

1971-73 COLT

Dodge Colt (1971-73)

DESCRIPTION

Dodge Colt uses two different braking systems on 1973 models. Early models (manufactured through December, 1972) use dual piston fixed caliper disc brakes on front wheels, and manually adjusted leading-trailing shoe/drum brakes on rear wheels. Late models (manufactured since January, 1973) use single piston floating caliper disc brakes on front wheels, and self-adjusting leading-trailing shoe/drum brakes on rear wheels. Models equipped with the later model braking system begin with the following identification numbers:

6H23K35 117753	6L21K35 307874
6H23K39 124991	6L21K39 300111
6H41K35 108843	6P23K35 000643
6H41K39 114906	6P23K39 000457
6H45K35 109389	6P45K35 000411
6H45K39 116220	6P45K39 000521

All models are equipped with a tandem master cylinder, consisting of independent front and rear hydraulic systems; a pressure differential warning switch, actuating an indicator lamp on instrument panel in the event of a pressure drop in front or rear hydraulic system; and a cable actuated parking brake assembly, acting on rear wheels.

ADJUSTMENT

FRONT DISC BRAKE PADS

Front disc brakes are self-adjusting, therefore, no adjustment in service is required.

REAR BRAKE SHOES

Early Models — Release parking brake. Using a suitable brake adjusting tool (CT-1107), tighten adjuster clockwise until brake shoes just contact drum. Back off adjuster until drum rotates freely. When properly adjusted, brake shoe-to-drum clearance should be .004-.012".

Late Models — Rear drum brakes are self-adjusting, therefore, no adjustment in service is required.

PARKING BRAKE

All Models — 1) Release parking brake lever. Loosen cable lever attaching bolt and adjusting nut, and move cable lever to right. Adjust clearance of left cable to .04", then tighten attaching bolt. Clearance is measured between extension lever and backing plate on early models, or between extension lever and stopper on late models.

2) With left cable adjusted, turn adjusting nut until same clearance is obtained at right extension lever. With parking brake properly adjusted, parking brake lever stroke should be less than 7 notches (14 clicks) on early models, or 4-6 notches (8-12 clicks) on late models.

HYDRAULIC SYSTEM BLEEDING

Attach a bleed tube to wheel cylinder bleeder screw and immerse opposite end of tube in a container partially filled with

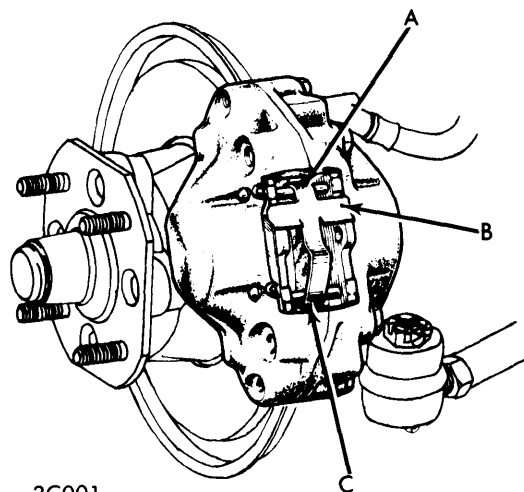
brake fluid. Depress and release pedal several times, hold in applied position, loosen bleeder screw, allow air to escape, and tighten bleeder screw. Continue operation until air bubbles are no longer seen in discharged fluid. Repeat procedure at remaining brake lines until all air is bled from system. Bleeding sequence is right-rear, left-rear, left-front, and right-front.

REMOVAL & INSTALLATION

FRONT DISC BRAKE PADS

Removal (Early Models) — Raise and support vehicle and remove front wheel. Remove clips holding pad retaining pins in place, then remove pins and cross spring. Using pliers, pull disc pads from caliper assembly.

Installation — Press pistons to bottoms of bores using a suitable tool, and install disc pads and shims. *NOTE* — Make sure shims are installed between pad and piston, and arrow mark on shim faces forward. Insert upper pin into caliper with "A" portion of cross spring hooked on retaining pin, then install clip. Insert lower retaining pin and install clip, making sure pad shim is between cross spring flanges ("B"). Firmly press "C" portion of spring onto retaining pin. See illustration.



CROSS SPRING INSTALLATION

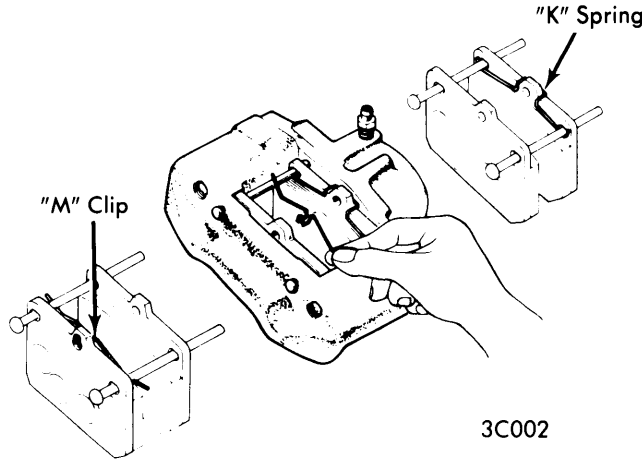
Removal (Late Models) — Raise and support vehicle and remove front wheel. Remove pad protector by prying up edge of clip at center of protector with a screwdriver. Hold center of "M" clip, detach "M" clip from pad and its ends from retaining pins, and remove clip. Remove retaining pins from caliper and remove "K" spring. Remove pads from caliper by grasping backing plate area of pads with pliers.

Installation — Press piston to bottom of bore using a suitable tool, install disc pads and retaining pins. Install "K" spring and "M" clip, making sure positions are not reversed.

Brakes

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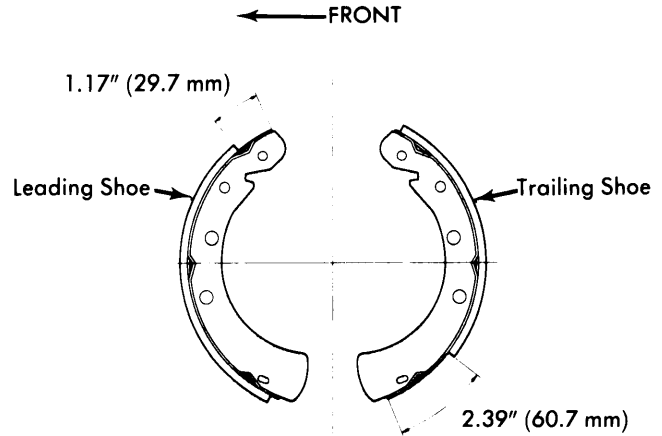
See illustration. Install pad protector, making sure clips face outward.



SPRING & CLIP INSTALLATION

REAR BRAKE SHOES

Removal (Early Models) — Raise and support vehicle and remove brake drum. Remove shoe hold-down springs and shoe



3C003

BRAKE SHOE INSTALLATION (EARLY MODELS)

FRONT DISC BRAKE CALIPER

Removal (All) — With disc pads removed, disconnect hydraulic line and remove bolts attaching caliper assembly to steering knuckle, and remove caliper assembly.

Installation — Reverse removal procedure, tighten caliper mounting bolts evenly, and bleed hydraulic system.

FRONT DISC BRAKE ROTOR

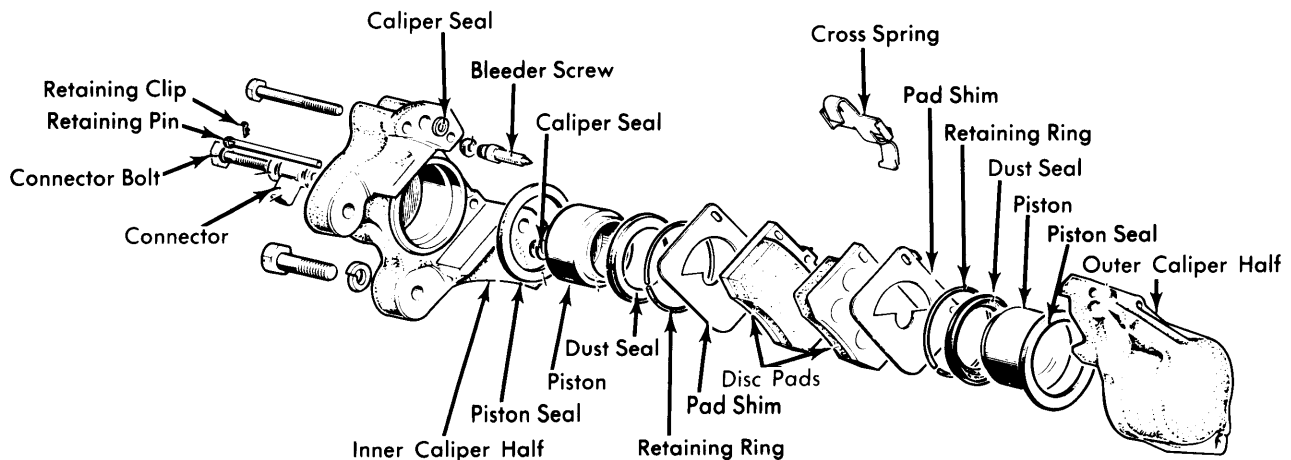
Removal (All) — With caliper assembly removed, remove hub dust cap, cotter pin, lock nut, and adjustment nut. Pull hub and rotor assembly from spindle, taking care not to drop outer wheel bearing. Remove bolts attaching rotor to hub, then separate.

Installation — Reverse removal procedure, tighten rotor-to-hub bolts evenly, and adjust wheel bearings. See *Wheel Bearing Adjustment* in **WHEEL ALIGNMENT** Section.

return spring. Pull upper shoe ends from wheel cylinder and remove brake shoe assembly.

Installation — Reverse removal procedure and note the following: Apply brake grease to all shoe contact points of backing plate, adjuster assembly, and wheel cylinder. Brake shoes are not interchangeable. See *illustration for proper installation*.

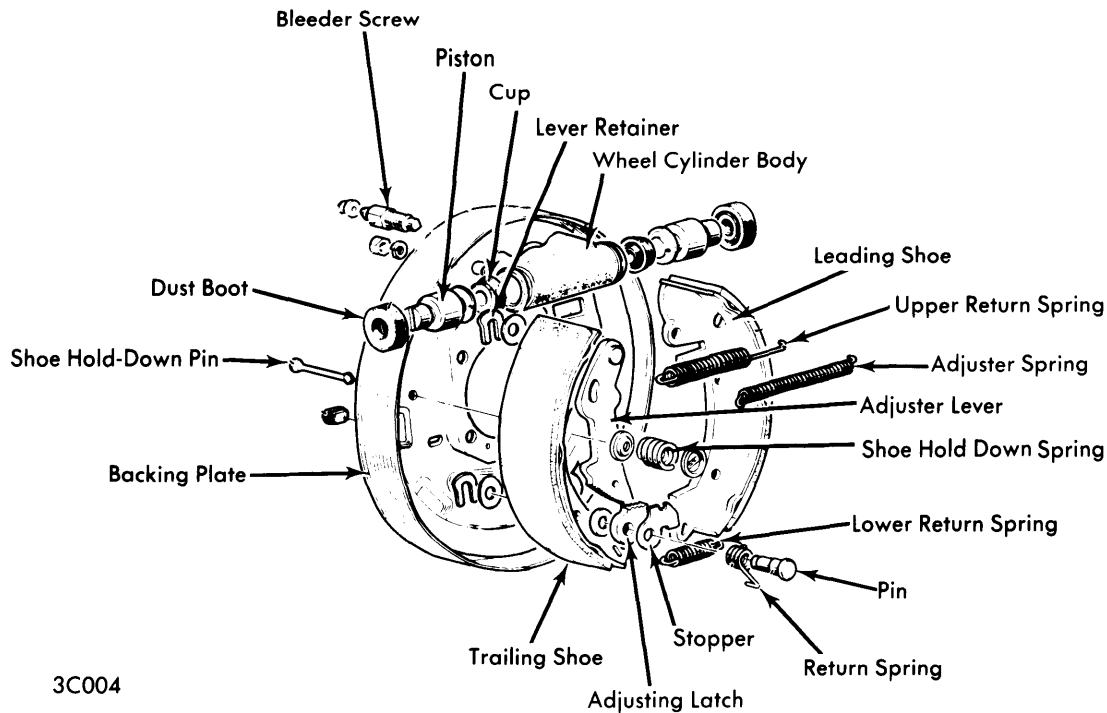
Removal (Late Models) — Raise and support vehicle and remove brake drum. Remove shoe hold-down springs. Disconnect strut-to-shoe spring and upper shoe return spring end from trailing shoe. Remove trailing shoe and lower return spring. Hold adjusting latch downward, pull adjusting lever toward center of brake, and remove leading shoe assembly. Remove upper shoe return spring and strut-to-shoe spring.



FRONT DISC BRAKE ASSEMBLY (EARLY MODELS)

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REAR BRAKE ASSEMBLY (LATE MODELS)

Installation — Reverse removal procedure and note the following: Apply brake grease to all shoe contact points of backing plate, adjuster assembly, and wheel cylinder. Adjust amount of engagement of adjusting lever with strut only after pulling lever fully toward center of brake. Note that adjusting lever and latch spring differ between right and left sides.

Cleaning & Inspection — Clean all parts in brake fluid and inspect for wear or damage; replace all worn, damaged, or rusty cylinders and pistons. *NOTE* — *Manufacturer recommends replacing piston seals and dust seals whenever caliper has been disassembled.*

REAR WHEEL CYLINDER

Removal (All) — With rear drum and brake shoes removed, disconnect hydraulic line from wheel cylinder at rear of backing plate, remove bolts attaching cylinder, and remove wheel cylinder.

Installation — Reverse removal procedure, tighten mounting bolts evenly, and bleed hydraulic system.

MASTER CYLINDER

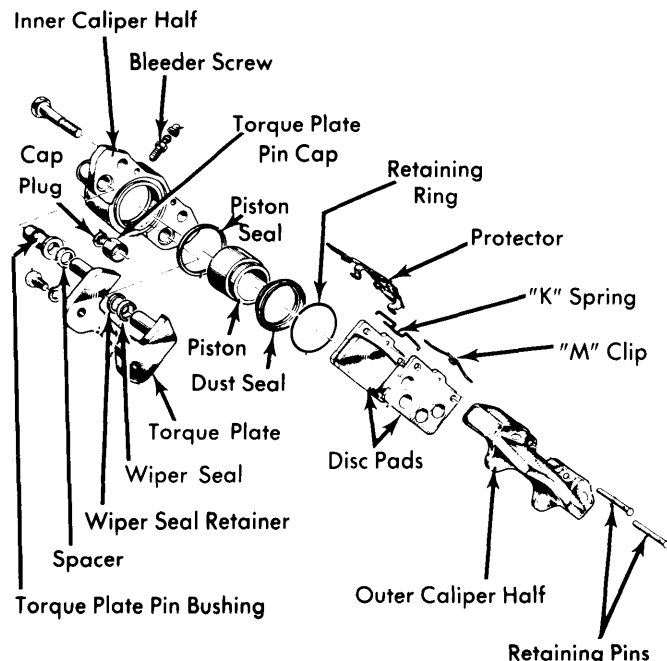
Removal — Disconnect hydraulic lines from master cylinder, then depress pedal slowly several times to discharge fluid. Remove clevis bolt retaining master cylinder push rod to pedal, remove cylinder mounting bolts, and remove master cylinder.

Installation — Reverse removal procedure, check and adjust pedal height, and bleed hydraulic system.

OVERHAUL

FRONT DISC BRAKE CALIPER

Disassembly (Early Models) — Remove retaining rings and dust seals. Remove outer piston from caliper by holding inner piston with a screwdriver, and applying compressed air to fluid inlet. Remove inner piston by inserting a driver in fluid inlet and tapping out. Remove piston seals, taking care not to damage caliper bores or seal grooves. *NOTE* — *Do not separate caliper halves or loosen bridge bolts.*



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FRONT DISC BRAKE ASSEMBLY (LATE MODELS)

Brakes

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Reassembly — Apply rubber grease to piston seals and install into caliper bores. Lubricate cylinder walls and pistons with rust preventative oil, and install pistons, taking care not to twist piston when installing. Install dust seals and retaining rings, lubricating inner side of dust seals with rubber grease before installation.

Disassembly (Late Models) — Remove caliper attaching bridge bolts and separate outer and inner caliper halves. Remove retaining ring and dust seal, apply compressed air to fluid inlet, and remove piston. Remove piston seal taking care not to damage caliper bore or seal groove.

Cleaning & Inspection — Clean all metal parts in trichloroethylene, alcohol, or brake fluid; clean piston seal in brake fluid or alcohol; clean dust seal and other rubber parts in alcohol only. Inspect caliper bore and piston for wear, damage, or rust; replace parts as necessary. *NOTE* — Manufacturer recommends replacing piston seal and dust seal whenever piston has been removed.

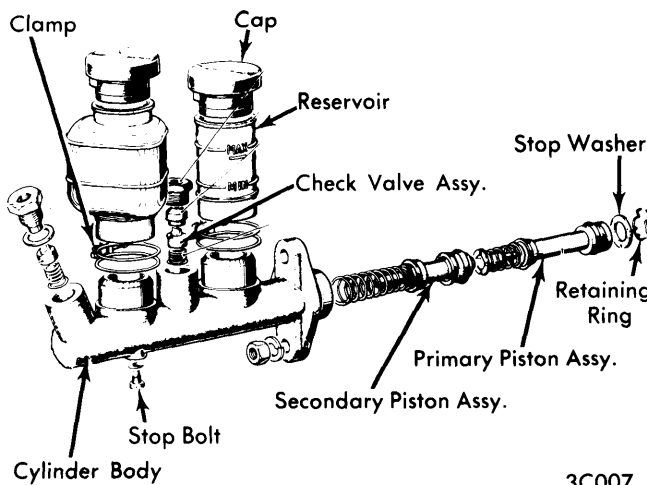
Reassembly — Reverse disassembly procedure and note the following: Apply rubber grease to piston seal and brake fluid to piston when reassembling. If torque plate was removed from inner caliper half, clean torque plate shaft and shaft bore in caliper, then apply special rubber grease to rubber bushing, wiper seal inner surface, and torque plate shaft before reassembly. Tighten bridge bolts of caliper halves evenly.

MASTER CYLINDER

Disassembly — Remove dust boot, retaining ring, stop washer, and piston stop bolt, and withdraw primary piston assembly, secondary piston assembly, and secondary return spring from master cylinder. *NOTE* — Do not disassemble primary piston assembly. Remove check valve caps, tube seats, check valves, and check valve springs.

Inspection — Check master cylinder bore and piston for wear or other damage and replace as necessary. Check clearance between cylinder bore and piston; if clearance exceeds .006", replace parts as necessary. Check all parts of secondary piston assembly; if any parts are found defective, replace complete secondary piston assembly.

Reassembly — Reverse disassembly procedure and note the following: Apply rubber grease to all parts (except boots) before reassembly. When assembled, check that return port is not blocked by piston cup when piston is located at return position.



MASTER CYLINDER ASSEMBLY

TIGHTENING SPECIFICATIONS	
Application	Ft. Lbs. (mkg)
Master Cylinder	
Check Valve Caps	21 (2.9)
Piston Stop Bolt	1 (0.2)
Retaining Nuts	8 (1.1)
Hydraulic Lines	11 (1.5)
Caliper Mounting Bolts	
Early Models	33 (4.5)
Late Models	58 (8.0)
Caliper Bridge Bolts (Late Models)	62 (8.4)
Rotor-to-Hub Bolts	27 (3.7)
Hydraulic Line-to-Caliper	
Early Models (Connector Bolts)	17 (2.3)
Late Models (Brake Hose)	11 (1.5)
Wheel Cylinder Bolts	6 (0.8)
Adjuster Mounting Bolts (Early Models)	12 (1.6)

BRAKE LINING SPECIFICATION							
Application	Drum Dia. In. (mm)	Width		Length		Thickness	
		Front In. (mm)	Rear In. (mm)	Primary In. (mm)	Secondary In. (mm)	Primary In. (mm)	Secondary In. (mm)
Colt							
Early Models	9.0 (228.6)	⊙	1.38 (35.0)	9.0 (228.6)	7.9 (200.6)	.18 (4.5)	.18 (4.5)
Late Models	9.0 (228.6)	⊙	1.57 (39.8)	9.57 (243.0)	9.57 (243.0)	.17 (4.3)	.17 (4.3)

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BRAKE SYSTEM SPECIFICATIONS				
Application	Drum Diam. In. (mm)	Wheel Cylinder Diameter		Master Cylinder
		Front In. (mm)	Rear In. (mm)	Diameter In. (mm)
Colt (All Models)	① 9.0 (228.6)	②	.750 (19.0)	.687 (17.5)

① — Rear Drum.

② — Caliper bore diameter on early models is 1.89" (48.0 mm) and on later models is 2.01" (51.05 mm).

DISC BRAKE ROTOR SPECIFICATIONS						
Application	Disc Diameter In. (mm)	Lateral Runout In. (mm)	Parallelism In. (mm)	Original Thickness In. (mm)	Minimum Refinish Thickness In. (mm)	Discard Thickness In. (mm)
Colt006 (.15)	.....	.39 (1.0)	.....	.33 (8.3)
Early Models006 (.15)	.....	.51 (12.9)	.....	.45 (11.4)
Later Models006 (.15)	.....	.51 (12.9)	.....	.45 (11.4)

BRAKE DRUM SPECIFICATIONS				
Application	Drum Diameter In. (mm)	Original Diameter In. (mm)	Maximum Refinish Diameter In. (mm)	Discard Diameter In. (mm)
Colt (All Models)	9.0 (228.6)	9.0 (228.6)	.....	9.08 (230.6)