

## REMOVAL

### NOTICE:

Before starting the work, make sure that the ignition switch is OFF and depress the brake pedal more than 40 times.

### HINT:

When a pressure in power supply system is released, reaction force becomes heavy and stroke becomes shorter.

### NOTICE:

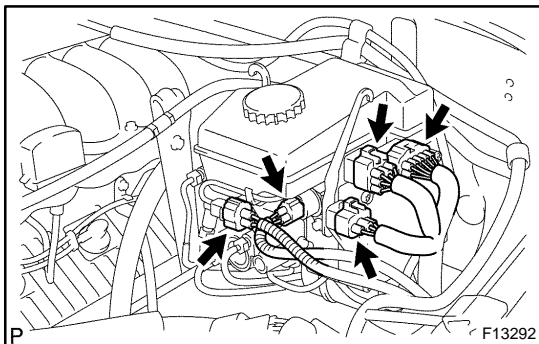
- As high pressure is applied to the brake actuator No. 1 tube, never deform it.
- Until the work is over, do not turn the ignition switch ON.

### 1. DRAW OUT FLUID WITH SYRINGE

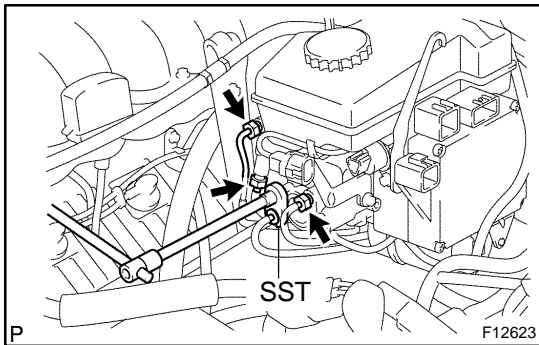
### NOTICE:

Do not let brake fluid remain on a painted surface. Wash it off immediately.

### 2. REMOVE LOWER FINISH PANEL, HOOD LOCK RELEASE LEVER, FUEL LID RELEASE LEVER (See page [BO-66](#) )



### 3. DISCONNECT 5 CONNECTORS



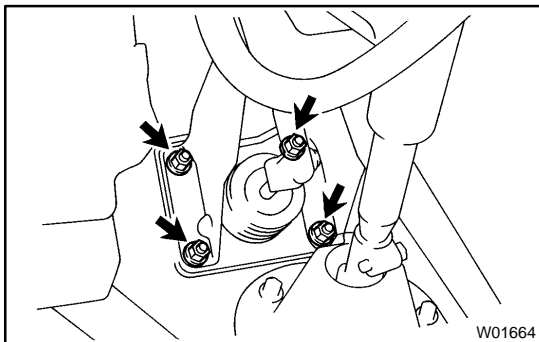
### 4. DISCONNECT BRAKE LINES

Using SST, disconnect the 4 brake lines.

SST 09023-00100

Torque: 15 N·m (155 kgf·cm, 11 ft·lbf)

### 5. REMOVE RETURN SPRING, CLIP, WAVE WASHER AND CLEVIS PIN



### 6. REMOVE HYDRAULIC BRAKE BOOSTER ASSEMBLY

- Remove the 4 booster installation nuts.  
Torque: 14 N·m (140 kgf·cm, 10 ft·lbf)
- Remove the booster assembly and gasket.