

Fig. 31 Front disc brake rotor and related components—typical

9. Apply the brake pedal several times before moving the vehicle, to position the brake pads.

INSPECTION

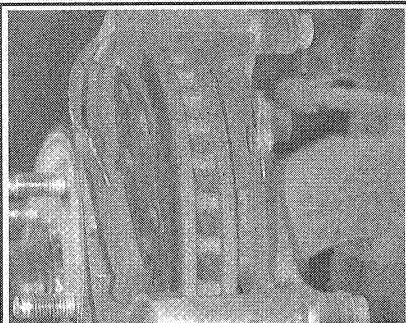
Check the disc brake rotor for scoring, cracks or other damage. Check the minimum thickness and rotor runout.

Either foreign material build-up or contamination on the rotor braking surface or uneven rotor thickness causes a brake pulsation that is present during brake application. If there is a foreign material build-up or contamination found on the rotor or lining surfaces, hand sand the linings and rotors. Uneven rotor thickness (thickness variation) may be caused by excessive runout, caliper drag or the abrasive action of the brake lining. If brake pulsation is present, attempt stopping the vehicle with the transmission in the NEUTRAL position. If the pulsation is gone, the drivetrain should be inspected. If the pulsation remains, inspect the brakes.

Check the rotor thickness using a micrometer or calipers. The brake rotor minimum thickness must not be less than 0.972 in. on 1988–91 vehicles or 0.974 in. on 1992–99 vehicles.

Rotor runout can be checked using a dial indicator. Mount the indicator to the spindle or upper control arm and position the indicator foot on the center of the braking surface. Rotate the rotor to check the runout. On 1992–99 vehicles, make sure there is no rust or foreign material between the rotor and hub face. Hold the rotor to the hub by inverting the lugnuts and tightening them to 85–105 ft. lbs. (115–142 Nm). Rotor runout must not exceed 0.003 in.

If rotor runout exceeds specification on 1988–91 vehicles, machine the rotor if it will not be below the minimum thickness specification after machining. On 1992–00 vehicles, the rotor can be repositioned on the hub to obtain the lowest possible runout. If runout remains excessive, remove the rotor and check the hub runout. Replace the hub if hub runout exceeds 0.002 in. If after replacing the rotor if it will not be below the minimum thickness specification after machining.



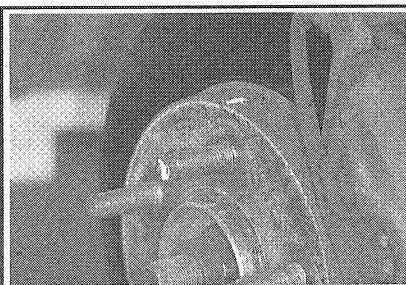
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Fig. 32 After removing the disc pads you can inspect the brake rotor thoroughly for scoring



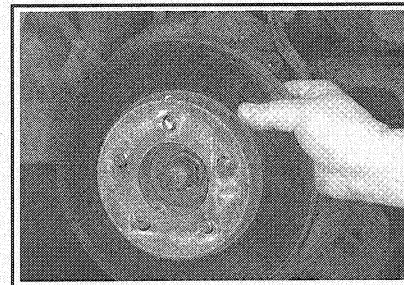
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Fig. 33 If the rotor has to come off, the disc support bracket has to be removed. This bracket has two bolts that hold it in place



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Fig. 34 Before removing the caliper, matchmark the rotor and the stud (lug) to help prevent vibration from a rotor that is out of round



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Fig. 35 To remove the rotor, just slide it off the hub. Make sure it is marked on a stud and on the rotor "hat" for proper installation



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Fig. 36 When the rotor has been removed, the anti-lock hub and sensor can be cleaned and inspected