

PARKING BRAKES

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WARNINGS REGARDING SERVICING OF SUPPLEMENTAL RESTRAINT SYSTEM (SRS) EQUIPPED VEHICLES

WARNING!

- (1) Improper service or maintenance of any component of the SRS, or any SRS-related component, can lead to personal injury or death to service personnel (from inadvertent firing of the air bag) or to the driver and passenger (from rendering the SRS inoperative).
- (2) Service or maintenance of any SRS component or SRS-related component must be performed only at an authorized MITSUBISHI dealer.
- (3) MITSUBISHI dealer personnel must thoroughly review this manual, and especially its GROUP 52B – Supplemental Restraint System (SRS) and GROUP 00 – Maintenance Service, before beginning any service or maintenance of any component of the SRS or any SRS-related component.

NOTE

The SRS includes the following components: SRS air bag control unit, SRS warning light, air bag module, clock spring and interconnecting wiring. Other SRS-related components (that may have to be removed/installed in connection with SRS service or maintenance) are indicated in the table of contents by an asterisk (*).

GENERAL INFORMATION

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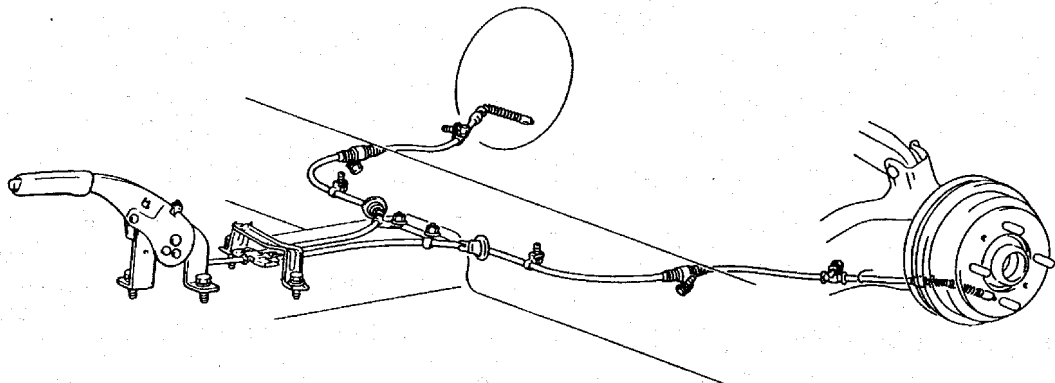
The parking brake is a mechanical control type acting on the rear wheels. The vehicles with rear drum brakes use a mechanism which internally expand the shoes against the drum and the vehicles with

rear disc brakes use a toggle mechanism for pressing the pads against the rotor. A lever is used to apply the parking brake.

CONSTRUCTION DIAGRAM

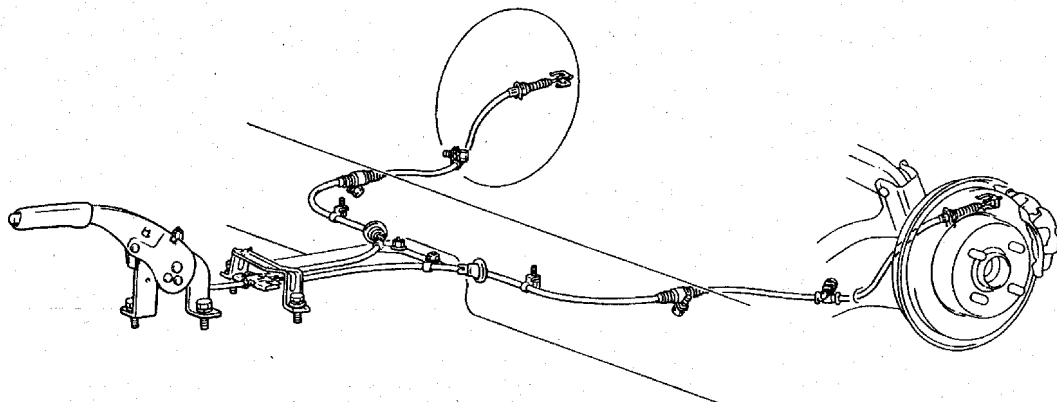
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<Vehicles with rear drum brakes>



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<Vehicles with rear disc brakes>



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SERVICE SPECIFICATIONS

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Items	Standard value
Parking brake lever stroke	5–7 notches

LUBRICANTS

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Items	Specified lubricants	Quantity
Backing plate	Brake grease: SAE J310, NLGI No. 1	As required
Shoe and lining assembly		
Adjuster		
Parking lever pin end		

TROUBLESHOOTING

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Symptom	Probable cause	Remedy
Brake drag	Incomplete release of parking brake	Correct
	Incorrect parking brake adjustment	Adjust
Insufficient parking brake function	Worn brake pad	Replace
	Excessive parking brake lever stroke	Adjust the parking brake lever stroke or check the parking brake cable routing
	Grease or oil on pad surface	Replace
	Parking brake cable sticking	

SERVICE ADJUSTMENT PROCEDURES

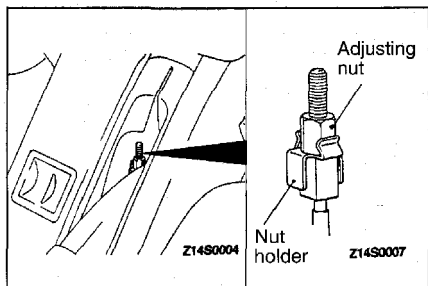
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PARKING BRAKE LEVER STROKE INSPECTION AND ADJUSTMENT

1. Pull the parking brake lever with a force of approx. 200 N (45 lbs.), and count the number of notches.

Standard value: 5–7 notches

2. If the parking brake lever stroke is not the standard value, adjust as described below.



<Vehicles with drum brake>

- (1) Loosen the adjusting nut at the floor console to release the cable.
- (2) With the engine idling, forcefully depress the brake pedal two or three times and confirm that the pedal stroke stops changing.

NOTE

If the pedal stroke stops changing, it indicates that the automatic adjusting mechanism has functioned properly to adjust the clearance between the drum and the shoe to the correct value.

- (3) Rotate the adjusting nut to adjust the parking brake stroke to the standard value. After making adjustment, check to ensure that there is no looseness between the adjusting nut and parking brake lever. Also check that the adjusting nut is securely held at the nut holder.

Caution

If the number of brake lever notches engaged is less than the standard value, the cable has been pulled excessively. Be sure to adjust it to within the standard value.

- (4) After adjusting the lever stroke, jack up the rear of the vehicle. With the parking brake lever in the released position, turn the rear wheel to confirm that the rear brakes are not dragging.

<Vehicles with disc brake>

- (1) Loosen the adjusting nut at the floor console to release the cable.
- (2) With the engine idling, forcefully depress the brake pedal two or three times and confirm that the pedal stroke stops changing.

NOTE

If the pedal stroke stops changing, it indicates that the automatic adjusting mechanism has functioned properly to adjust the clearance between the pads and the disc to the correct value.

- (3) Check to be sure that the parking lever is touching the pin on the caliper side.

NOTE

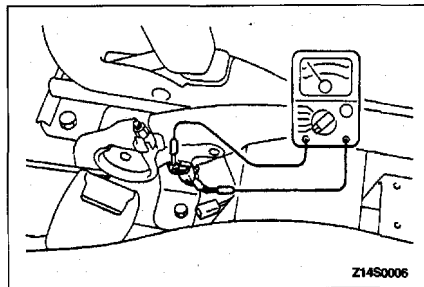
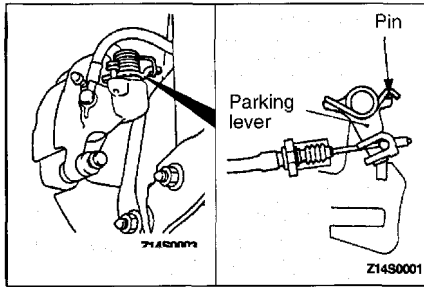
If the parking lever is not touching the pin, the reason is probably that the parking brake cable is caught, defectively distributed, or there is a defect in the auto adjuster mechanism inside the rear brake caliper, so it is necessary to inspect the parking brake cable and to disassemble and inspect the rear brake caliper.

- (4) Rotate the adjusting nut to adjust the parking brake stroke to the standard value. After making adjustment, check to ensure that there is no looseness between the adjusting nut and parking brake lever. Also check that the adjusting nut is securely held at the nut holder.

Caution

If the number of brake lever notches engaged is less than the standard value, the cable has been pulled excessively. Be sure to adjust it to within the standard value.

- (5) After adjusting the lever stroke, jack up the rear of the vehicle. With the parking brake lever in the released position, turn the rear wheel to confirm that the rear brakes are not dragging, and that the parking lever is touching the pin on the caliper side.



PARKING BRAKE SWITCH CHECK

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Check the continuity between the parking brake switch terminal and the switch mounting bolt.

When the brake lever is pulled	Continuity
When the brake lever is released	No continuity

PARKING BRAKE LEVER REMOVAL AND INSTALLATION

Pre-removal Operation

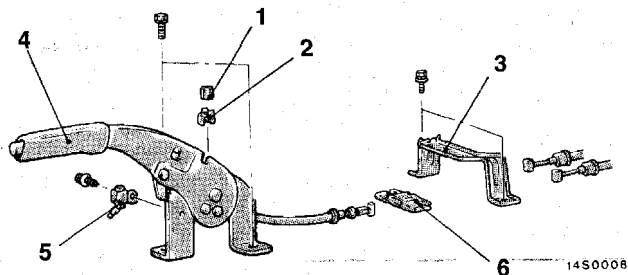
- Floor Console Removal
(Refer to GROUP 52A – Floor Console.)
- Rear Seat Removal (Refer to GROUP 52A – Seat.)

CAUTION: SRS

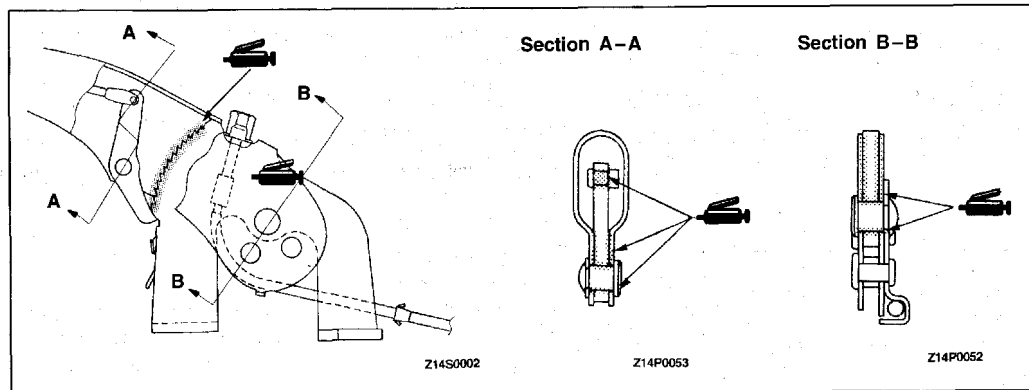
When removing and installing the floor console assembly, don't allow any impact or shock to the SRS air bag control unit.

Post-installation Operation

- Parking Brake Lever Stroke Adjustment
(Refer to P.36-4.)
- Floor Console Installation
(Refer to GROUP 52A – Floor Console.)
- Rear Seat Installation (Refer to GROUP 52A – Seat.)



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Removal steps

1. Adjusting nut
2. Nut holder
3. Bracket

4. Parking brake lever assembly
5. Parking brake switch
6. Cable equalizer

PARKING BRAKE CABLE

REMOVAL AND INSTALLATION

Pre-removal Operation

- Floor Console Removal
(Refer to GROUP 52A – Floor Console.)
- Rear Seat Removal (Refer to GROUP 52A – Seat.)

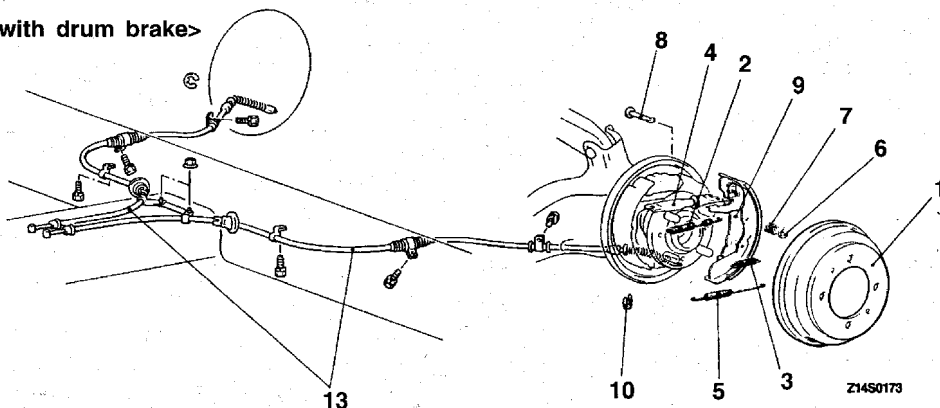
CAUTION: SRS

When removing and installing the floor console assembly, don't allow any impact or shock to the SRS air bag control unit.

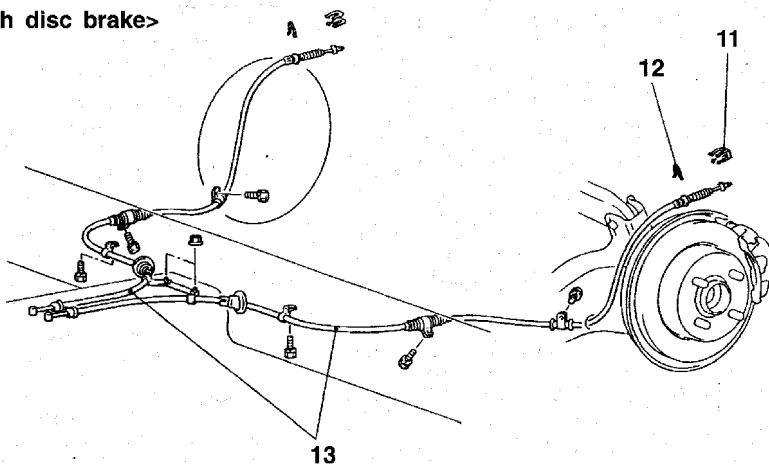
Post-installation Operation

- Parking Brake Lever Stroke Adjustment
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- Floor Console Installation
(Refer to GROUP 52A – Floor Console.)
- Rear Seat Installation (Refer to GROUP 52A – Seat.)

<Vehicles with drum brake>



<Vehicles with disc brake>

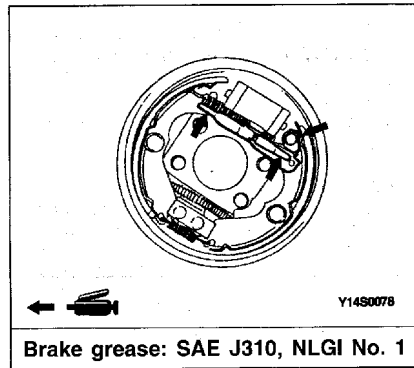
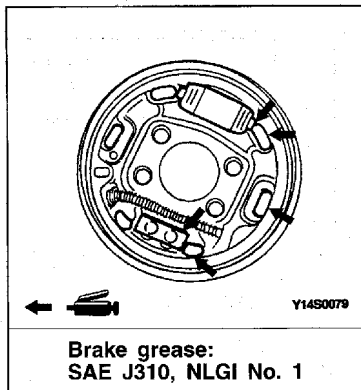


Removal steps

1. Brake drum
2. Shoe-to-lever spring
3. Retainer spring
4. Adjuster assembly
5. Shoe-to-shoe spring
6. Shoe hold-down cup

7. Shoe hold-down spring
8. Shoe hold-down pin
9. Shoe and lining and lever assembly
10. Snap ring
11. Cable retainer
12. Parking brake cable clip
13. Parking brake cable

LUBRICATION POINTS



<Vehicles with drum brake>

