lever type)
10.	Inspection page P-32
	Adjustment page P-32
17	Parking cable (lever type)
	Removal / Inspection /
	Installation page P-33

18.	Parking brake lever Removal / Inspection /
	Installation page P-34
10	Hydraulic unit
١Э.	
	Removal / Installation
	page P-55
	Disassembly / Inspection /
	Assembly page P-56
20.	ABS control unit
	Removal / Installation
	page P-57
21.	Relay
	Removal / Installation
	page P-62
	Inspection page P-62
20	Wheel-speed sensor (front)
٠٧.	Removal / Installation
	page P-58
	Inspection page P-58
23.	Wheel-speed sensor (rear)
	Removal / Installation
	page P-60
	Inspection page P-60
24.	Sensor rotor (front)
	Removal / Installation
	page P-59
25.	Sensor rotor (rear)
	Removal / Installation
	page P-61
	pago i oi

37U0PX-003

OUTLINE

SPECIFICATIONS

Item		Specifications
Brake pedal		
Туре		Suspended
Lever ratio		4.1 : 1
Maximum stroke	mm {in}	135 {5.31}
Master cylinder		
Туре		Tandem (with level sensor)
		Portless, recessed type
Bore	mm {in}	23.8 {0.94}
Front brake		
Туре		Disc (ventilated)
Cylinder bore	mm {in}	36.1 {1.42}
Pad dimension	mm² × mnı Outer	4500 × 10.3 {6.97 × 0.41}
(area × thickness)	{in² × in} Inner	4500 × 9.3 {6.97 × 0.37}
Disc plate dimension	mm × mm	294.0 × 22.0
(outer diameter × thickness)		(11.57 × 0.87)
Rear brake		
Туре		Disc (ventilated)
Cylinder bore	mm {in}	34.9 {1.37}
Pad dimension	$\begin{array}{c} mm^2 \times mm \\ \{in^2 \times in\} \end{array}$	3210 × 8.0
(area × thickness)	·	{4.98 × 0.31}
Disc plate dimension (outer diameter × thickness)	$\begin{array}{ccc} mm \times mm \\ \{in \times in\} \end{array}$	294.0 × 20.0 {11.57 × 0.79}
Power brake unit		(11.07 - 0.70)
Туре	· · · · · · · · · · · · · · · · · · ·	Vacuum multiplier
Size	mm {in}	209.5 + 215.2 {8 + 8}
Rear wheel hydraulic control syste		
Туре		Proportioning bypass valve
Switching point		
(master cylinder pressure)	kPa {kgt/cm², psi}	3920 {40.0, 570}
Parking brake		
Туре		Mechanical two-rear-wheel control
Operation system		Hand lever
Brake fluid		
Туре		FMVSS 116 DOT-3

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CONVENTIONAL BRAKE SYSTEM

PREPARATION SST

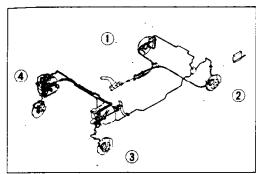
	~~		
49 0259 770B Wrench, flare nut	For removal / nstallation of brake pipe	49 B043 001 Gauge, adjustment	For adjustment of push rod clearance
49 B043 003 lock tool, turning	For adjustment of push rod clearance	49 B043 004 Wrench, socket	For adjustment of push rod clearance
49 0208 701A Air out tool, boot	For removal of pistori seal	49 0221 600C Expantion tool, disc brake	For installation of disc pads
49 F033 001 Stopper, disc brake piston	For removal of disc brake piston	49 FA18 602 Wrench, disc brake piston	For removal of disc brake piston
49 1285 071 Puller, bearing	For removal of bearing	49 B043 002 Installer, bearing	For installation of bearing
49 U043 0A0 Gauge set, oil pressure	For measurement of fluid pressure	49 U043 004 Gauge, oil pressure (Part of 49 U043 0A0)	For measurement of fluid pressure
49 U043 005 Joint (Part of 49 U043 0A0)	For measurement of fluid pressure	49 U043 006 Hose (Part of 49 U043 0A0)	For measurement of fluid pressure
			37U0PX-005

5.1

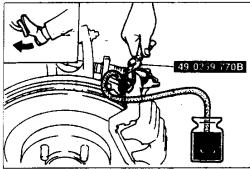
TROUBLESHOOTING GUIDE

Problem	Possible cause	Action	Page
Poor braking	Leakage of brake fluid	Repair	
	Air in system	Bleed air	P-7
	Worn disc pad	Replace	P-23, 28
	Brake fluid, grease, oil, or water on disc pad	Clean or replace	P-23, 28
	Hardening of disc pad surface or poor contact	Grind or replace	P-23, 28
	Malfunction of caliper piston	Replace	P-25, 30
	Malfunction of master cylinder	Repair or replace	P-11, 15
	Malfunction of power brake unit	Replace	P~18
	Malfunction of check valve (vacuum hose)	Replace	P-8
	Damaged vacuum hose	Replace	P-8
	Deterioration of flexible hose	Replace	P-7
	Malfunction of proportioning bypass valve (PBV)	Replace	P-20
Brakes pull to one side	Worn disc pad	Replace	P-23, 28
	Brake fluid, grease, oil, or water on disc pad	Clean or replace	P-23, 28 P-23, 28
* -	Hardening of disc pad surface or poor contact	Grind or replace	
	Abnormal wear, distortion, or runout of disc plate		P-23, 28
	Malfunction of automatic adjuster	Repair or replace	P-23, 29
	Loose or damaged dust cover mounting bolt	Repair or replace	P-25, 30
	Malfunction of caliper piston	Tighten or replace	Section M
	Worn or improperly adjusted wheel bearing preload	Replace	P-25, 30
	Improper adjustment of wheel alignment	Adjust or replace	Section M
	Unequal tire air pressure	Adjust	Section R
Brakes do not release		Adjust	Section Q
brakes do not release	No brake pedal play	Adjust	P-9
	Improper adjustment of push rod clearance	Adjust	P-11
	Clogged master cylinder return port	Clean	_
	Brake pad not returning properly	Repair	-
	Improper return or malfunction of caliper piston	Repair or Replace	P-25, 30
	Excessive runout of disc plate	Replace	P-23, 29
	Improper adjustment of wheel bearing preload	Adjust or replace	Section M
Pedal goes too far .	Air in system, insufficient brake fluid	Add fluid and bleed air	P-7, 8
(excessive pedal stroke)	Improper adjustment of pedal play	Adiust	P-9
	Worn disc pad	Replace	P-23, 28
Abnormal noise or	Worn disc pad	Replace	P-23, 28
vibration during braking	Damaged pad	Grind or replace	P-23, 28
	Brakes do not release	Repair	F-23, 20
	Foreign material or scratches on disc plate contact surface	Clean	_
	Loose caliper mounting bolt	Tighten	P-21, 27
	Damaged disc plate contact surface	Replace	
	Poor contact of pad	Repair or replace	P-21, 27
	Insufficient grease on sliding parts		P-23, 28
	The strong groupe on andring parts	Apply grease	37U0PX-00

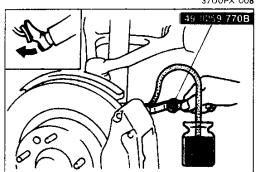
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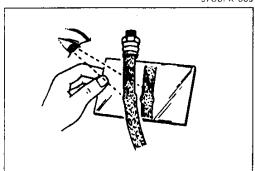
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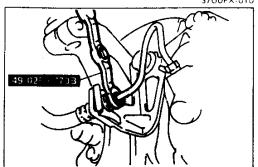
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37U0PX-010



29U0PX-010

AIR BLEEDING

Caution

- The fluid in the reservoir must be maintained of the 3/4 level or higher during air bleeding.
- Do not spill brake fluid onto painted surfaces. If spilled, wipe it up immediately.

- Air bleeding must be started at the bleeder screw farthest from the master cylinder.
- 1. Jack up the vehicle and support it on safety stands.
- 2. Remove the bleeder cap and attach a vinyl tube to the bleeder screw.
- 3. Place the other end of the vinyl tube in a clear container. Keep the tube immersed in brake fluid during air bleeding.
- 4. Have a helper depress the brake pedal several times, and then hold it in the depressed position.
- 5. Loosen the bleeder screw, drain out the fluid, and retighten the screw by using the SST.

Tightening torque:

5.9-8.8 N·m {60-90 kgf·cm, 53-78 in·lbf}

- The two persons must stay in voice contact with each other.
- Be sure the pedal remains depressed until the bleeder screw is tightened.
- 6. Repeat Steps 4 and 5 until no air bubbles are seen.
- 7. Perform the above steps for the remaining wheels.
- 8. Check for correct brake operation.
- 9. Check that there is no fluid leakage. Be sure to clean away any spilled fluid with rags.
- 10. After bleeding the air, add brake fluid to the MAX level in the reservoir.

BRAKE LINE

Inspection

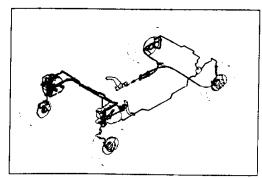
Check for the following and repair or replace parts as

- 1. Cracks, damage, and corrosion of brake lines
- 2. Damage to brake hose threads
- 3. Scars, cracks, and swelling of flexible hoses
- 4. All lines for fluid leakage

Removal / Installation

- 1. When disconnecting the flexible hose and brake line, loosen the nut by using the SST, then remove the holding clip.
- 2. When connecting the flexible hose, do not overtighten
- 3. Install the holding clip and tighten the brake pipe nut by using the SST.
- 4. Verify that the hose does not contact other parts when the vehicle bounces or when the steering wheel is turned all the way to the left or right.
- 5. Bleed the air from the brake system. (Refer to above.)





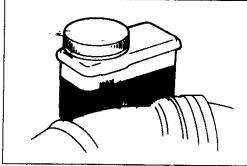
BRAKE FLUID

Inspection

1. Depress the brake pedal several times, and check the brake system for leaks.

2. Verify the fluid level in the reservoir is between the MAX

3. If the fluid level is extremely low, check the brake system



29U0PX-011

Fluid specification: FMVSS 116 DOT-3

Replacement

for leaks.

and MIN lines.

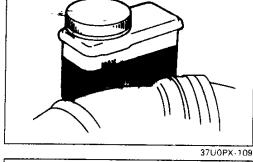
Caution

- The fluid in the reservoir must be maintained at the 3/4 level or higher during air bleeding.
- De not spill brake fluid onto painted surfaces. If spilled, wipe it up immediately.
- 1. Remove the brake fluid from the reservoir by using a suction pump.
- 2. Fill the reservoir with clean brake fluid.
- 3. Attach a vinyl tube to the farthest bleeder screw and place the other end of the tube in a clear container.
- 4. Pump out the old brake fluid by loosening the bleeder screw and pumping the brake pedal until only clean fluid is expelled.
- 5. Perform the above for all bleeder screws.
- 6. Fill the reservoir to the specified level.

VACUUM LINE Inspection

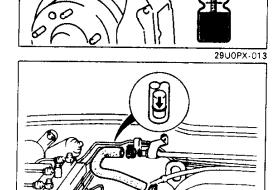
Note

- The check valve is pressed into the vacuum hose.
- The arrow on the hose indicates the direction of hose installation (toward engine).
- 1. Remove the clamps and remove the hose.
- 2. Apply suction and pressure to the hose from the engine side. Verify that air flows only toward the engine. If the air passes in both directions or not at all, replace the vacuum hose (together with the check valve).

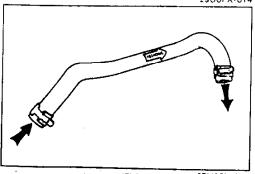




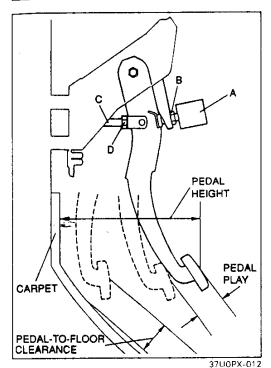
49 9759 770B

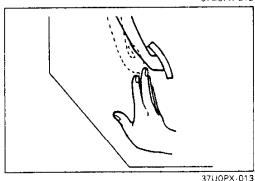


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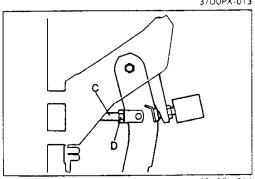


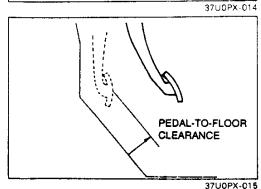
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BRAKE PEDAL

Inspection (on-vehicle) Pedal height inspection

Check if the distance from the center of the upper surface of the pedal pad to the carpet is as specified.

Pedal height: 164.5-176.0 mm {6.48-6.92 in} (with carpet)

Pedal height adjustment

- 1. Disconnect the stoplight switch connector.
- Loosen locknut B and turn switch A until it does not contact the pedal arm.
- 3. Loosen locknut D and turn rod C to adjust the height
- 4. Adjust the pedal free play and tighten locknut D. (Refer to below.)
- 5. Turn switch A until it contacts the pedal arm; then turn an additional 1/2 turn.
- 6. Tighten locknut B.

Tightening torque:

13.8-17.6 N·m {140-180 kgf·cm, 122-156 in·lbf}

7. Connect the stoplight switch connector.

Pedal play inspection

- 1. Depress the pedal a few times to eliminate the vacuum in the system.
- Lightly depress the pedal by hand until resistance is felt and check the free play.

Free play: 3-8mm {0.12-0.31 in}

Pedal play adjustment

1. Loosen locknut D and turn rod C to adjust the free play

Free play: 3-8mm {0.12-0.31 in}

2. Tighten locknut D.

Tightening torque:

24-34 N·m {2.4-3.5 kgf·m, 17-25 ft·lbf}

Pedal-to-floor clearance

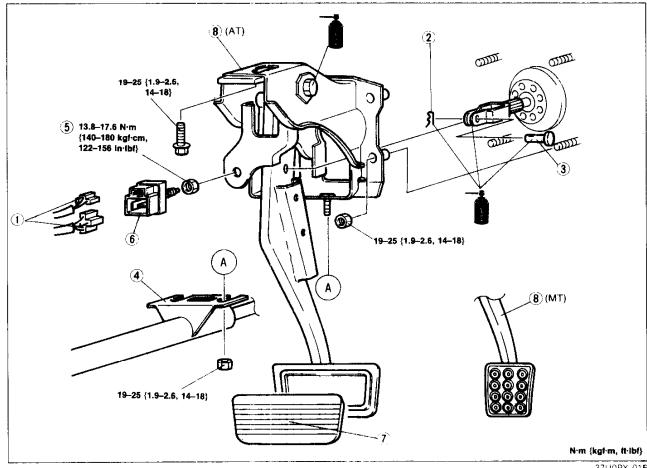
 Check if the distance from the floor panel to the center of the upper surface of the pedal pad is as specified when the pedal is depressed with a force of 589 N (60 kgf, 132 lbf).

Pedal-to-floor clearance: 100 mm {3.94 in} min. (without carpet)

2. If the distance is less than specified, inspect for air in the brake system.

Removal / Inspection / Installation

- 1. Remove the side wall. (Refer to Section S.)
- 2. Remove the lower panel. (Refer to Section S.)
- 3. Remove the column cover.
- 4. Remove in the order shown in the figure.
- 5. Inspect all parts and repair or replace as necessary
- 6. Install in the reverse order of removal.
- 7. After installation, check and if necessary adjust the pedal height and free play.



37U0PX-016

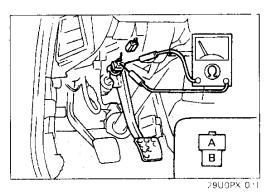
- 1. Stoplight switch connector
- 2. Spring clip
- 3. Clevis pin
- 4. Steering shaft bracket mounting nut Service Section N
- 5. Nut

- 6. Stoplight switch Inspection below
- 7. Pedal pad

Inspect for wear and damage

8. Brake pedal

Inspect for bending and damage



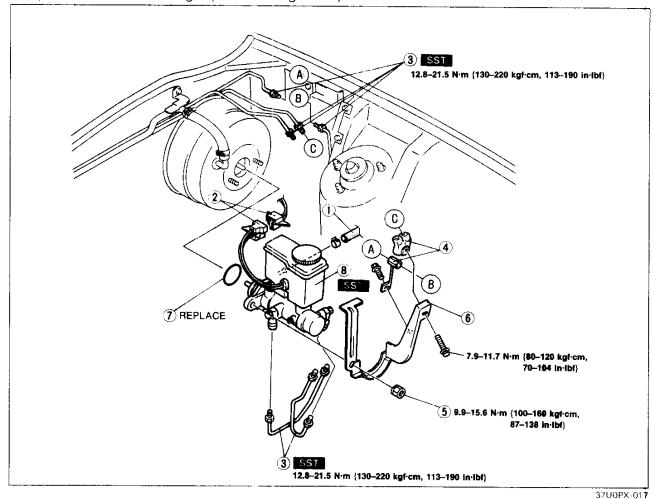
Inspection Stoplight switch

- 1. Disconnect the stoplight switch connector.
- 2. Connect an ohmmeter between terminals of the stoplight switch.
- 3. Confirm continuity between the terminals when the brake pedal is depressed.

MASTER CYLINDER

Removal / Installation

- 1. Remove in the order shown in the figure, referring to Removal Note.
- 2. Install in the reverse order of removal, referring to Installation Note.
- 3. After installation, perform the following.
 - (1) Add fluid and bleed the air. (Refer to page P-7.)
 - (2) Check for fluid leakage. (Refer to page P-8.)

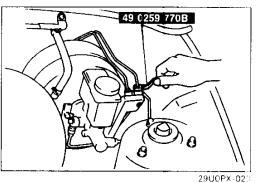


1. Hose (MT)

2. Brake fluid level sensor connector

3. Brake pipe
Removal Note below
Installation Note page P-14

- 4. Pipe joint and bracket
- 5. Nut



6. Bracket

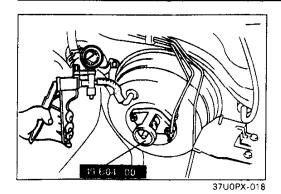
7. O-ring

Removal note Brake pipe

Loosen the brake pipe at the master cylinder by using the **SST**.

Caution

 Do not allow the brake fluid to get on painted surfaces. If it does, wipe it off immediately.



Installation note Master cylinder Piston to push rod clearance

1. Turn the nut of the **SST** clockwise to fully retract the gauge rod. Attach the **SST** to the power brake unit.

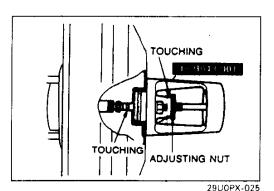
Caution

install with the gauge rod fully retracted.

Tightening torque:

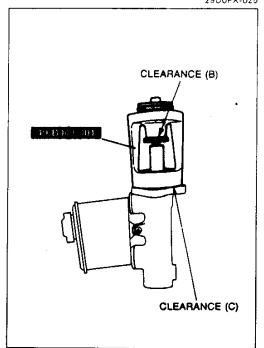
9.9-15.6 N·m {100-160 kgf·cm, 87-138 in·lbf}

2. Apply 66.7 kPa {500 mmHg, 19.7 inHg} vacuum by using a vacuum pump.



3. Turn the adjusting nut of the **SST** counterclockwise until the gauge rod just contacts the end of the master cylinder push rod.

Push lightly on the end of the gauge rod to be sure it is seated. Verify that there is no gap between the adjusting nut and the **SST** body.



4. Remove the **SST** from the power brake unit without disturbing the adjusting nut. Set the **SST** onto the master cylinder as shown in the figure.

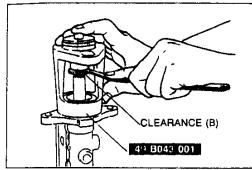
Caution

- When pushing use only enough pressure to bottom the rod in the piston. If too much pressure is applied a false reading will occur.
- 5. Push lightly on the end of the **SST** gauge rod to be sure it is bottomed in the master cylinder piston, and note any clearance between the **SST** body and the adjusting nut (clearance B) or between the body and the master cylinder (clearance C). Adjust the push rod as necessary as outlined in "Adjustment" on the next page.

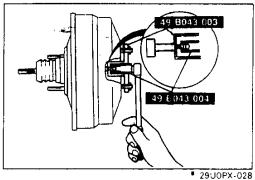
Measurement	Push rod
Clearance at (B)	Too short
Clearance at (C)	Too long
No clearance at (B) or (C)	ок

Adjustment

Note



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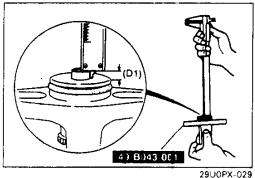


Clearance at B

1. Push lightly on the end of the SST gauge rod, and measure the clearance between the adjusting nut and the **\$\$T** body.

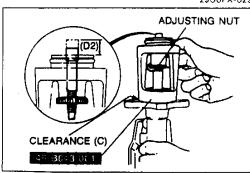
• The threads of the push rod are specially designed so that the bolt becomes harder to turn past a certain point to prevent loosening of the bolt. Turn the bolt only within this range when adjusting.

2. Using the **\$STs**, turn the nut to lengthen the master cylinder push rod an amount equal to the clearance measured at B.

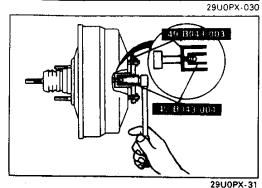


Clearance at C

1. Measure and record height D1 of the gauge rod.

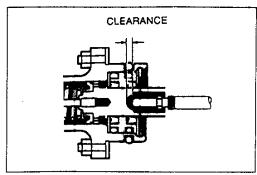


- 2. Turn the adjusting nut until the **SST** body sets squarely on the master cylinder. (Turn only enough for the body to touch.)
- 3. Measure and record height D2 of the gauge rod.

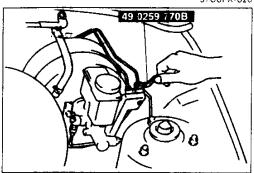


4. Subtract D1 from D2; then using the SSTs, turn the nut to shorten the master cylinder push rod an amount equal to the difference.









37U0PX-021

Note

 By making the above adjustment, the clearance between the push rod and piston (after installation of the master cylinder to the power brake unit) will be as shown in the table below.

Vacuum applied to unit	Push rod-to-piston clearance
Approx. 66.7 kPa {500 mmHg, 19.7 inHg}	0.1-0.4 mm {0.004-0.016 in}

Brake pipe

Tighten the brake pipe flare nut by using the SST.

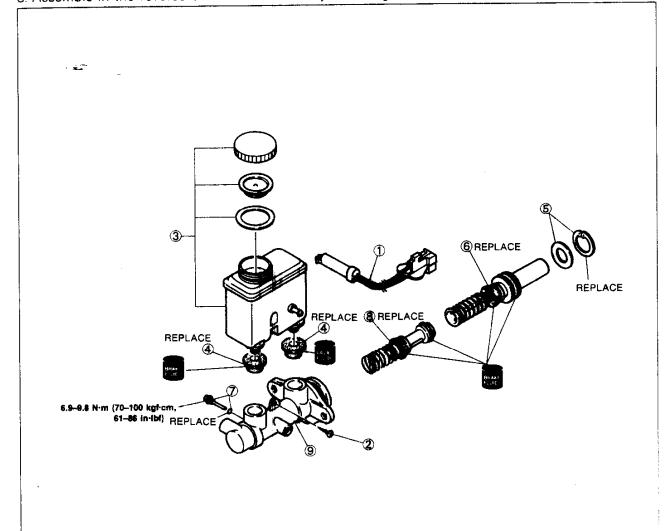
Tightening torque:

12.8-21.5 N·m {130-220 kgf·cm, 113-190 in·lbf}

Disassembly / Inspection / Assembly

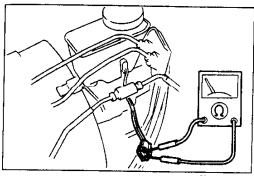
Caution

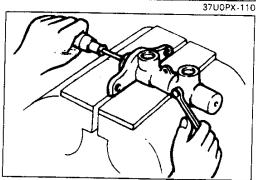
- Secure the master cylinder flange in a vise when necessary.
- Replace the piston assembly, if necessary.
- Replace the master cylinder assembly if the master cylinder body is damaged.
- 1. Disassemble in the order shown in the figure.
- 2. Inspect all parts and repair or replace as necessary.
- 3. Assemble in the reverse order of disassembly, referring to Assembly Note.

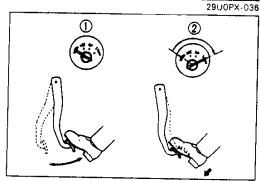


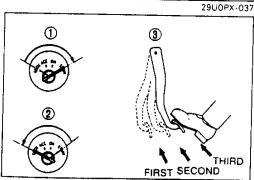
Brake fluid level sensor
 Inspectionpage P-16

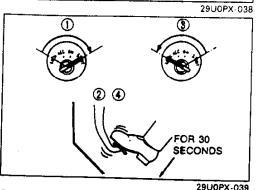
- 2. Screw
- 3. Reservoir assembly Inspect for damage and deformation
- 4. Bushings
- 5. Snap ring and spacer
- 6. Primary piston assembly Inspect for abnormal wear, rust, and damage
- 7. Stop pin and O-ring
 Assembly Note page P-16
- 8. Secondary piston assembly Inspect for abnormal wear, rust, and damage
- Master cylinder body Inspect for damage and wear Inspect inside of body for corrosion











Inspection Brake fluid level sensor

- 1. Disconnect the brake fluid level sensor connector.
- 2. Check continuity of the brake fluid level sensor.

Fluid level	Continuity
Below MIN	Yes
Above MIN	No

3. If not as specified, replace the brake fluid level sensor.

Assembly note Stop pin and O-ring

- 1. Install a new O-ring onto the stop pin.
- 2. Install the secondary piston assembly with the hole in the piston facing the stop pin.
- 3. Install and tighten the stop pin.
- 4. Push and release the piston to verify that it is held by the stop pin.

POWER BRAKE UNIT inspection (On-vehicle) Power brake unit function check

(Simple method) Step 1

- 1. With the engine stopped, depress the brake pedal a few
- 2. With the pedal depressed, start the engine.
- 3. If immediately after the engine starts the pedal moves down slightly, the unit is operating.

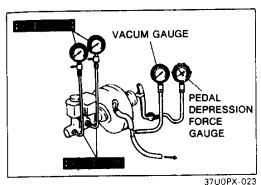
Step 2

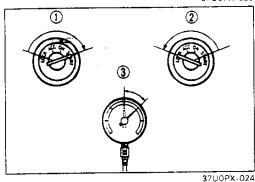
- 1 Start the engine.
- 2. Stop the engine after it has run for 1 or 2 minutes.
- 3. Depress the pedal with the usual force.
- 4. If the first pedal stroke is long and becomes shorter with subsequent strokes, the unit is operating.
- 5. If a problem is found, inspect for damage of the check valve or vacuum hose and examine the installation. Repair if necessary, and inspect it once again.

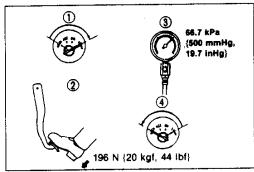
Step 3

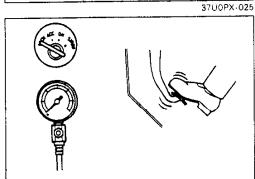
- 1. Start the engine.
- 2. Depress the pedal with the usual force.
- 3. Stop the engine with the pedal held depressed.
- 4. Hold the pedal down for about 30 seconds.
- 5. If the pedal height does not change, the unit is operating.
- 6. If there is a problem, inspect for damage to the check valve or vacuum hose, and inspect the hose connections. Repair if necessary, and inspect once again.

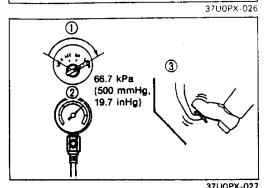
If the nature of the problem is still not clear after the three steps above, follow the more detailed check described in "Method using tesers". (Refer to page P-17).











(Method using testers)

- 1. Connect the **SST** or equivalent, vacuum gauge, and pedal depression force gauge as shown in the figure.
- 2. After bleeding the air from the **SST**, conduct the test as described in the steps below.

Note

 Use commercially available vacuum gauge and pedal dapression force gauge.

a) Checking for vacuum loss Unloaded condition

- 1. Start the engine.
- 2. Stop the engine when the vacuum gauge reading reaches **66.7 kPa {500 mmHg, 19.7 inHg}**.
- 3. Observe the vacuum gauge for 15 seconds. If the gauge shows 63.4-66.7 kPa {475-500 mmHg, 18.7-19.7 inHg}, the unit is operating.

Loaded condition

- 1. Start the engine.
- 2. Depress the brake pedal with a force of 196 N {20 kgf, 44 lbf}.
- 3. With the brake pedal depressed, stop the engine when the vacuum gauge reading reaches **66.7 kPa {500 mmHg, 19.7 inHg}**.
- 4. Observe the vacuum gauge for 15 seconds. If the gauge shows 63.4-66.7 kPa {475-500 mmHg, 18.7-19.7 inHg}, the unit operating.

b) Checking for hydraulic pressure

1. If, with the engine stopped (vacuum **0 kPa {0 mmHg, 0** inHg}), the fluid pressure is within specification, the unit is operating.

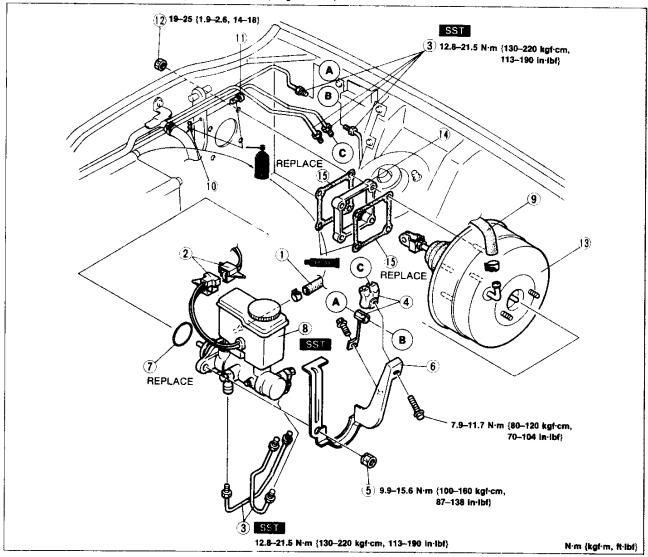
Pedal force	Fluid pressure kPa {kgf/cm², psi}
196 N (20 kgf, 44 lbf)	590 {6, 85} min.

 Start the engine. Depress the brake pedal when the vacuum reaches 66.7 kPa {500 mmHg, 19.7 inHg}. If the fluid pressure is within specification, the unit is operating.

Pedal force	Fluid pressure kPa {kgf/cm², psi}
196 N {20 kgf, 44 lbf}	7750 {79, 1120} min.

Removal / Installation

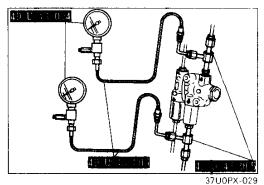
- 1. Remove in the order shown in the figure, referring to Removal Note.
- 2. Install in the reverse order of removal, referring to Installation Note.
- 3. After installation, perform the following.
 - (1) Add fluid and bleed the air. (Refer to page P-7.)
 - (2) Check and adjust the brake pedal height. (Refer to page P-9.)
 - (3) Check for fluid leakage. (Refer to page P-8.)

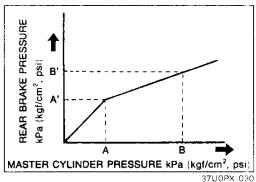


37U0PX-028

Hose (MT) Brake fluid level sensor connector Brake pipe	
Removal Note page P-	-11
Installation Notepage P-	-14
4. Pipe joint and bracket	
5. Nut	
6. Bracket	
7. O-ring	
8. Master cylinder	
Removal / Installation page P-	-11
Disassembly / Inspection /	
Assembly page P-	-15

9.	Vacuum hose		
	Inspection	page	P- 8
10.	Spring clip	r 3 -	
11.	Clevis pin		
12.	Nut		
13.	Power brake unit		
	Inspection	page	P-16
14.	Spacer	1 3 -	
15.	Gasket		





PROPORTIONING BYPASS VALVE Inspection

- 1. Connect the **SST** or equivalent to the inlet and outlet pipes to the rear brake system.
- 2. After bleeding the air from the **SST**, measure the fluid pressure from the master cylinder and to the rear brakes.

Specification:

FLUID PRES	SURE KPa {kgf/cm², psi}	REAR BRAKE PRESSURE
MASTER CYLINDER	A = 3,920 {40,570}	A' = 3,630-4,210 {37-43, 530-610}
PRESSURE	B = 5,880 {60,850}	B' == 4,3205,090 {4452, 626739}

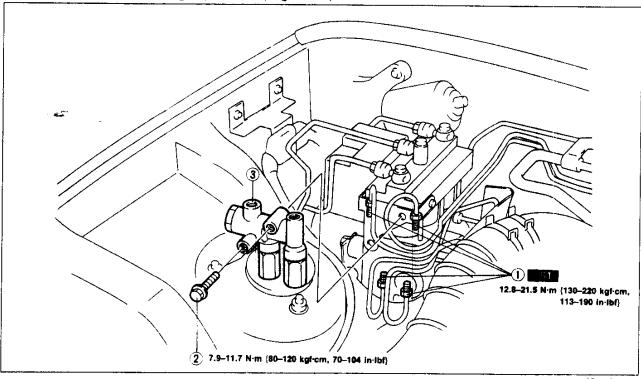
3. If not as specified, replace the proportioning bypass valve assembly.

Caution

- After inspection:
 Add brake fluid and bleed the air.
 (Refer to page P-7.)
- Check the brake lines for fluid leakage.
 (Refer to page P-8.)

Replacement

- 1. Remove in the order shown in the figure, referring to Removal Note.
- 2. Install in the reverse order of removal, referring to Installation Note.
- 3. After installation, perform the following.
 - (1) Add fluid and bleed the air. (Refer to page P-7.)
 - (2) Check for fluid leakage. (Refer to page P-8.)

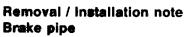


37U0PX-031

1. Brake pipe Removal Note below

Installation Note below

- 3. Proportioning bypass valve Inspection page P-19



Loosen and tighten the brake pipes by using the SST.

Tightening torque: 12.8-21.5 N·m {130-220 kgf·cm, 113-190 in·lbf}

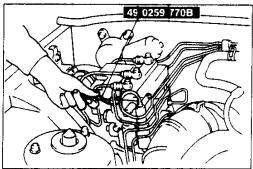
FRONT BRAKE (DISC)

inspection (on-vehicle) Disc pad

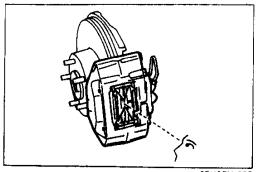
- 1. Jack up the front of the vehicle and support it on safety stands.
- 2. Remove the wheels.
- 3. Sight through the caliper inspection hole and inspect the remaining thickness of the pads.

Thickness: 1.0mm {0.04 in} min.

4. Replace the pads as a set (right and left wheels) if either is at or less than the minimum thickness.



37U0PX-032

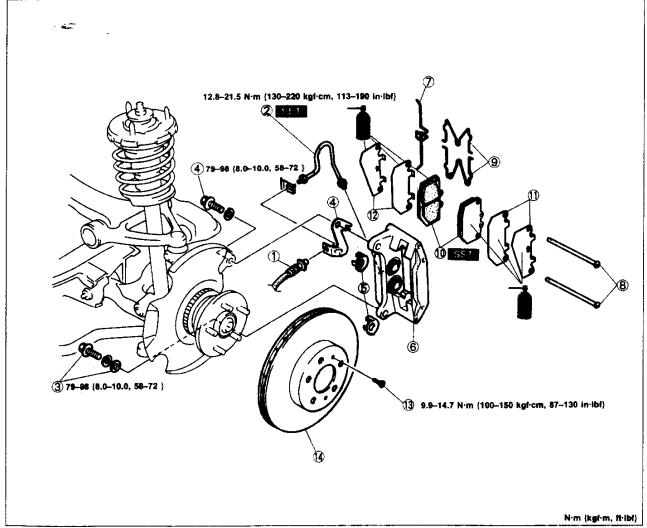


37U0PX-033

Removal / Inspection / Installation

1. Remove in the order shown in the figure, referring to **Removal Note**.

- Do not loosen or remove the caliper bridge bolts.
- 2. Inspect all parts and repair or replace as necessary
- 3. Install in the reverse order of removal, referring to Installation Note.
- 4. After installation, perform the following.
 - (1) Add fluid and bleed the air. (Refer to page P-7.)
 - (2) Check for fluid leakage. (Refer to page P-8.)
 - (3) Depress the pedal a few times, then verify that the brakes do not drag while rotating the wheels by hand.



1. Brake hose Inspect for damage and cracks 2. Brake pipe Removal Note

> page P-22 Installation Note

..... page P-22

- 3. Bolt, spacer
- 4. Bolt, brake pipe bracket
- 5. Guard plate

6. Caliper Removal Note

..... page P-22 Disassembly / Inspection / Assembly page P-25

- 7. M-spring
- 8. Pad pin
- 9. M-clip

10. Disc pad

Inspection page P-20 Installation Notepage P-22

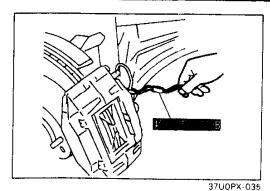
37U0PX-034 11. Outer shim

Installation Note page P-22 12. Inner shim

Installation Note

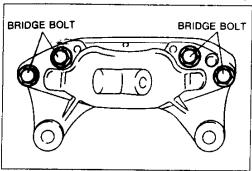
..... page P-22 13. Screw

14. Disc plate Inspection page P-23



Removal note Brake pipe

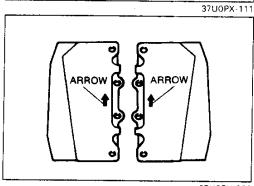
Remove the brake pipe by using the SST.



Caliper

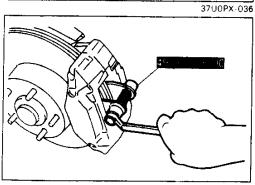
Caution

• Do not loosen the caliper bridge bolts.



Installation note Outer shim, inner shim

Align the arrow to the disc plate rotation and install the shims.



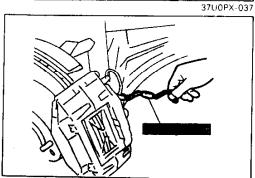
Disc pad

- 1. Clean up the piston.
- 2. Push the piston inward by using the SST.
- 3. Install the disc pads.

Brake pipe

Install the brake pipe by using the SST.

Tightening torque: 12.8-21.5 N·m {130-220kgf·cm, 113-190in·lbf}



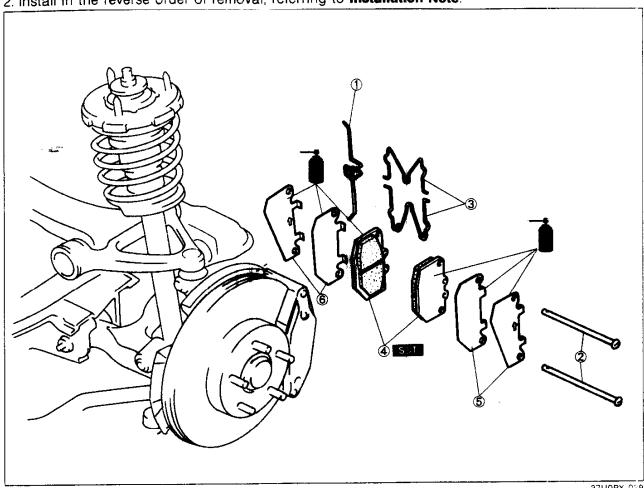
37U0PX-038

DISC PAD (FRONT)

Replacement

1. Remove in the order shown in the figure.

2. install in the reverse order of removal, referring to Installation Note.



37U0PX-009

1. M-clip

ì

2. Pad pin

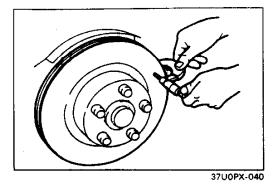
3. M-spring

4. Disc pad Installation Note

..... Page P-22

5. Outer shim Installation Notepage P-22 6. Inner shim Installation Note

..... page P-22



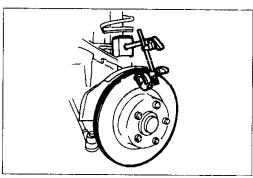
DISC PLATE (FRONT)

Inspection Disc plate thickness

1. Measure the thickness of the disc plate.

Standard: 22.0 mm {0.87 in} Minimum: 20.0 mm (0.79 in)

2. If the thickness is less than minimum, replace the disc plate.



37U0PX-041

Disc plate runout

Caution

- There must be no wheel bearing looseness.
- 1. Measure the runout at the outer edge of the contact surface of the disc pad.

Runout: 0.1 mm {0.004 in} max.

2. If the runout is exceeds specification, repair or replace the disc plate.



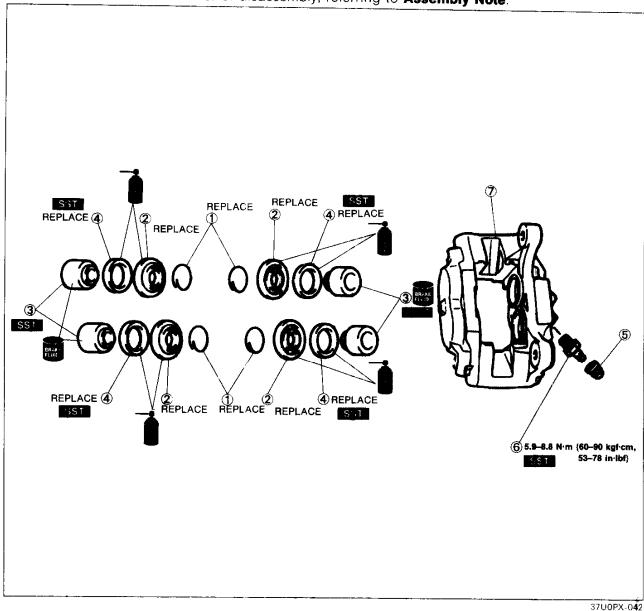
CALIPER (FRONT)

Disassembly / Inspection / Assembly

1. Disassemble in the order shown in the figure, referring to Disassembly Note.

Caution

- Do not loosen or remove the caliper bridge bolts. (Refer to page P-22.)
- 2. Inspect all parts and repair or replace as necessary.
- 3. Assemble in the reverse order of disassembly, referring to Assembly Note.



1. Piston ring

2. Dust boot Inspect for wear and cracks

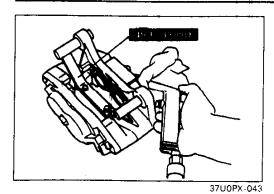
3. Piston
Disassembly Note
......page P-26
Inspect for wear and
cracks

4. Piston seal
Disassembly Note
......page P-26

5. Bleeder cap

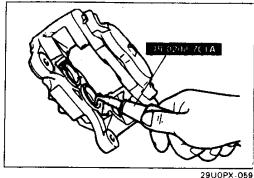
6. Bleeder screw
Disassembly Note
...... page P-26
Assembly Note
...... page P-26

7. Caliper body
Inspect for damage and wear



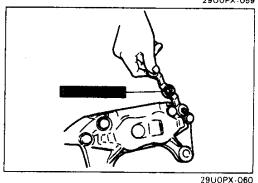
Disassembly note Piston

- 1. Place the **SST** in the caliper.
- 2. Blow compressed air through the pipe hole to force the pistons out of the caliper.



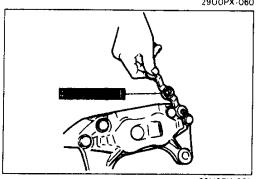
Piston seal

Remove the piston seal from the caliper by using the **SST**.



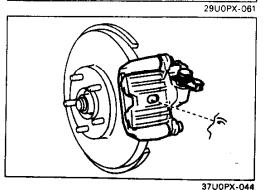
Bleeder screw

Loosen the bleeder screw by using the SST.



Assembly note Bleeder screw

Tighten the bleeder screw by using the SST.



REAR BRAKE (DISC) Inspection (on-vehicle) Disc pad

- 1. Jack up the rear of the vehicle and support it on safety stands.
- 2. Remove the wheel.
- 3. Sight through the caliper inspection hole and inspect the remaining thickness of the pads.

Thickness: 1.0 mm {0.04 in} min.

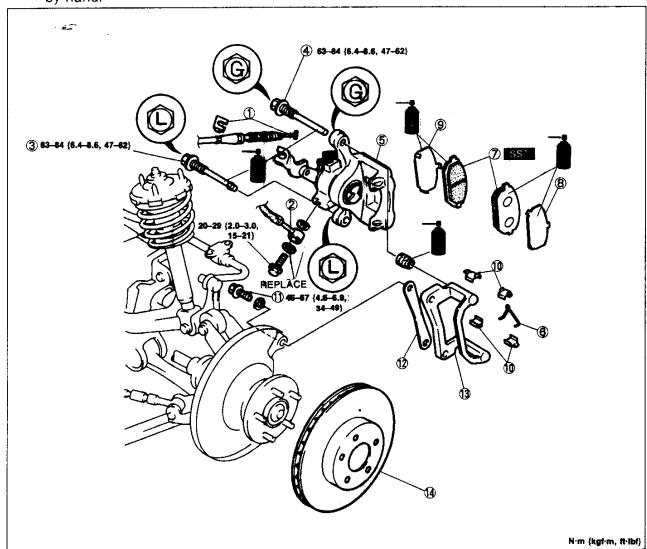
4. Replace the pads as a set (right and left wheels) if either is at or less than the minimum thickness.

Removal / inspection / installation

- 1. Remove in the order shown in the figure.
- 2. Inspect all parts and repair or replace as necessary.
- 3. Install in the reverse order of removal, referring to Installation Note.

Note

- Match the lock pin ((a)) and guide pin ((a)) to the (a) and (a) marks of the callper body.
- 4. After installation, check the following.
 - (1) Add fluid and bleed the air. (Refer to page P-7.)
 - (2) Check for fluid leakage. (Refer to page P-8.)
 - (3) Depress the pedal a few times, then verify that the brakes do not drag while rotating the wheels by hand.



- 1. Clip and rear parking cable
- 2. Flexible brake hose Inspect for damage and cracks
- 3. Lock pin
- 4. Guide pin
- 5. Caliper

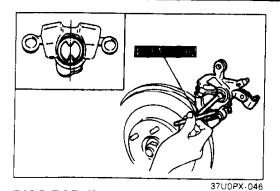
Disassembly / Inspection / Assembly page P-30

- 6. V-spring
- 7. Disc pad Inspection page P-26 Installation Note
- 8. Outer shim
- 9. Inner shim

- 10. Pad clip
- 11. Bolt, washer
- 12. Protector
- 13. Mounting support
- 14. Disc plate

Inspection page P-29

37U0PX-045



Installation note Disc pad

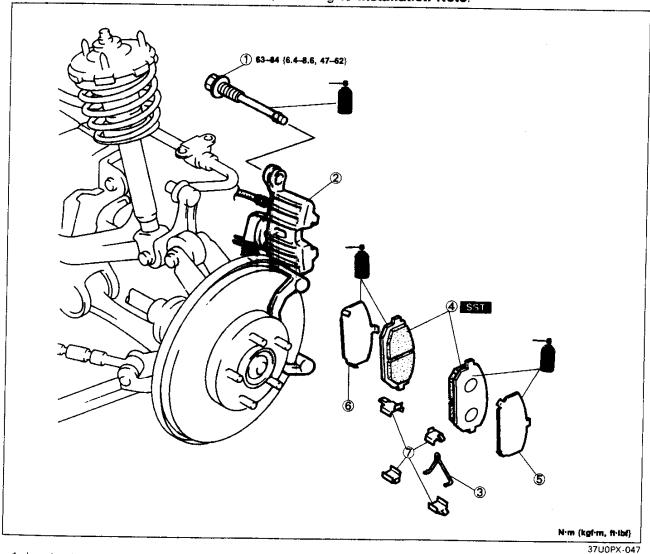
- 1. Clean up the piston with clean brake fluid.
- 2. Rotate the piston clockwise by using the SST.

- Align the piston grooves as shown in the illustration.
- 3. Install the disc pads.

DISC PAD (REAR)

Replacement

- 1. Discormect the rear parking cable from the caliper.
- 2. Remove in the order shown in the figure.
- 3. Install in the reverse order of removal, referring to Installation Note.

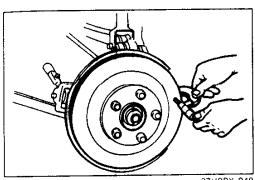


- 1. Lock pin
- 2. Caliper
- 3. V-spring
- 4. Disc pad

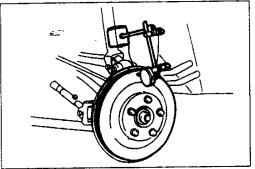
Installation Note above

- 5. Outer shim
- 6. Inner shim
- 7. Pad clip





37U0PX-048



37U0PX-049

DISC PLATE (REAR)

Inspection

Disc plate thickness

1. Measure the thickness of the disc plate.

Standard: 20.0 mm {0.79 in} Minimum: 18.0 mm {0.71 in}

2. If the thickness is less than minimum, replace the disc plate.

Disc plate runout

Caution

- There must be no wheel bearing looseness.
- 1. Measure the runout at the outer edge of the contact surface of the disc pad.

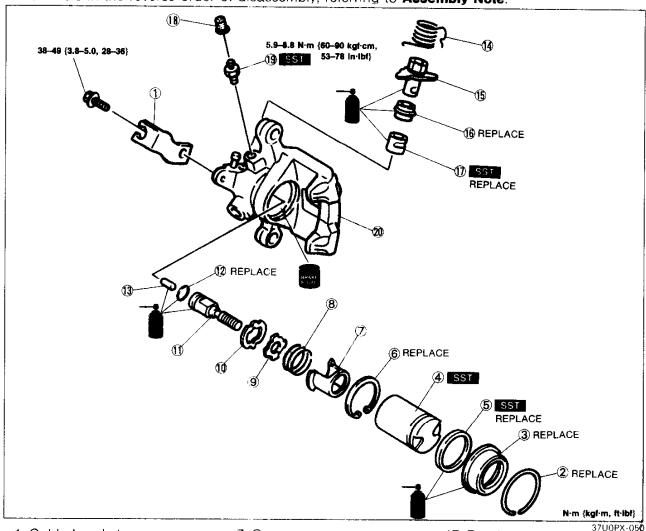
Runout: 0.1 mm {0.004 in} max.

2. If the runout exceeds specification, repair or replace the disc plate.

CALIPER (REAR)

Disassembly / Inspection / Assembly

- 1. Disassembly in the order shown in the figure, referring to Disassembly Note.
- 2. Inspect all parts and repair or replace as necessary.
- 3. Assemble in the reverse order of disassembly, referring to Assembly Note.



- 1. Cable bracket
- 2. Retaining ring
- 3. Dust boot
- 4. Piston

Disassembly Note

Inspect for wear and damage

..... page P-31

Assembly Note

..... page P-32

5. Piston seal

Disassembly Note

6. Snap ring

- 7. Case cover
- 8. Spring
- 9. Spring washer
- 10. Stopper
- 11. Adjuster spindle
 Inspect for wear and
 damage
- 12. O-ring
- 13. Connecting link
 Inspect for wear and

damage

- 14. Lever spring
- 15. Operating lever
- 16. Lever boot

17. Bearing

Disassembly Note

..... page P-31

Assembly Note

..... page P-32

- 18. Bleeder cap
- 19. Bleeder screw

Disassembly Note

..... page P-31

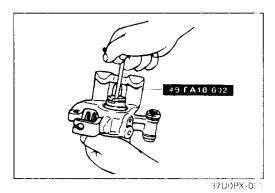
Assembly Note

_____ page P-31

20. Caliper body

Inspect for wear and

damage

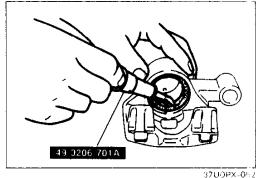


Disassembly note Piston

Remove the piston by using the SST.

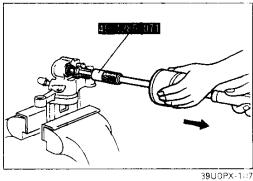
Note

 Remove the piston by turning the SST counterclockwise.



Piston seal

Remove the piston seal by using the SST.

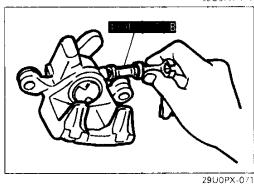


Bearing

1. Secure the caliper in a vise.

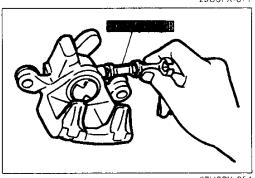
Caution

- Insert a soft, protective material (such as copper plates) in the jaws of the vise.
- 2. Remove the bearing from the caliper with the SST.



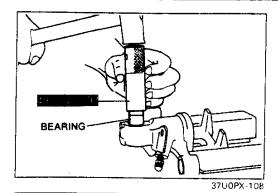
Bleeder screw

Loosen the bleeder screw by using the SST.



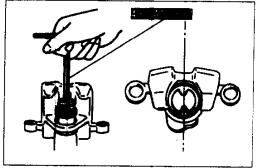
Assembly note Bleeder screw

Tighten the bleeder screw by using the SST.



Bearing

Press the new bearing into the caliper with the **SST** until the **SST** bottoms against the caliper.



Piston

- 1. Clean the piston with clean brake fluid.
- 2. Install the new dust boot in the piston groove.
- 3. Turn the piston into the caliper body by rotating the **SST** clockwise.

Note

- Turn the piston in fully, and align the piston grooves as shown in the illustration.
- 4. Fit the dust boot into the caliper body.

PARKING BRAKE SYSTEM TROUBLESHOOTING GUIDE

Problem	Possible cause	Action	Page
Brakes do not release	Improper return of parking cable or improper adjustment	Repair or adjust P	
Parking brake does not hold well	Excessive parking brake lever stroke Parking cable stuck or damaged Brake fluid or oil on pads Hardening of pad surfaces or poor contact	Adjust Repair or replace Clean or replace Grind or replace	P-32 P-33 P-28 P-28

PARKING BRAKE (LEVER TYPE) Inspection

37U0PX-(55



- 1. Depress the brake pedal several times.
- 2. Pull and release the parking brake lever several times.
- Verify that the stroke is within specification when the parking brake lever is pulled with a force of 200 N {20 kgf, 44 lbf}.

Stroke: 7-10 notches

4. If not within specification, adjust the parking brake lever stroke. (Refer to below.)

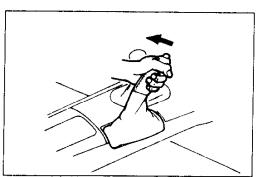


Parking brake lever stroke

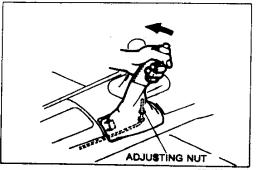
- 1. Depress the brake pedal several times.
- 2. Pull and release the parking brake lever several times.
- 3. Remove the console panel. (Refer to Section S.)
- 4. Adjust the parking brake lever stroke by turning the adjusting nut.

Stroke: 7-10 notches Caution

- After adjustment, verify that the parking brake warning lamp illuminates when the parking brake lever is pulled one notch.
- Verify that the brakes do not drag when the wheels are turned by hand.



37U0PX-056

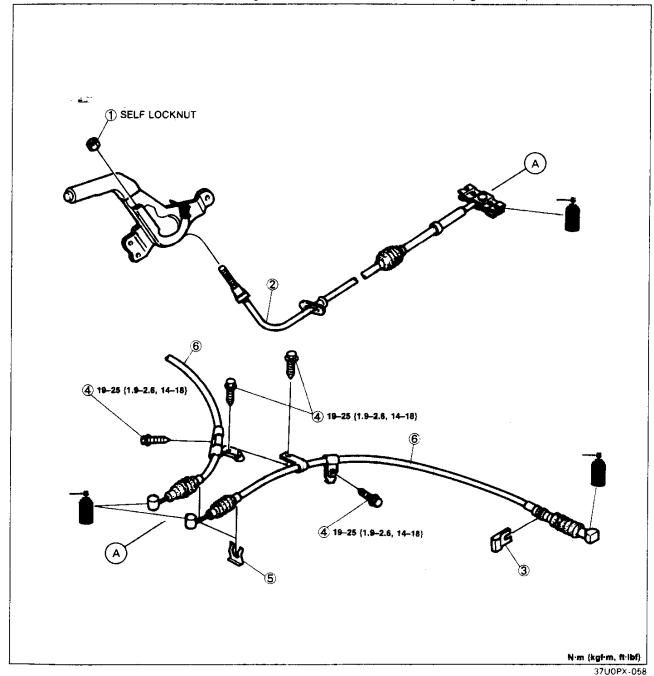


P-32 37U0PX-057

PARKING CABLE (LEVER TYPE)

Removal / Inspection / Installation

- 1. Remove in the order shown in the figure.
- 2. Inspect all parts and repair or replace as necessary.
- 3. Install in the reverse order of removal.
- 4. After installation, check the parking brake lever stroke. (Refer to page P-32.)



1. Adjusting nut

Front parking cable
 Inspect for damage and
 wear

3. Clip

4. Boit

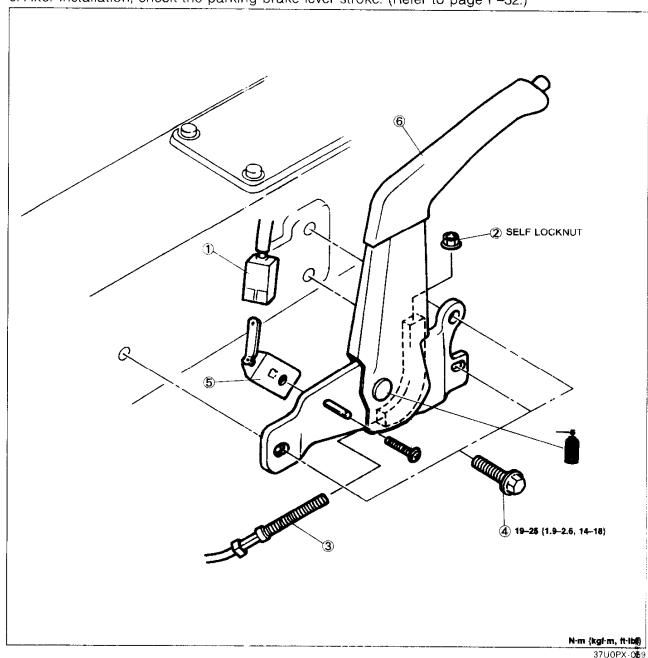
5. Clip

6. Rear parking cable Inspect for damage and wear

PARKING BRAKE LEVER

Removal / Inspection / Installation

- 1. Remove the console panel. (Refer to Section S.)
- 2. Remove the rear console. (Refer to Section S.)
- 3. Remove in the order shown in the figure.
- 4. Inspect all parts and repair or replace as necessary.
- 5. Install in the reverse order of removal, referring to Installation Note.
- 6. After installation, check the parking brake lever stroke. (Refer to page P-32.)



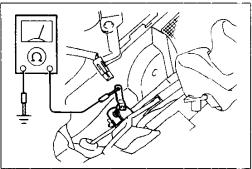
- 1. Parking brake switch connector
- 2. Adjusting nut
- 3. Front parking cable
- 4. Bo t
- 5. Parking brake switch Inspection page P-35 Installation Note

..... page P-35

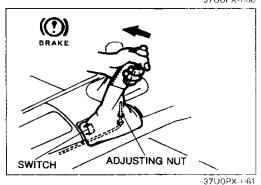
6. Parking brake lever Inspect for damage and

bending

PARKING BRAKE SYSTEM







Inspection Parking brake switch

- 1. Remove the console panel. (Refer to Section S.)
- 2. Disconnect the connector from the parking brake switch.
- 3. Pull the parking brake lever and check continuity between the terminal of the switch and a ground.

Parking brack lever	Continuity
Released	No
Pulled	Yes

4. If not as specified, replace the parking brake switch.

Installation note Parking brake switch

- 1. Install the parking brake switch so that it contacts the parking brake lever when the lever is fully released.
- 2. Turn the ignition switch ON, and check that the parking brake warning lamp illuminates with the lever is pulled one notch.

ANTI-LOCK BRAKE SYSTEM (ABS)

PREPARATION SST

49 H066 003 Harness, adapter	For connecting ABS tester	49 0259 770B Wrench, flare nut	For removal / installation of brake pipe
49 H028 2A0 Set, rubber bushing replacer	For installation of sensor rotor (front)	49 H028 204 Attachment (Part of 49 H028 2A0)	For installation of sensor rotor (front)
49 F026 104 Installer, sensor rotor	For installation of sensor rotor (rear)		37U0PX-062

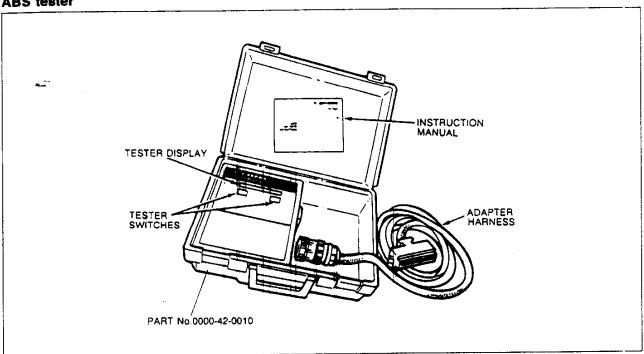
TROUBLESHOOTING GUIDE

Outline

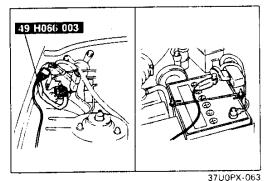
The ABS tester is used to locate the cause of a problem within the anti-lock brake system by retaining and reducing the hydraulic fluid pressure in the hydraulic unit.

Because there is no way to check the ABS control unit itself, replace the control unit assembly only after first confirming that the other electrical parts are not faulty.

ABS tester

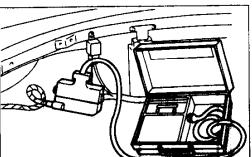


29U0PX-091



Connecting the ABS tester

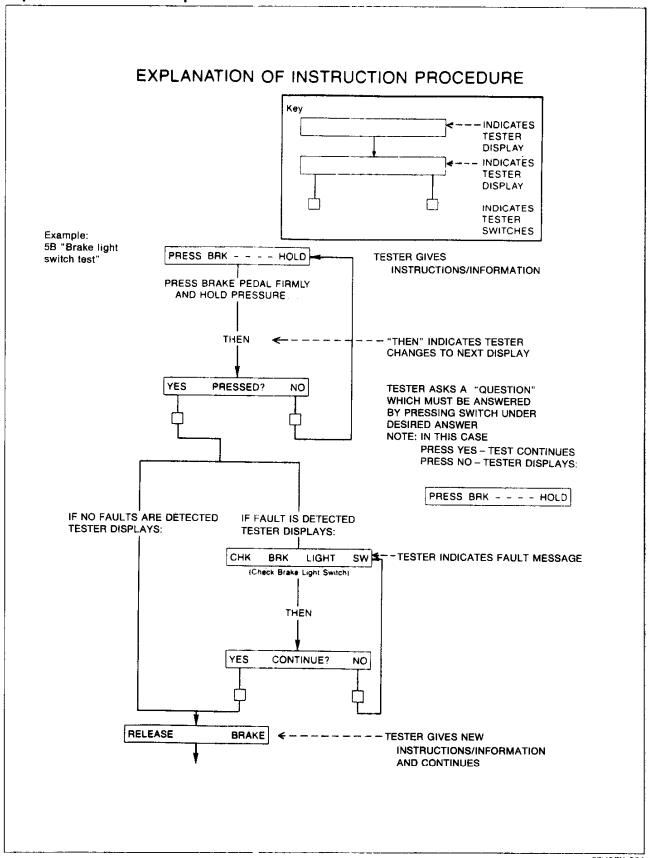
- 1. Turn the ignition switch OFF.
- 2. Connect the SST between the hydraulic unit wiring harness connectors and to the positive battery terminal.



3. Remove the trunk side trim.

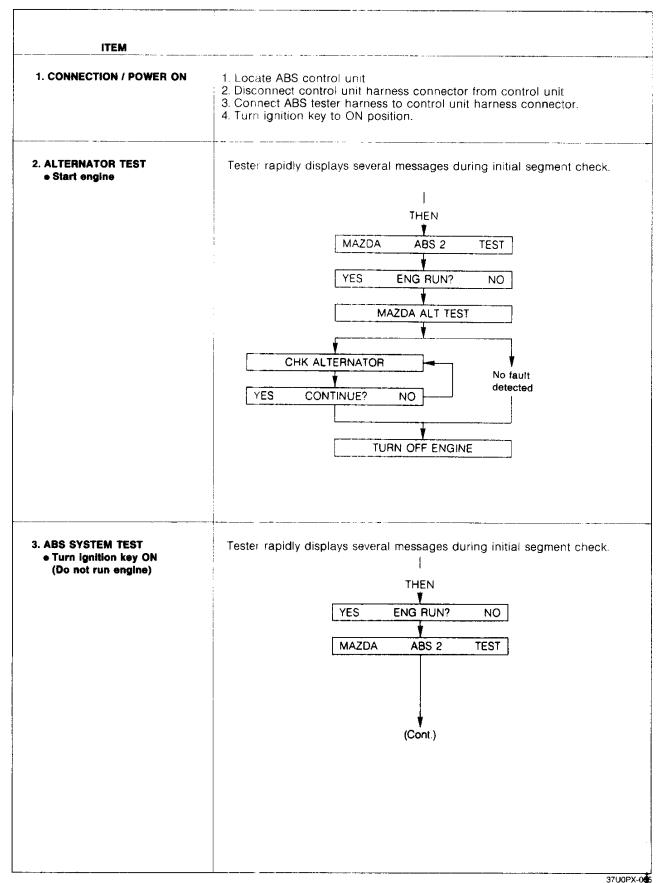
- 4. Remove the ABS control unit.
- 5. Disconnect the control unit connector and connect the ABS tester to the control unit connector at the harness side.

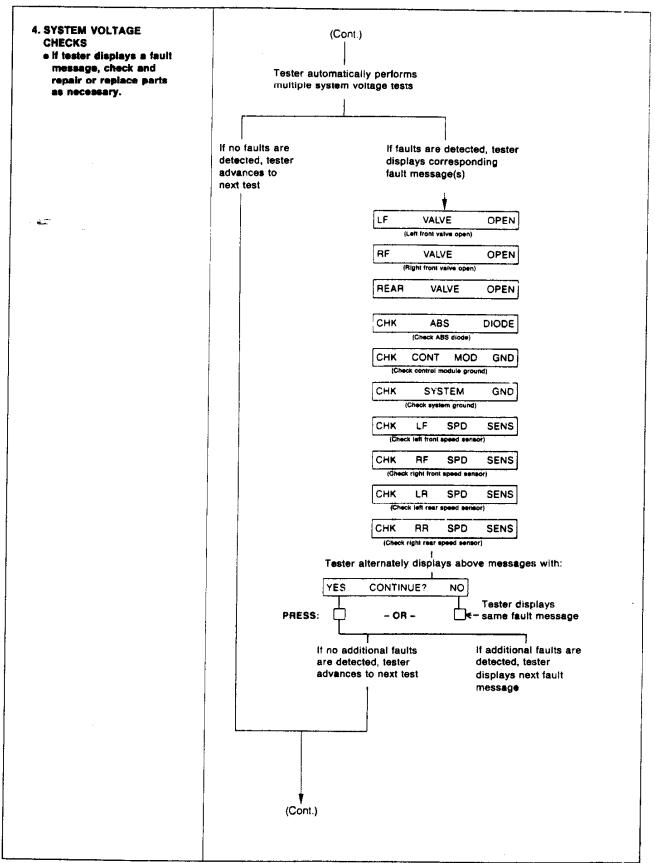
Explanation of instruction procedure



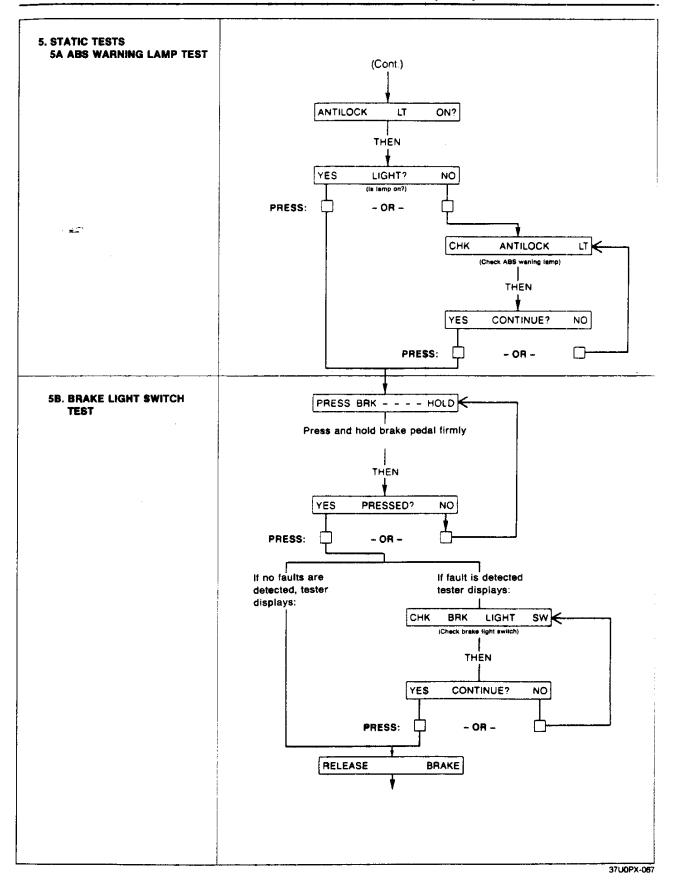


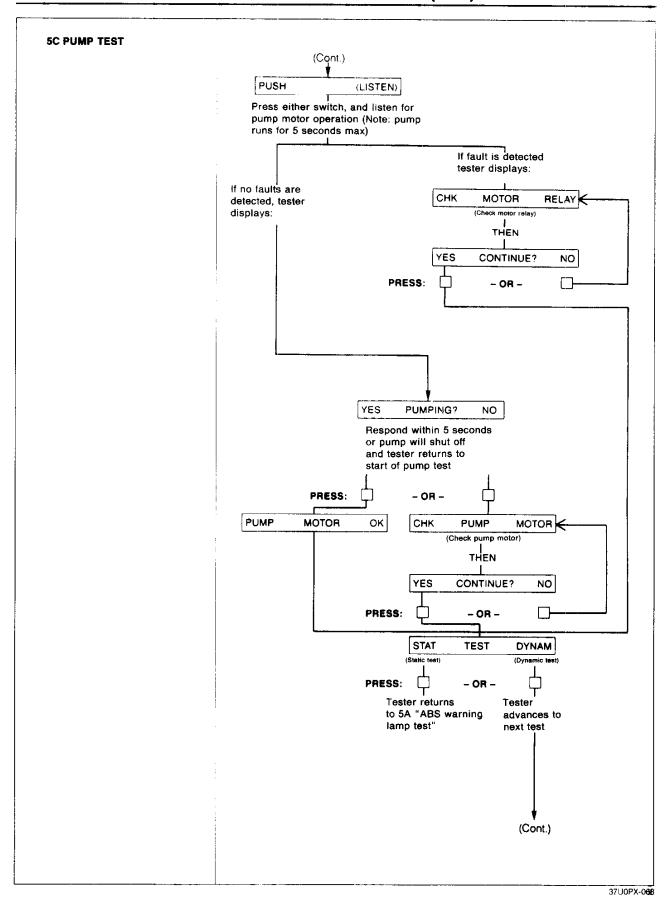
Troubleshooting procedure





)





6. DYNAMIC TESTS 6A WHEEL SELECTION OR EXIT

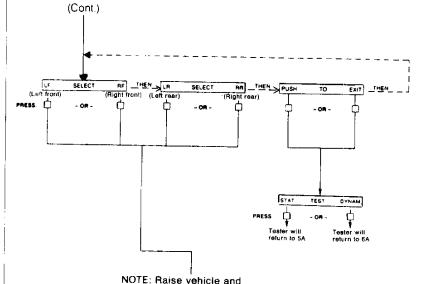
Each messages will displayed 3-1/2 seconds Select one wheel to begin dynamic test sequence

OR

Press either switch under "PUSH TO EXIT" to return to "STAT TEST DYNAM" selection

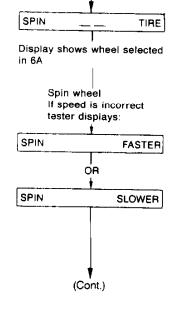
IMPORTANT:

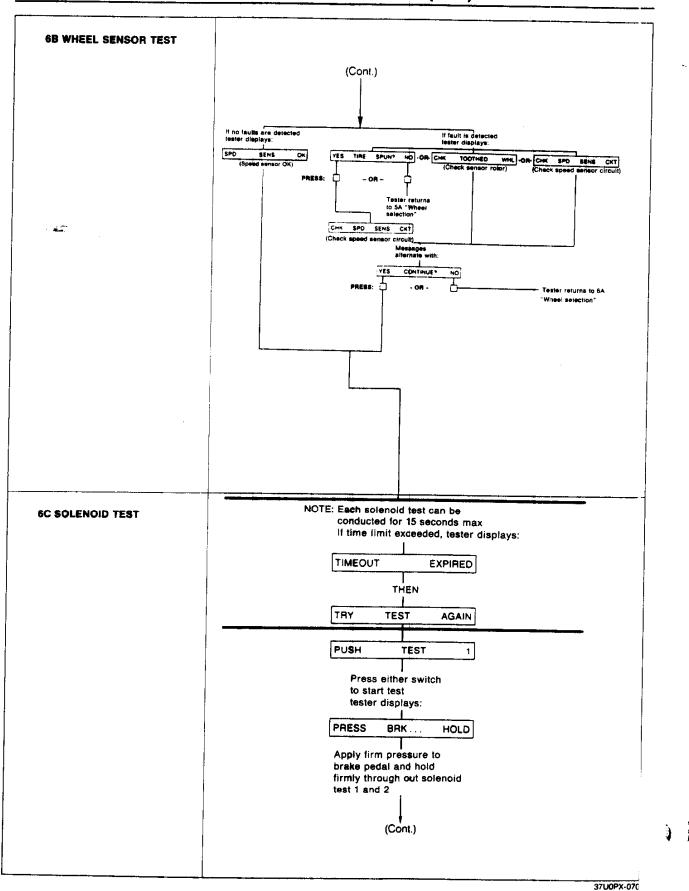
After completing testing of selected wheel return to 6A "WHEEL SELECTION," to select another wheel Complete test procedures for all four wheels

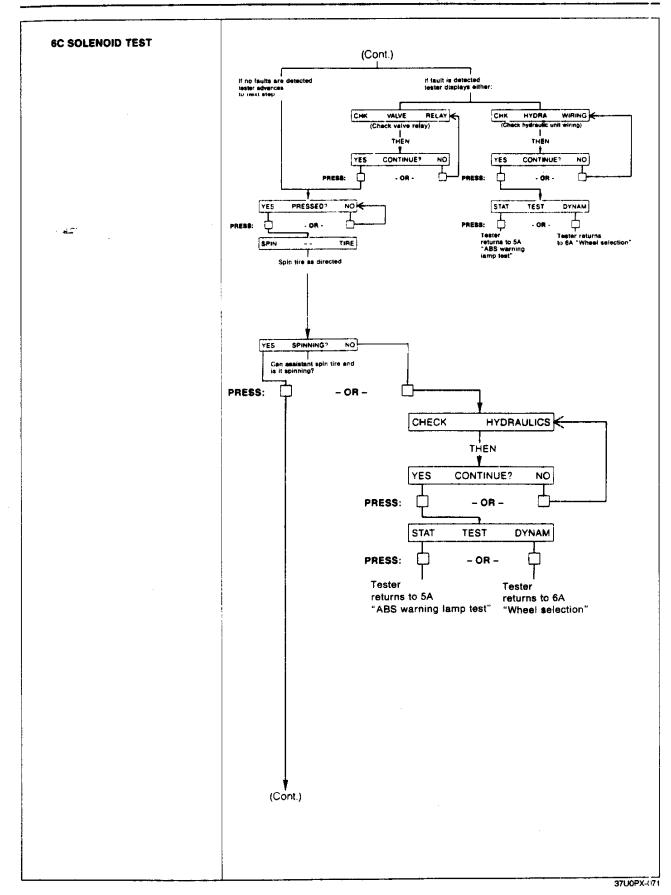


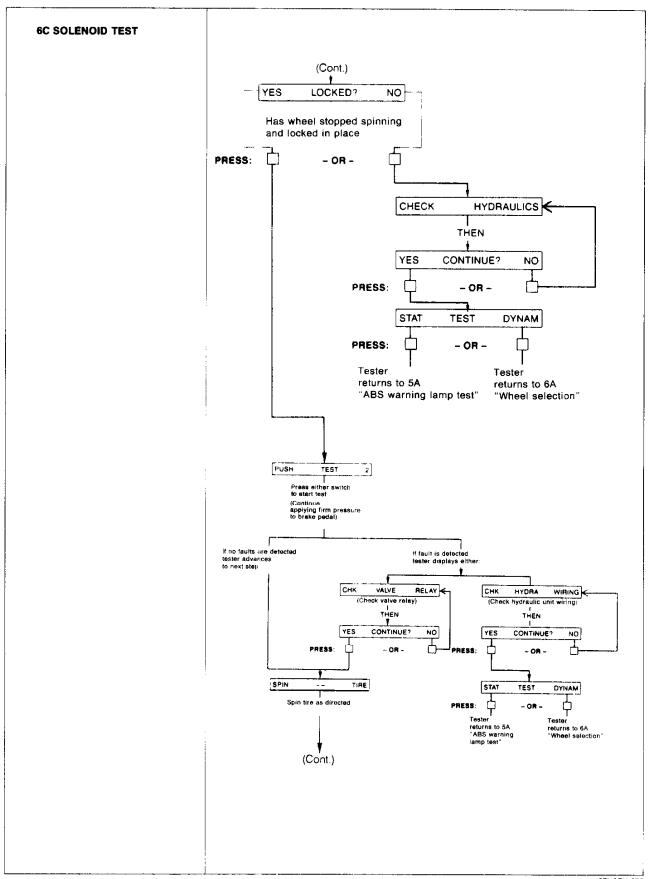
NOTE: Raise vehicle and support it on safety stands. An assistant is required to spin wheels.

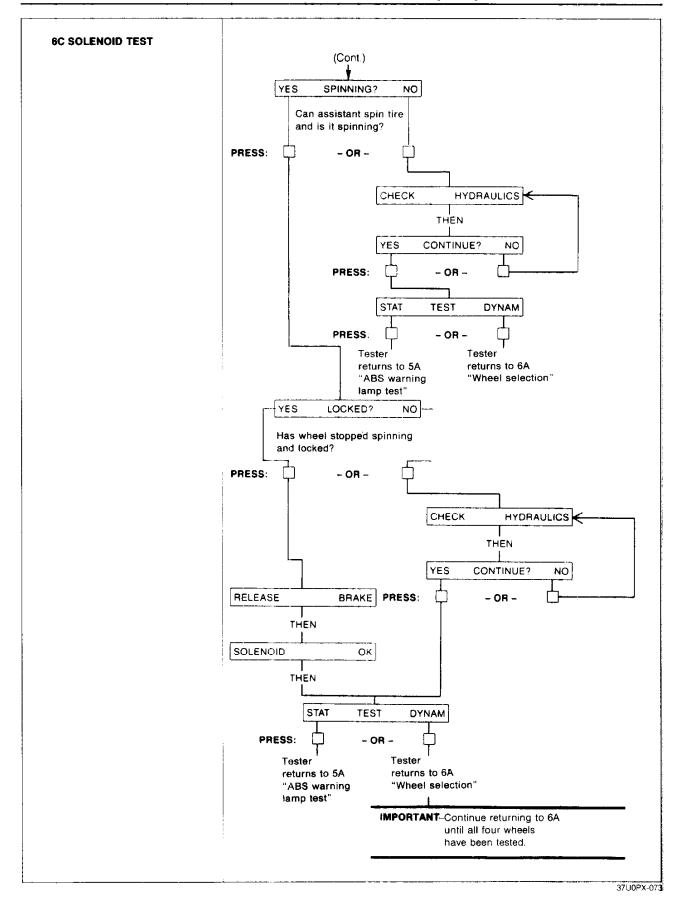
6B WHEEL SENSOR TEST

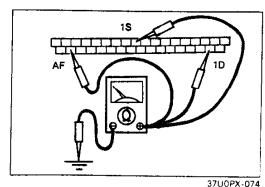


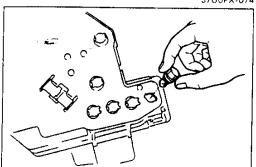


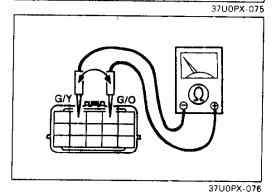












Inspection of ABS system Check system ground

Check for an open circuit in (B) wire from terminals 1D, 1S, and AF of the ABS control unit 0-01 connector and ground.

Caution

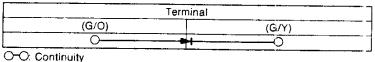
 When checking the control unit terminal, do not use ordinary tester pins. Use only very thin pins to prevent damage to the terminals.

Check anti-lock warning lamp

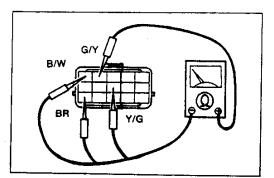
- 1. Remove the switch assembly. (Refer to 1993 RX-7 body electrical troubleshooting manual section Z4.)
- 2. Remove and check the ABS warning lamp bulb.
- 3. If a problem is found, replace the bulb.
- 4. If OK repair or replace the wiring harness. (Battery-AES control unit-ABS warning lamp)

Check ABS diode

- Check the wiring harness between the warning lamp and the control unit and hydraulic unit. Repair if necessary.
- 2. Disconnect the hydraulic unit O-02 connector.
- 3. Using an ohmmeter, check for continuity between the terminals of the connector (hydraulic unit side).



4. If continuity is not specified, replace the hydraulic unit.



37U0PX-077

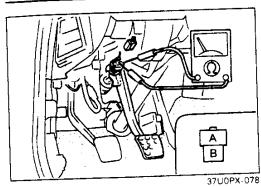
Check front and rear valves

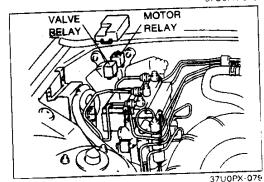
- 1. Disconnect the negative battery cable.
- 2. Disconnect the hydraulic unit O-02 connector.
- 3. Check for continuity between terminals of the connector (hydraulic unit side).

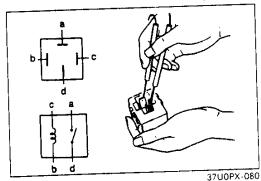
W	ire	Continuity
	(Y/G)	Yes
(G/Y)	(BR)	Yes
	(B/W)	Yes

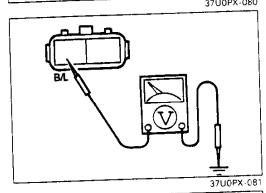
4. If not as specified, replace the hydraulic unit.

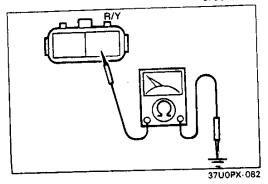












Check stoplight switch

- 1. Disconnect the stoplight switch connector.
- 2. Connect an ohmmeter between terminals of the switch.
- Verify that there is continuity between the terminals when the brake pedal is depressed.
- 4. If there is no continuity, replace or adjust the stoplight switch.

Check motor relay

- 1. Disconnect the negative battery cable.
- 2. Remove the motor relay.

3. Using an ohmmeter, check continuity between terminals of the relay.

Coni	nect to	a	ь	С	d
12V	Ground				
	-		0-		
	b	0			C

O-O: Continuity

4. If cotinuity is not as specified, replace the motor relay.

Check pump motor

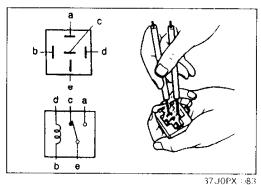
- 1. Disconnect the hydraulic unit O-03 connector.
- 2. Measure the voltage between wire (B/L) and a ground.

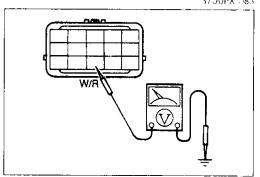
<u></u>	
Wire	Voltage
(B/L)	Battery voltage
(U/C)	(MANUEL and ARC 60A)

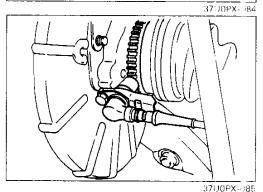
- 3. If not as specified, check the fuse (MAIN and ABS 60A) and repair or replace the wiring harness (battery-hydraulic unit).
- 4. If as specified, check for continuity between wire (G) of O-03 connector and a ground (hydraulic unit side).

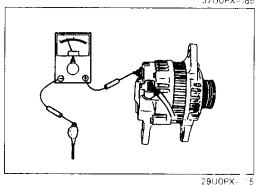
Wire	Continuity
(P/V)	Yes
(177)	t the budsoulio unit

5. If there is no continuity, replace the hydraulic unit.









Check valve relay

- 1 Disconnect the negative battery cable.
- 2. Remove the valve relay.
- 3. Using an ohmmeter, check continuity between terminals of the relay.

Conr	nect to					
12V	Ground	а	D D	С	a 	e
	_		<u> </u>	0	-0	
b	d	\circ				$\overline{}$

O-O: Continuity

- 4. If continuity is not as specified, replace the valve relay.
- 5 If as specified, connect the negative battery cable.
- 6. Disconnect the hydraulic unit O-02 connector.
- 7. Measure voltage between wire (W/R) of O-02 connector and ground.

Wire	Voltage
(W/R)	Battery voltage

8. If not as specified, check the fuse (MAIN and ABS 15A) and repair or replace the wiring harness (battery-hydraulic unit).

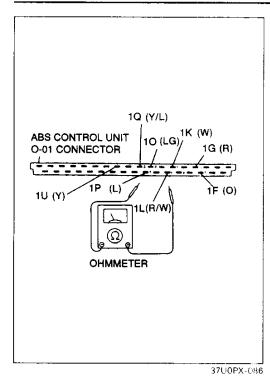
Check rotor

- 1. Check the rotor for looseness and missing or damaged teeth.
- 2. Replace if necessary.

Check alternator

Refer to Section G.





Check wheel-speed sensor

- 1. Disconnect the O-01 connector.
- 2. Using an ohmmeter, check for continuity between the ABS control unit O-01 connector terminals.

Terminal Sensor	1K	1G	10	1Q	1U	1F	1L	1 P
Left front	0-	0						_
Right front					\circ	-0		
Left rear			0	0				
Right rear							0	$\overline{\bigcirc}$

O-O: Continuity

- 2. If the continuity is not as specified, repair the wiring harness (wheel-speed sensor-ABS control unit).
- 3. If continuity is as specified, check voltage between the following terminals while rotating the wheel one rotation per second by hand.

Sensor	Terminal	Voltage
Left front	1K and 1G	50-60 mV*
Right front	1U and 1F	50-60 mV*
Left rear	10 and 1Q	50-60 mV*
Right rear	1L and 1P	50-60 mV*

^{*}Alternating current voltage

- 4. If voltage is not as specified, replace the wheel-speed sensor.
- 5. If voltage is as specified, replace the ABS control unit.

Caution

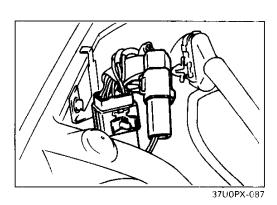
 When checking the control unit terminals, do not use ordinary tester pins. Use only very thin pins to prevent damage to the terminals.

Check hydraulics

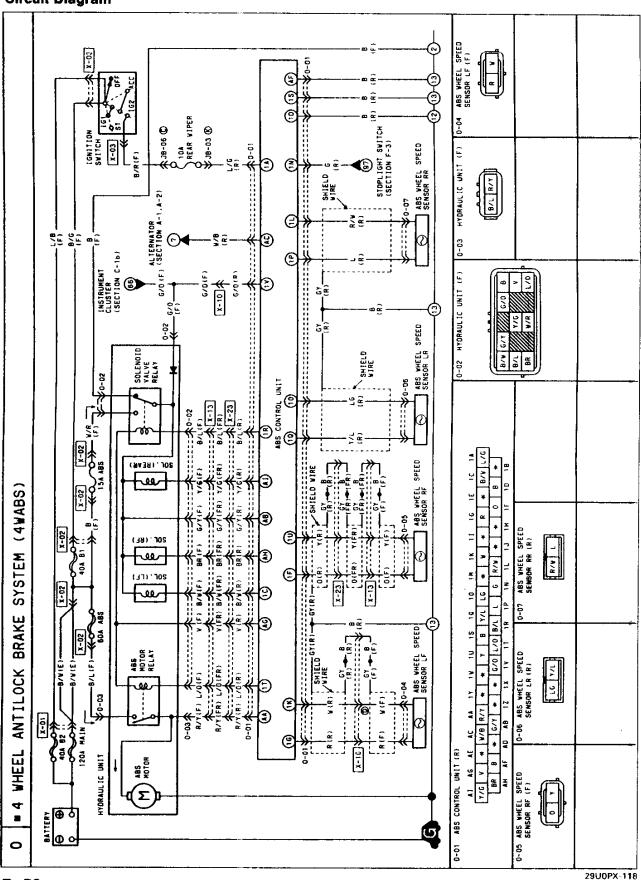
Verify that all brake fluid line connections are tight and that no fluid is leaking.

Check hydraulic unit wiring

- 1. Verify that the hydraulic unit connectors are properly secured.
- 2. Verify that the valve relay and motor relay are properly secured.



SERVICE POINTS Circuit Diagram





Electrical diagnosis support Hydraulic unit (HU)

Circuit	Condition					
Circuit	Open circuit	Short circuit	Poor ground			
Valve relay, motor relay and	System shut down	System shut down				
solenoid valve-ABS CU	↓	↓	NA			
	Normal braking	Normal braking				
HU-Fuse-Battery		System shut down				
	System shut down	↓				
	↓	Normal braking	NA			
	Normal braking					
		Fuse (ABS) burns out				
Motor–Ground	System shut down		System shut down			
	↓	No symptom	↓			
	Normal braking		Normal braking			
O-02 connector (B)	ABS warning lamp does		ABS warning lamp does not			
-Ground	not illuminate when ABS	No symptom	illuminate when ABS CU dis-			
	CU disconnected		connected			
HU-ABS warning lamp	ABS warning lamp does	ABS warning lamp				
	not illuminate when ABS	illuminates	NA			
	CU disconnected	continuously				

37U0PX-**6**88

Wheel-speed sensor

Circuit	Condition				
Circuit	Open circuit	Short circuit	Poor ground		
Wheel speed sensor-ABS CU	Partial control	Partial control	NA		

37/JOPX-469
Partial control: If failure occurs during ABS operation, system is controlled by remaining sensors until ABS cycle is completed, then system is shut down.

NA: Not applicable

ABS control unit (ABS CU)

Circuit	Condition				
ABS CU-Ignition switch-Battery	Open circuit	Short circuit			
grillon switch-Battery	System shut down Under the state of the sta	System shut down ↓ Normal braking	Poor ground NA		
ABS CU-Stoplight switch-Battery	ABS Controllability slightly down	Fuse (AIR CON 15A) burns out ABS Controllability slightly down on low			
	on low coefficient road, but no other effects	coefficient road, but no other effects	NA		
▲BS CU-Alternator	ABS warning lamp remains illuminated after engine started	Fuse (STOP 20A) burns out ABS warning lamp remains illuminated after engine started	NA		
ABS CU-Ground	ABS control normal If all ground harnesses are	ABS control normal			
ABS CU-ABS warning lamp	ABS warning lamp does not illuminate when ABS CU disconnected	No symptom	If all ground harnesses are open, system shut down		
Not applicable	ABS warning lamp does not illuminate when ignition switch is ON and system has been shut down	ABS warning lamp illuminates continuously	N A		

37 JOPX-090

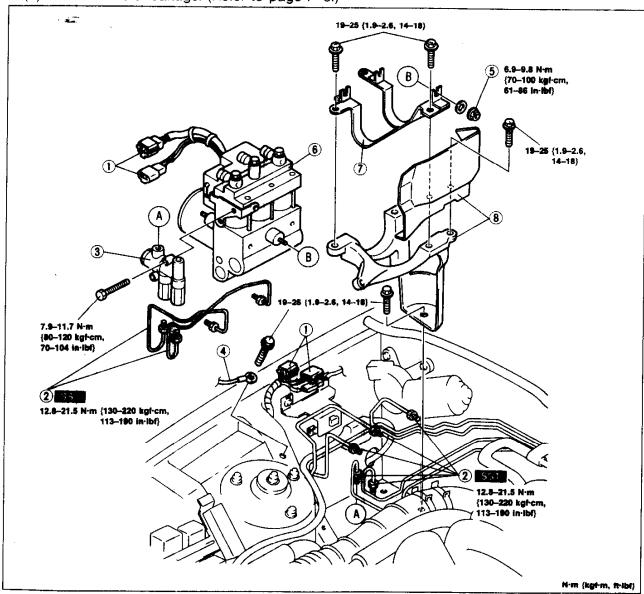
HYDRAULIC UNIT

Removal / Installation

- 1. Disconnect the negative battery cable.
- 2. Remove in the order shown in the figure, referring to Removal Note.

Caution

- The only serviceable parts of the hydraulic unit are the valve relay and the motor relay, if there is a failure of any other part, replace the hydraulic unit assembly.
- 3. Install in the reverse order of removal, referring to installation Note.
- 4. After installation, perform the following.
 - (1) Add fluid and bleed the air. (Refer to page P-7.)
 - (2) Check for fluid leakage. (Refer to page P-8.)





2. Brake pipe

Removal Note

Installation Note

Installation Note page P-56

3. Proportioning bypass valve

4. Ground wire

5. Nut

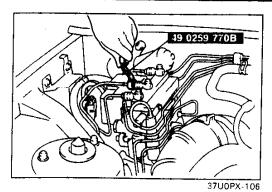
6. Hydraulic unit

Disassembly / Inspection / Assembly page P-56

37U0PX-091

7. ABS bracket

8. Insulator and bracket



Removal / Installation note Brake pipe

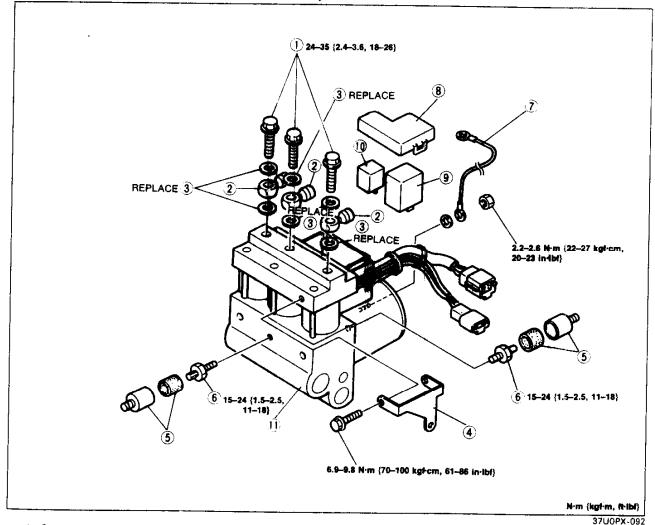
Caution

 Be careful not to spill the brake fluid onto a painted surface. If spilled, wipe it up immediately.

Loosen / tighten the brake pipe by using the SST.

Disassembly / Inspection / Assembly

- 1. Disassemble in the order shown in the figure.
- 2. Inspect all parts and repair or replace as necessary.
- 3. Assemble in the reverse order of disassembly.



- 1. Connector bolt
- 2. Pipe joint
- 3. Gasket
- 4. Proportioning bypass valve holder
- 5. Casing and mount rubber
- 6. Hex stud
- 7. Ground wire
- 8. Cover

9. Motor relay

Inspection page P-62

10. Valve relay

Inspection page P-62

11. Hydraulic unit

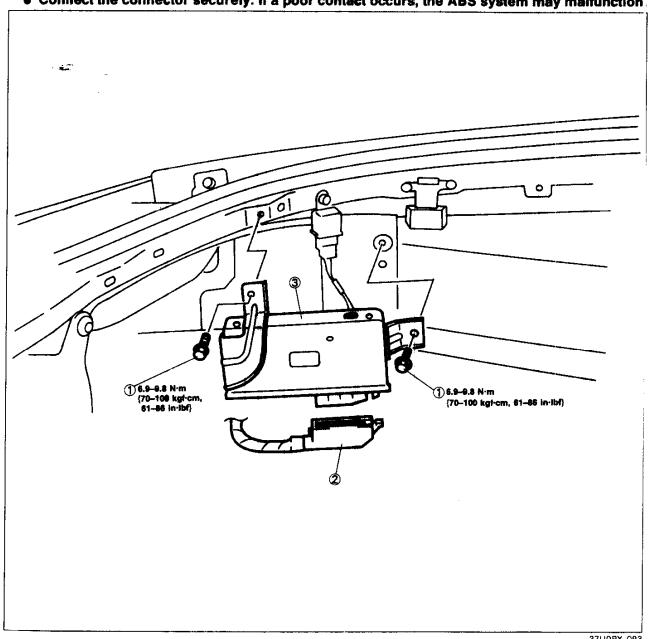
ABS CONTROL UNIT

Removal / Installation

- 1. Disconnect the negative battery cable.
- 2. Remove the luggage compartment side trim. (Refer to Section S.) 3. Remove in the order shown in the figure.
- 4. Install in the reverse order of removal.

Caution

• Connect the connector securely. If a poor contact occurs, the ABS system may malfunction.



37U0PX-093

1. Bolt

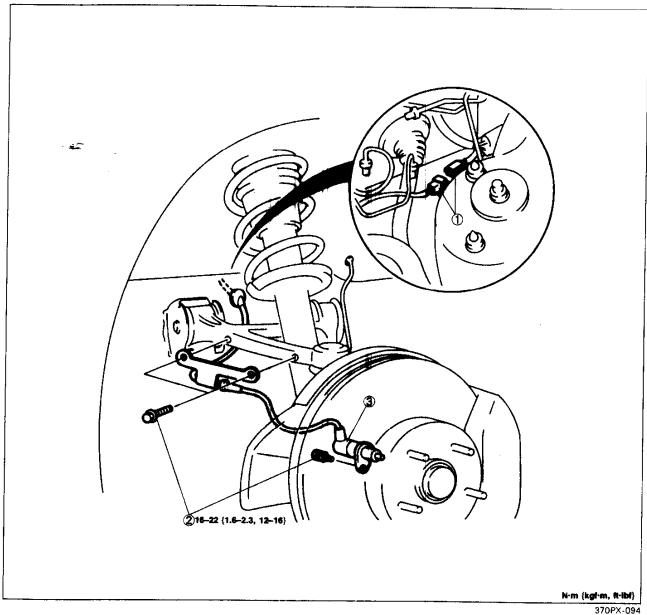
2. Connector

3. ABS control unit

WHEEL-SPEED SENSOR (FRONT)

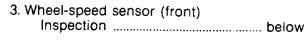
Removal / installation

- 1. Remove in the order shown in the figure.
- 2. Install in the reverse order of removal.



1. Connector

2. Bolt



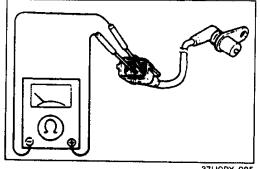
inspection

Wheel speed sensor (front)

1. Measure resistance between terminals of the wheelspeed sensor.

Resistance: 0.8-1.2 kΩ

2. If resistance is not as specified, replace the wheel-speed sensor.

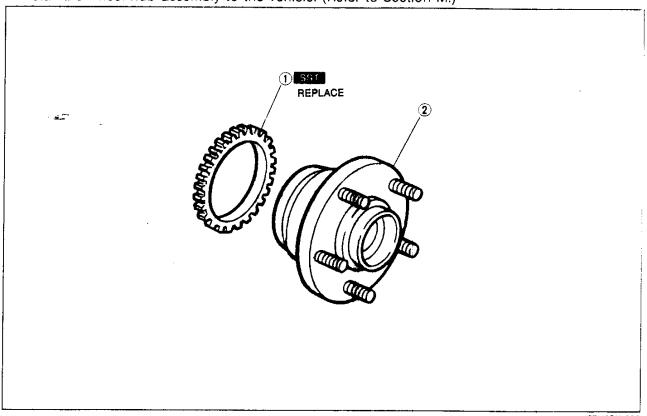


37U0PX-095

SENSOR ROTOR (FRONT)

Removal / Installation

- 1. Remove the wheel hub assembly from the vehicle. (Refer to Section M.)
- 2. Remove in the order shown in the figure, referring to Removal Note.
- 3. Install in the reverse order of removal, referring to installation Note.
- 4. Install the wheel hub assembly to the vehicle. (Refer to Section M.)

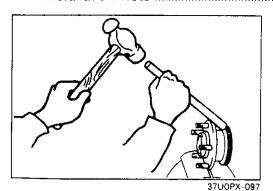


37U0PX-096

1. Sensor rotor (front)

Removal Note below Installation Note below

2. Front wheel hub assembly

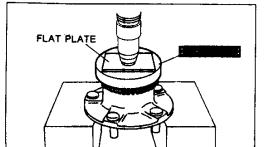


Removal note Sensor rotor (front)

Caution

- Do not remove the sensor rotor if not necessary.
- Do not reuse the sensor rotor if removed.

Remove the sensor rotor by using a brass bar and a hammer.



Installation note Sensor rotor (front)

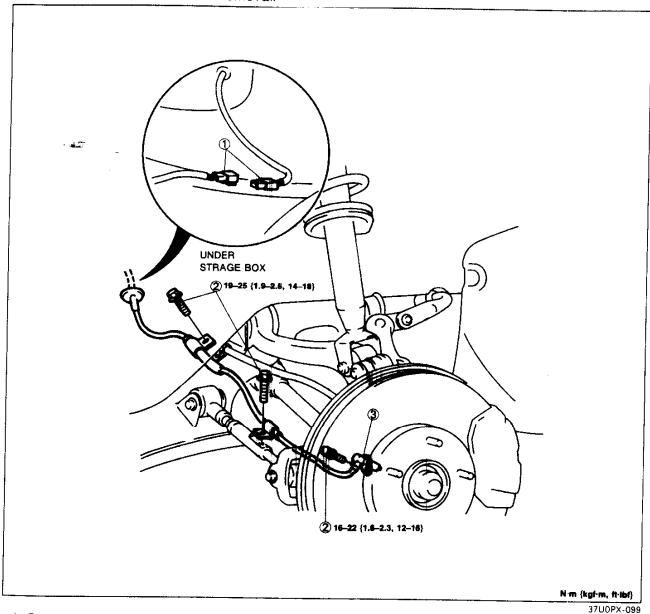
Press on the new sensor rotor by using the SST.

ì

WHEEL-SPEED SENSOR (REAR)

Removal / Installation

- 1. Remove in the order shown in the figure.
- 2. Install in the reverse order of removal.



1. Connector

2. Bolt

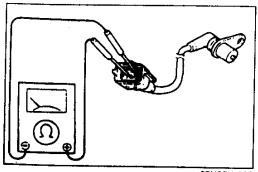
3. Wheel-speed sensor (rear) Inspection below

Inspection Wheel-speed sensor (rear)

1. Measure resistance between terminals of the wheelspeed sensor.

Resistance: 0.8–1.2 k Ω

2. If resistance is not as specified, replace the wheel-speed sensor.



P-60

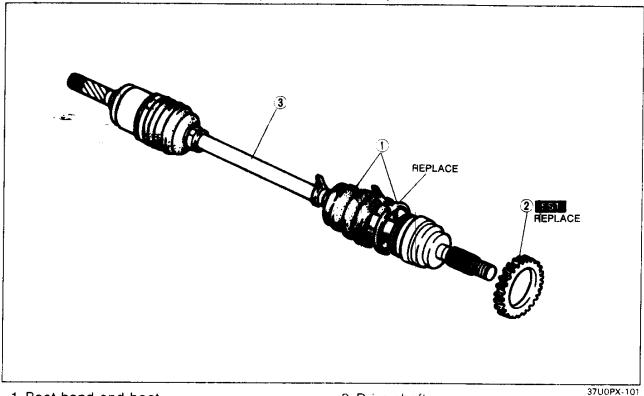
37U0PX-100



SENSOR ROTOR (REAR)

Removal / Installation

- 1. Remove the drive shaft from the vehicle. (Refer to Section M.)
- 2. Remove in the order shown in the figure, referring to Removal Note.
- 3. Install in the reverse order of removal, referring to Installation Note.
- 4. Install the drive shaft to the vehicle. (Refer to Section M.)

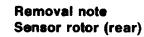


1. Boot band and boot

2. Sensor rotor (rear)

Removal Note below Installation Note below



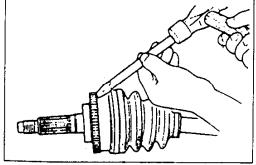


Caution

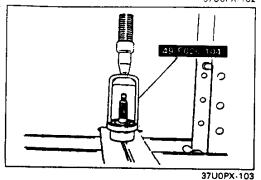
- Do not remove the sensor rotor if not necessary.
- Do not reuse the sensor rotor if removed.

3. Drive shaft

Tap the sensor rotor off the drive shaft by using a chisel and a hammer.



37U0PX-102



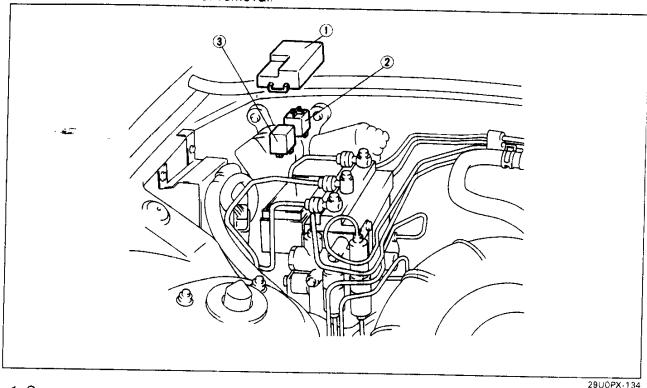
Installation note Sensor rotor (rear)

Set a new sensor rotor on the drive shaft and press it on by using the SST.

RELAY

Removal / Installation

- 1. Disconnect the negative battery cable.
- 2. Remove in the order shown in the figure.
- 3. Install in the reverse order of removal.



1. Cover

2. Motor relay Inspection below 3. Valve relay

Inspection below



1. Using an ohmmeter, check continuity between the relay terminals.

Con	nect to				
12V	Ground	a	b	С	d
	_		0-		
С	b	0			-

O-O: Continuity

2. If continuity is not as specified, replace the motor relay.

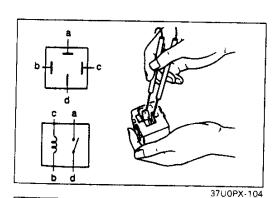
Valve relay

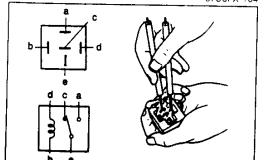
1. Using an ohmmeter, check continuity between the relay terminals.

Connect to						
12V	Ground	a	Ь	C	d	8
_	_		_	0-	-0	0
b	đ	0				

O-O: Continuity

2. If continuity is not as specified, replace the valve relay.





37U0PX-105