

DIAGNOSIS AND TESTING (Continued)

BRAKE SYSTEM DIAGNOSIS (Continued)

CONDITION	POSSIBLE SOURCE	ACTION
● Brake Warning Indicator On	<ul style="list-style-type: none"> ● Hydraulic system. ● Shorted indicator circuit. ● Parking brake not returned. ● Brake warning indicator switch. 	<ul style="list-style-type: none"> ● Refer to Master Cylinder Diagnosis. ● Correct short in warning circuit. ● Refer to Parking Brake Will not Release or Fully Return below. ● Replace.
● Intermittent Loss of Pedal	<ul style="list-style-type: none"> ● Loose wheel bearings. 	<ul style="list-style-type: none"> ● Replace as required. ● Perform Steps under Excessive Pedal Travel or Pedal Travel Goes to Floor.
● Rough Engine Idle or Stall, Brakes Applied	<ul style="list-style-type: none"> ● Vacuum leak in neutral switch. ● Vacuum booster. 	<ul style="list-style-type: none"> ● Check lines for leaks. Service or replace as required. ● Check vacuum booster for internal leaks. Replace if required.
● Parking Brake Control Will Not Latch (Manual Release)	<ul style="list-style-type: none"> ● Kinked or binding release cable. ● Control assembly. 	<ul style="list-style-type: none"> ● Inspect, service or replace. ● Inspect, service or replace.
● Parking Brake Control Will Not Latch (Automatic Release)	<ul style="list-style-type: none"> ● Vacuum leak. ● Vacuum switch. ● Control assembly. 	<ul style="list-style-type: none"> ● Service as required. ● Test. Replace if necessary. ● Service or replace.
● Parking Brake Will Not Release or Fully Return (Manual Release)	<ul style="list-style-type: none"> ● Cable disconnected. ● Control assembly binding. ● Parking brake linkage binding. ● Rear brakes. 	<ul style="list-style-type: none"> ● Connect cable or replace. ● Service or replace. ● Service or replace. ● Check rear brakes shoe retracting springs and parking brake levers. On rear disc brakes verify levers return fully to released position. Adjust cables or service caliper as required.
● Parking Brake Will Not Release or Fully Return (Automatic Release)	<ul style="list-style-type: none"> ● Vacuum line leakage or improper connections. ● Neutral switch. ● Control assembly. 	<ul style="list-style-type: none"> ● Inspect and service. ● Adjust or replace. ● Service or replace.
● Roughness—An Unsmooth Feeling While Braking in NEUTRAL Evidenced by a Pulsating Brake Pedal	<ul style="list-style-type: none"> ● Corrosion buildup on rotor surfaces. ● Rotor thickness variation. ● Rear brake roughness. ● Wheel/tire imbalance. ● Drivetrain imbalance. ● Worn tires. 	<ul style="list-style-type: none"> ● Make 5 to 10 stops. If roughness is still present, replace or turn rotor.² ● Replace or turn rotor.² ● Attempt stopping the vehicle using the parking brake. If roughness is present, check drums/rotors for excessive wear or runout. Refinish or replace as necessary. ● Verify and service as necessary. ● Attempt stopping vehicle in NEUTRAL transmission position. If roughness is gone, drivetrain should be inspected. ● Replace tires.

TH8037A

DIAGNOSIS INDEX

Description	Pinpoint Test
Vibration Diagnosis	
Vibration When Brakes Are Applied	A
Master Cylinder Diagnosis	
Pedal Goes Down Fast	B
Pedal Eases Down Slowly	C
Pedal Is Low and/or Feels Spongy	D

(Continued)

DIAGNOSIS INDEX (Cont'd)

Description	Pinpoint Test
Pedal Effort Excessive	E
Rear Brake Lockup During Light Brake Pedal Force	F
Excessive and/or Erratic Pedal Travel	G
Brake Warning Lamp On	H
Front Brakes Drag	I

(Continued)

² Turning rotors is not a chargeable warranty claim except with prior approval of Ford Parts and Service Division.