

Brake Disc

Run-Out Inspection

1. Remove the front wheels, and support the front of the car on safety stands. Install the flat washer and wheel nut.

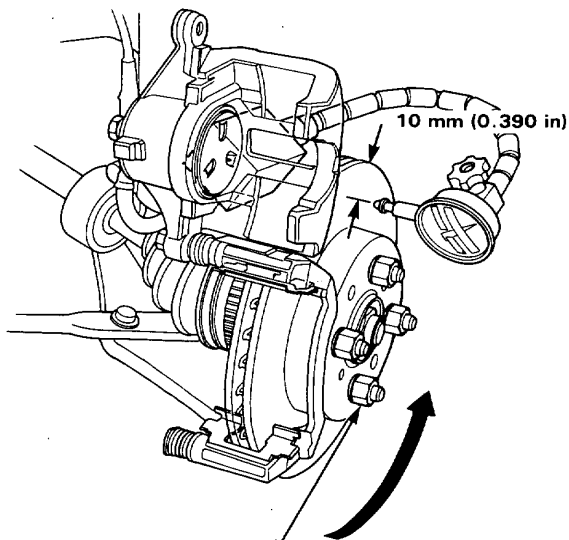
CAUTION: Use wheel nuts and 3 mm thick flat washers to hold the disc securely.

2. Remove the caliper bolt, pivot the caliper up out of the way on the caliper bolt, then remove the pads and pad retainers.
3. Inspect the disk surface for grooves, cracks, and rust. Clean the disc thoroughly and remove all rust.
4. Mount a dial indicator as shown and measure the runout at 10 mm (0.390 in.) in from the outer edge of the disc.

Brake Disc Runout:

Service Limit: 0.1mm (0.004 in.)

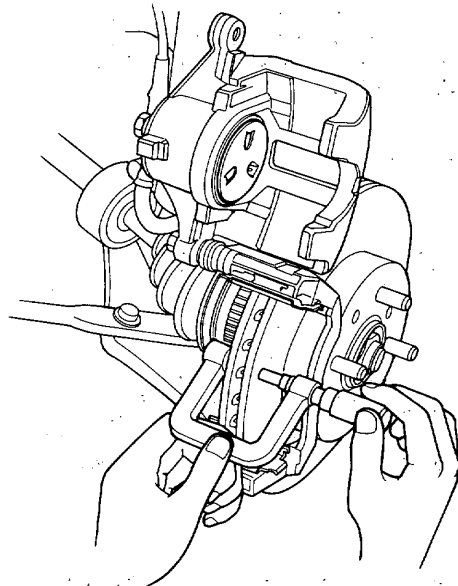
5. If the disc beyond the service limit, refinish the rotor with an on-car brake lathe. The Kwik-Lathe produced by Kwik-Way Manufacturing Co. is approved for this operation.



**WHEEL NUT
AND
THICK FLAT
WASHER
110 N·m
(11 kg·m, 80 lb-ft)**

Thickness and Parallelism Inspection

1. Remove the front wheels, and support the front of the car on 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 (0.390 in.) in front the outer edge of the disc.



4. Replace the disc if it exceeds the following service limit.

Brake Disc Thickness:

Standard: 21mm(0.827 in.)

Max: Refinishing Limit: 19 mm (0.784 in.)

Brake Disc Parallelism:

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