BRAKE SYSTEM

1998 Pontiac Bonneville

1998-99 BRAKES
Disc & Drum - "C", "G" & "H" Bodies
GM

Aurora, Bonneville, Eighty Eight, LeSabre, LSS, Park Avenue, Regency, Riviera

MODEL IDENTIFICATION

BODY CODE (1) MODEL

"C" .................................................... Park Avenue
"G" ............................................... Aurora & Riviera
"H" ...................... Bonneville, Eighty Eight, LeSabre, LSS & Regency

(1) - Vehicle body code is fourth character of VIN.

DESCRIPTION & OPERATION

This article covers service and repair of conventional type brake components of Anti-Lock Brake System (ABS). All models are equipped with ABS. During normal braking applications, conventional portion of braking system is used to apply brakes.

Conventional braking system components include, but are not limited to, a diagonally split master cylinder, power brake booster, brakelines and rear in-line proportioning valves. All models are equipped with front disc brakes. "C" and "G" bodies are equipped with rear disc brakes. "H" body is equipped with rear drum brakes.

On all vehicles, BRAKE warning light illuminates when one or more of the following conditions exist:

* Parking brake is applied or not fully released.
* Fluid level in master cylinder reservoir is low.
* During engine cranking. A bulb check is performed to indicate that the warning circuit is operational.

BLEEDING BRAKE SYSTEM

BLEEDING PROCEDURE

NOTE: All vehicles are equipped with Anti-Lock Brake Systems (ABS), and may also have optional Traction Control System (TCS). For complete bleeding procedures for these systems, see BLEEDING BRAKE SYSTEM in appropriate ANTI-LOCK BRAKE SYSTEM article.

ADJUSTMENTS

BRAKE PEDAL HEIGHT & FREE PLAY

Brake pedal height and free play are not adjustable.

BRAKE PEDAL TRAVEL
NOTE: Brake pedal travel is not adjustable. Use the following procedure to determine if brake pedal travel is as specified.

1) With engine off, pump brake pedal until all vacuum reserve is exhausted from power brake booster. A definite change in pedal feel will occur. With brake pedal released, install Brake Pedal Effort Gauge (J-28662) onto brake pedal. Hook end of tape measure over top of brake pedal. Measure and record distance to rim of steering wheel.

2) Apply 100 lbs. (45 kg) of force to brake pedal. Measure and record distance to rim of steering wheel again. Difference between measured values is brake pedal travel. If brake pedal travel exceeds 2.24" (57 mm), inspect brake system. Ensure brakes are properly adjusted and bled. Repair and replace as necessary.

BRAKELIGHT SWITCH

Brakelight switch is a self-adjusting, twist lock type switch. When installed properly in full-lock position, the electrical connector will be in the 3 o’clock position (twisted clockwise until travel stop has been reached). Ensure brakelights do not stay on with brake pedal at rest.

REAR BRAKE SHOES

"H" Body

1) Release parking brake. Raise and support vehicle. Mark relationship of wheels to wheel studs. Remove wheels. Mark relationship of drums to wheel studs. Remove drums. If drums are easily removed, go to step 4). If drums are difficult to remove, go to next step.

2) Back off parking brake cable adjustment. Using hammer and small punch, bend knockout slug (where access hole plug will be installed) on backing plate inward for access to parking brake lever. See Fig. 1. Insert punch or screwdriver through hole. Press inward to push parking brake lever off of its stop. This allows the shoes to retract slightly.

3) Apply a small amount of penetrating oil around pilot hole at center of drum to break corrosion seal between drum and wheel stud flange. Remove drums. Using pliers, remove knockout slug. Insert rubber plug into access hole to prevent contamination from entering brake assembly.

4) Ensure lever stop on parking brake lever is against edge of brake shoe web. See Fig. 1. If parking brake cable is holding lever stop off of edge of shoe web, loosen parking brake cable adjuster. Measure inner diameter of brake drums. At each brake assembly, turn star wheel on adjusting screw assembly until brake shoe diameter is .050" (1.27 mm) less than inner diameter of drum.

5) Install drums and wheels, aligning marks made during removal. Tighten wheel lug nuts to specification. See TORQUE SPECIFICATIONS table. Lower vehicle. Firmly apply and release service brakes 30-35 times using normal braking force, pausing about one second between brake applications. Adjust parking brake (if necessary). See PARKING BRAKE (DRUM).

PARKING BRAKE (DISC)

NOTE: If a firm parking brake pedal feel cannot be achieved, with less than one full stroke of parking brake pedal, check parking brake cable adjustment. If parking brake lever will not return to stop on caliper housing, and parking brake cable is loose or disconnected, overhaul or replace rear caliper.
“C” & “G” Bodies

1) Press service brake pedal with about 150 lbs. (68.0 kg) of force and release. Apply parking brake 3 times with a force of about 125 lbs. (56.7 kg) and release.

2) To ensure parking brake pedal is fully released, turn ignition on. BRAKE indicator light on instrument panel should be off. If light is off, go to next step. If light is on and parking brake appears to be fully released, depress push-to-release pedal and pull front parking brake cable downward to remove slack.

3) Raise and support vehicle. Loosen parking brake cable adjuster. Check parking brake lever on each rear caliper. If levers are not against stops on caliper housings, check for binding in rear cables. Position levers against stops. Tighten parking brake cable at adjuster until left or right lever begins to move off stop.

4) Loosen cable adjuster until lever that moved off stop in previous step is again resting against stop. Both levers should now be resting against stop. Operate parking brake several times to check adjustment is correct. Firm brake pedal feel should be obtained when pressing pedal less than one full stroke.

5) Release parking brake and check that parking brake levers are resting on lever stops. Lower vehicle. Check operation of parking brake. If possible, place vehicle on a grade and check parking brake holding ability.

PARKING BRAKE (DRUM)

“H” Body

1) Adjust rear brake shoes. See REAR BRAKE SHOES. Apply parking brake to 6 clicks (ratchets) and release. Do this 5 times.

2) To ensure parking brake pedal is fully released, turn ignition on. BRAKE indicator light on instrument panel should be off. If light is off, go to next step. If light is on and parking brake is fully released and pull front parking brake cable downward to remove slack.

3) Raise and support vehicle. At parking brake cable
adjuster, rotate adjuster nut until a 1/8" (3.2 mm) drill bit can be inserted through access hole into space between shoe web and parking brake lever. See Fig. 1. Cable is adjusted when a 1/8" (3.2 mm) drill bit will fit into space, but a 1/4" (6.4 mm) drill bit will not fit.

4) Apply parking brake to one click. Wheels should not turn when trying to turn wheels forward by hand. Wheels should drag or not turn when trying to turn wheels in reverse direction by hand. Release parking brake. Ensure wheels rotate freely. Install access hole plugs. Lower vehicle.

**TESTING**

**BRAKE WARNING INDICATOR INOPERATIVE**

**NOTE:** See appropriate INSTRUMENT PANEL article in ACCESSORIES/SAFETY EQUIPMENT section.

**REMOVAL & INSTALLATION**

**FRONT BRAKE CALIPER**

**Removal**

1) Remove and discard 2/3 of brake fluid from master cylinder reservoir to prevent overflow when servicing. Raise and support vehicle. Mark wheel in relation to hub. Remove front wheel. Install and finger-tighten 2 lug nuts with flat side toward rotor to hold rotor when caliper is removed.

2) If not completely removing caliper (such as for overhaul), go to next step. If completely removing caliper, remove bolt securing brake hose to caliper. Disconnect brake hose from caliper. Plug opening in brake hose to prevent fluid loss and contamination.

3) Position "C" clamp with stationary end of clamp on caliper housing and threaded end on outboard pad. Tighten "C" clamp until piston is pushed into bore far enough to slide caliper off rotor. Remove "C" clamp. Plug opening in caliper to prevent further fluid loss & contamination.

4) Remove caliper bolts and bushings. See Fig. 2. Remove caliper. If brake hose is still connected to caliper, hang caliper by wire so brake hose will not be damaged. Remove pads from caliper.

**Installation**

1) Liberally coat inner diameter of bushings with silicone grease. Install caliper. Install caliper bolts and bushings. If bolts slide through bushings using hand pressure, (indicating bushings, mounting bolts, and caliper slide pin bores are okay, go to step 3).

2) If bolts do not slide through bushings using hand pressure, remove bolts and bushings. Inspect caliper bores for corrosion. If corroded, remove corrosion using 1" (25.4 mm) diameter wheel cylinder honing brush. Clean bores with clean denatured alcohol. Install and lubricate bushings. Install caliper bolts.

3) Tighten caliper bolts to specification. See TORQUE SPECIFICATIONS table. If brake hose was not disconnected, go to next step. If brake hose was disconnected, connect brake hose to caliper. Tighten fitting bolt to specification. Bleed brake hydraulic system, and go to next step. See BLEEDING BRAKE SYSTEM in appropriate ANTI-LOCK BRAKE SYSTEM article.

4) Apply brakes several times to seat pads. Install wheel, aligning marks made during removal. Tighten wheel lug nuts to specification. Fill brake fluid reservoir. Road-test vehicle.

**FRONT BRAKE PADS**
Removal
Remove caliper. See FRONT BRAKE CALIPER. Slide caliper off rotor, and wire aside. Remove outer pad from caliper, using screwdriver to disengage pad retainer buttons. See Fig. 2. Remove inner pad.

Installation
1) Clean outside surface of caliper piston boot with denatured alcohol. Bottom piston in caliper bore. Using small plastic or wood tool, lift inner edge of boot next to piston and press out any trapped air. Reposition boot so it lays flat with convolutions in proper position.
2) Install inner pad, snapping retainer into place in piston. Ensure pad lays flat against piston. Ensure boot is not touching pad. Install outer pad with wear sensor facing downward. Ensure pad lays flat against caliper. To install remaining components, reverse removal procedure. Tighten bolts to specification. See TORQUE SPECIFICATIONS table.

FRONT BRAKE ROTOR

Removal & Installation
Remove caliper and wire aside. See FRONT BRAKE CALIPER. Mark rotor in relation to hub for installation reference. Remove rotor. To install, reverse removal procedure.

REAR BRAKE CALIPER
Removal ("C" & "G" Bodies)

1) Remove and discard 2/3 of brake fluid from master cylinder reservoir to prevent overflow when servicing. Release parking brake. Raise and support vehicle. Mark wheel in relation to hub. Remove wheel. Install and finger-tighten 2 lug nuts with flat side toward rotor, to hold rotor when caliper is removed.

2) If not completely removing caliper (such as for overhaul), go to next step. If completely removing caliper, remove bolt securing brake hose to caliper. Disconnect brake hose from caliper. Plug opening in brake hose and caliper to prevent fluid loss and contamination. Lift up end of cable spring clip and disconnect parking brake cable from parking brake lever. See Fig. 3.

3) Remove bolt and washer securing cable support bracket to caliper body. Remove sleeve bolt. Pivot caliper upward to clear rotor. Slide caliper inboard off pin sleeve to remove caliper. Hang caliper by wire if brake hose is still connected.

Installation

1) Check bolt sleeve and pin sleeve for corrosion. Replace if corroded. DO NOT polish to remove corrosion. If brake caliper was not replaced, remove pin boot from caliper. Install small end over pin sleeve (installed on caliper support) until boot is seated in pin groove. This will prevent cutting pin boot when sliding caliper onto pin sleeve.

2) Slide caliper over end of pin sleeve until caliper approaches pin boot. Work large end of pin boot in caliper groove. Push caliper fully onto pin. Pivot caliper downward, using care not to damage piston boot on inboard pad. As caliper moves into position, compress sleeve boot by hand to prevent boot damage.

3) After caliper is in position, recheck installation of pad clips. If necessary, use a small screwdriver to seat or center pad clips on support abutments. Install sleeve bolt. Tighten to specification. See TORQUE SPECIFICATIONS table. Install cable support bracket (with cable attached), washer and bolt.

4) If caliper was not completely removed, go to next step. If caliper was completely removed, lift up end of cable spring clip and work end of parking brake cable into notch in lever to connect end of cable to lever. Connect brake hose to caliper. Tighten fitting bolt to specification. Bleed brake system. See BLEEDING BRAKE SYSTEM in appropriate ANTI-LOCK BRAKE SYSTEM article.

5) Install wheel, aligning marks made during removal. Tighten wheel lug nuts to specification. Apply brakes several times to seat pads against rotor. Fill brake fluid reservoir. Road-test vehicle.

REAR BRAKE PADS

Removal ("C" & "G" Bodies)

Pivot caliper upward. See REAR BRAKE CALIPER. Remove outer and inner pads. See Fig. 3. Remove pad clips.

Installation

1) Using spanner wrench in caliper piston slots, rotate piston until bottomed in caliper. Align slots in piston so protrusions on pads will align with slots when pads are installed. Using small plastic or wood tool, lift inner edge of boot next to piston and press out any trapped air. Reposition boot so it lays flat with convolutions in proper position.

2) Install NEW pad clips onto caliper support. Install pads onto caliper support. Wear sensor on outer pad must be positioned downward. To install remaining components, reverse removal procedure. Ensure boot is not touching pad.
REAR BRAKE ROTOR

Removal & Installation ("C" & "G" Bodies)
Remove caliper and wire aside. See REAR BRAKE CALIPER. Mark rotor in relation to hub for installation reference. Remove rotor. To install, reverse removal procedure.

REAR BRAKE SHOES

NOTE: Observe position of springs, adjuster assembly and brake shoes for reassembly reference.

Removal ("H" Body)
1) Release parking brake. Raise and support vehicle. Mark wheels in relation to wheel studs. Remove wheels. Mark drums in relation to wheel studs. Remove drums. If drums are easily removed, go to step 4). If drums are difficult to remove, go to next step.
2) Back off parking brake adjuster. Using hammer and small punch on each backing plate, bend knockout slug (where access hole plug will be installed) inward for access to parking brake lever. See Fig. 1. Insert punch or screwdriver through hole. Press inward to push parking brake lever off of its stop. This allows shoes to retract slightly.
3) Apply a small amount of penetrating oil around pilot hole at center of drum to break corrosion seal between drum and wheel stud flange. Remove drums. Using pliers, remove knockout slug on each backing plate. Insert rubber plug into access hole to prevent contamination.
4) Disconnect actuator spring from adjuster actuator and web of parking brake shoe. Disconnect retractor spring from adjuster shoe so end of spring snaps off of shoe web onto backing plate.
5) Remove adjuster shoe, adjuster actuator and adjusting screw assembly. Disconnect parking brake lever from parking brake shoe. DO NOT disconnect parking brake cable from parking brake lever unless replacing lever.
6) Disconnect retractor spring from parking brake shoe so end of spring snaps off shoe web onto backing plate. Remove parking brake shoe. Remove retractor spring.

Installation
1) Using brake lubricant, lubricate 6 raised shoe pads on backing plate, and surfaces of anchor where bottom of shoes contact anchor. Install retractor spring, hooking center section of spring under tab on anchor. Position parking brake shoe onto backing plate.
2) Pull end of retractor spring up to rest on web of parking brake shoe. Pull end of retractor spring over until it snaps into slot of parking brake shoe web. Connect parking brake lever to parking brake shoe. Connect parking brake cable to parking brake lever (if disconnected).
3) Disassemble, clean and lubricate adjuster screw assembly. Install adjuster screw assembly and adjuster shoe (without adjuster actuator), ensuring components correctly engage slotted ends of adjuster screw assembly. See Fig. 1. Engage end of retractor spring into slot of adjuster shoe web.
4) Lubricate tab and pivot point on adjuster actuator with brake lubricant. Spread brake shoes and work adjuster actuator into position. Install actuator spring, first engaging "U"-shaped end of spring into hole in parking brake shoe web.
5) Ensure lever stop on parking brake lever is against edge of brake shoe web. If parking brake cable is holding lever stop off edge of shoe web, loosen parking brake cable adjuster. Measure inner diameter of brake drums. At each brake assembly, turn star wheel on adjusting screw assembly until brake shoe diameter is .050" (1.27 mm).
6) Install drums and wheels, aligning marks made during removal. Tighten wheel lug nuts to specification. See TORQUE SPECIFICATIONS table. Firmly apply and release service brakes 30-35 times using normal braking force, pausing about one second between brake applications. Adjust parking brake. See PARKING BRAKE (DRUM) under ADJUSTMENTS. Install access hole plugs. Lower vehicle.

WHEEL CYLINDERS

Removal & Installation ("H" Body)
Remove rear brake shoes. See REAR BRAKE SHOES. Disconnect inlet tube nut and line. Plug opening in line to prevent fluid loss and contamination. Remove wheel cylinder bolts and wheel cylinder. To install, reverse removal procedure. Apply sealant to wheel cylinder face that contacts backing plate. Tighten nuts and bolts to specification. See TORQUE SPECIFICATIONS table. Bleed brake system. See BLEEDING BRAKE SYSTEM in appropriate ANTI-LOCK BRAKE SYSTEM article.

MASTER CYLINDER

Removal
1) Pinch off hose, between master cylinder reservoir and
pressure modulator reservoir, near master cylinder reservoir with clamping pliers. Disconnect reservoir hose. Remove diaphragm and cap. Remove fluid from reservoir with a bulb syringe.

2) Install diaphragm and cap. Disconnect fluid level sensor electrical connector. Disconnect brakelines from master cylinder. Remove master cylinder nuts and remove master cylinder from brake booster.

Installation
To install, reverse removal procedure. Use DOT 3 brake fluid. Bench bleed master cylinder before installation. Bleed brake system as necessary. See BLEEDING BRAKE SYSTEM in appropriate ANTI-LOCK BRAKE SYSTEM article. Tighten master cylinder nuts and brakeline fittings to specification. See TORQUE SPECIFICATIONS table.

MASTER CYLINDER RESERVOIR

Removal
1) Pinch off hose, between master cylinder reservoir and pressure modulator reservoir, near master cylinder reservoir with clamping pliers. Disconnect reservoir hose. Remove diaphragm and cap. Remove fluid from reservoir with a bulb syringe.

2) Disconnect fluid level sensor electrical connector. Remove pins securing reservoir to master cylinder. Tap back pins until clear of reservoir, being careful not to damage reservoir or master cylinder. Remove cross-car brace for access, if necessary. Remove reservoir and reservoir seals.

Installation
Lubricate NEW reservoir seals with brake fluid. Install seals. To install remaining components, reverse removal procedure. Fill master cylinder. Bleed brake system. See BLEEDING BRAKE SYSTEM in appropriate ANTI-LOCK BRAKE SYSTEM article.

POWER BRAKE BOOSTER

Removal
Disconnect vacuum hose from booster check valve. Without disconnecting hydraulic lines, remove master cylinder from power booster and position aside. Under instrument panel, remove nuts securing booster to firewall. Without putting undue sideways pressure on push rod, tilt booster slightly to work push rod off of brake pedal. Remove booster.

Installation
To install, reverse removal procedure. Tighten nuts to specification. See TORQUE SPECIFICATIONS table. Adjust brakelight switch. See BRAKELIGHT SWITCH under ADJUSTMENTS.

PROPORTIONING VALVE

Removal
Proportioning valves are located in line with each rear brakeline. See Fig. 4. Raise vehicle. Clean proportioning valve(s) and brakeline connections using denatured alcohol to assure no contamination. Disconnect brakelines from proportioning valve(s) and remove proportioning valve(s).

Installation
To install, reverse removal procedure. Bleed brake system. See BLEEDING BRAKE SYSTEM in appropriate ANTI-LOCK BRAKE SYSTEM article.
OVERHAUL

* PLEASE READ THIS FIRST *

NOTE: Master cylinder and power booster units are no longer serviceable and must be replaced as an assembly.

FRONT CALIPER

CAUTION: DO NOT place fingers in front of caliper piston when applying compressed air to remove piston. Injury may result.

1) Remove caliper from vehicle. Remove caliper bushings and inspect. Replace bushings if nicked, worn or damaged. Using a clean shop towel to pad interior of caliper, remove piston using compressed air at caliper inlet port. Inspect piston for scoring, nicks, corrosion and worn or damaged chrome plating. Replace as necessary.

2) Using nonmetallic tools to avoid scratching, remove boot from piston and piston seal from caliper. Inspect caliper bore for scoring, corrosion, nicks and wear. Using crocus cloth, clean out
caliper bore. If corrosion will not clean off of seal groove, replace caliper housing.

3) Clean all parts with denatured alcohol. Dry with compressed air. Blow out passages in caliper and bleeder valves. Install bleeder valves and tighten to specification. See TORQUE SPECIFICATIONS table.

4) Lubricate new piston seal and install into caliper bore groove. Lubricate boot and install onto piston. Install piston and boot into caliper bore, pushing piston to bottom of caliper bore. Using Dust Boot Seal Installer (J-26267), seat boot into caliper housing. Lubricate beveled end of bushings with silicone grease. Install bushings into mounting bores, beveled end first.

REAR CALIERS

CAUTION: DO NOT place fingers in front of caliper piston when applying compressed air to remove piston. Injury may result.

1) Remove caliper from vehicle. Remove caliper pins and bushings and inspect for nicks or damage. Replace as necessary. Using a clean shop towel to pad interior of caliper, remove piston using low pressure compressed air at caliper inlet port. Or remove piston using a spanner wrench to remove threaded piston assembly out of caliper.

2) Using nonmetallic tools to avoid scratching, remove boot from piston. Remove piston seal from caliper. Inspect caliper bore for scoring, corrosion, nicks and wear. Remove bleeder valve. Remove pin boot, bolt boot, bolt and sleeve from caliper body. Remove pin bolt and pin sleeve from caliper support. Remove lever spring, if replacing spring.

3) Clean all parts with denatured alcohol. Dry with compressed air. Blow out passages in caliper and bleeder valves. Inspect caliper bore and piston for scoring, nicks, cracks, corrosion and wear. Replace as necessary. Do not hone caliper bore. Check seal groove for nicks or burrs, replace caliper housing if found.

4) Install pin bolts and pin sleeves to caliper support. Lube outside diameter of boot with silicone grease. Install sleeve boot, with silicone grease, through caliper. Push bolt sleeve through lip end of boot until boot seats in sleeve groove at other end. Install bolt boot onto caliper body. Install pin boot over sleeve (installed on caliper support). Install lever return spring.

5) Install bleeder valves and tighten to specification. See TORQUE SPECIFICATIONS table. Lubricate new piston seal and install into caliper bore groove. Lubricate boot and install onto piston. Install piston and boot into caliper bore, thread into bottom of caliper using spanner wrench. Seat boot ring into counter bore of caliper body. Ensure not to pinch boot. Remove any trapped air in boot. Boot must lay flat.

DISC BRAKE SPECIFICATIONS

FRONT DISC BRAKE SPECIFICATIONS

<table>
<thead>
<tr>
<th>Application</th>
<th>In. (mm)</th>
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<tbody>
<tr>
<td>Disc Diameter</td>
<td></td>
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<tr>
<td>&quot;C&quot; &amp; &quot;C&quot; Bodies</td>
<td>11.9 (303.00)</td>
</tr>
<tr>
<td>&quot;H&quot; Body</td>
<td>10.945 (278.00)</td>
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<tr>
<td>Lateral Runout</td>
<td>0.002 (.060)</td>
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<td>Parallelism</td>
<td>0.005 (.013)</td>
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<tr>
<td>Original Thickness</td>
<td>1.260 (32.20)</td>
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<td>Minimum Refinished Thickness</td>
<td>1.224 (31.08)</td>
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<tr>
<td>Discard Thickness (1)</td>
<td>1.209 (30.70)</td>
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Master Cylinder Bore Diameter .......................... 1.00 (25.4)

(1) - Discard dimension cast into rotor is for wear and does not apply to minimum refinished thickness.

### REAR DISC BRAKE SPECIFICATIONS

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<tr>
<td>Disc Diameter</td>
<td>11.06 (281.00)</td>
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<td>Parallelism</td>
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<td>Original Thickness</td>
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<td>Discard Thickness (1)</td>
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(1) - Discard dimension cast into rotor is for wear and does not apply to minimum refinished thickness.

### DRUM BRAKE SPECIFICATIONS

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<td>Maximum Refinished Diameter</td>
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<td>Discard Diameter (1)</td>
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<td>Wheel Cylinder Bore Diameter</td>
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(1) - Discard dimension cast into drum is for wear and does not apply to maximum refinished diameter.

### TORQUE SPECIFICATIONS

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<th>Application</th>
<th>Ft. Lbs. (N.m)</th>
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<tbody>
<tr>
<td>Booster Attaching Nuts</td>
<td>15 (20)</td>
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<tr>
<td>Brake Lever Nut (Rear Caliper)</td>
<td>40 (54)</td>
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<tr>
<td>Brakeline-To-Wheel Cylinder</td>
<td>11 (15)</td>
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<tr>
<td>Caliper Anchor Bracket Bolt</td>
<td>38 (51)</td>
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<tr>
<td>Caliper Pin Bolt</td>
<td>63 (85)</td>
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<tr>
<td>Master Cylinder Attaching Nuts</td>
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<tr>
<td>Pin Bolt</td>
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<td>Wheel Lug Nuts</td>
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INCH Lbs. (N.m)

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<td>Bleeder Valve</td>
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<tr>
<td>Wheel Cylinder-To-Backing Plate Bolt</td>
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