

REMOVAL AND INSTALLATION (Continued)

Item	Part Number	Description
6B	N606689-S2	Bolt
7B	N620481-S2	Nut
8	2450	Assy
9	—	Dash Panel
10	2005	Booster Assy
11	2A309	Bushing
12	380699-S100	Clip
13	2B129	Washer
14	—	Vacuum Tube

(Continued)

Item	Part Number	Description
15	13480	Stoplamp Assy
16	381298-SX42A	Vacuum Hose to Check Valve
17	9C490	Vacuum Tree
18	2455	Pedal Assy
19	—	Automatic Transmission
20	—	Manual Transmission
A		Tighten to 18-34 N·m (14-25 Lb-Ft)
B		Tighten to 16-30 N·m (12-22 Lb-Ft)

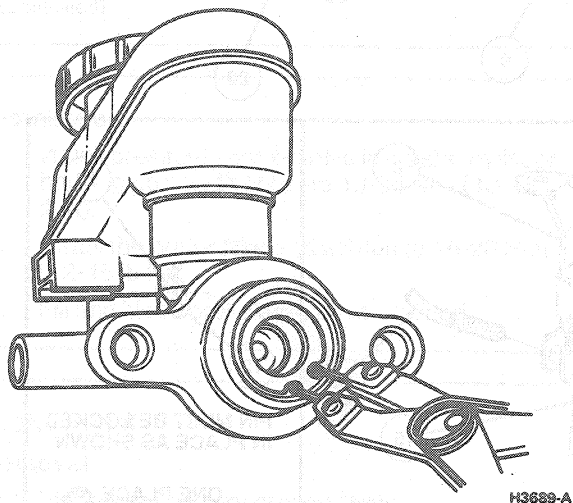
OVERHAUL

Master Cylinder

NOTE: The ABS master cylinder will not be overhauled due to internal adjustments which require extensive special tools and fixtures. If service is necessary the master cylinder must be replaced.

Disassembly

1. Clean the outside of the master cylinder thoroughly. Remove cap. Drain all brake fluid from cylinder. Always discard used brake fluid.
2. Depress primary piston and remove snap ring from retaining groove at the open end of the bore.



NOTE: If master cylinder is to be put into vise to aid in disassembly, mount into vise by flange only to avoid damage to bore or reservoir areas.

3. Remove primary and secondary piston assemblies from master cylinder. Tap open end of cylinder on bench to remove pistons. If secondary piston does not readily come out, apply air pressure to secondary outlet port to assist removal.
4. Remove the reservoir as outlined.

5. On wagon models, remove pressure control valves.

Inspection

1. Wash master cylinder body, especially bore, along with primary and secondary piston assemblies in clean brake fluid. Denatured or isopropyl alcohol can be used instead.

CAUTION: Blistering or swelling indicates contamination of brake fluid by a petroleum-based solvent or oil. In that case, all rubber components in the brake hydraulic system must be inspected and replaced and the entire system must be flushed with clean brake fluid to prevent recontamination.

The components which must be replaced are:

- Front brake caliper seals
- Rubber front brake hoses
- Rear wheel cylinder seals
- Rubber rear brake hoses
- Pressure control valves
- Primary and secondary piston assemblies
- Reservoir grommets
- Cap assemblies

2. Inspect seals on primary and secondary piston assemblies for cuts, nicks, scratches or signs of wear and for presence of any blistering or swelling.

CAUTION: Honing of the bore on aluminum master cylinders is not permitted as the anodic coating and hardness could be removed.

3. Inspect master cylinder bore for pitting, corrosion or heavy wear. Heavy wear is characterized by scoring or galling of metal.

NOTE: The aluminum body of the master cylinder is anodized. Some signs of bore wear, as evidenced by lighter areas of the anodized surface, are normal and not detrimental.