1971-72 HONDA 600

Honda 600 Sedan (1971-72)
Honda 600 Coupe (1971-72)

DESCRIPTION

Honda utilizes a dual brake system in which front and rear brakes function through independent circuits. If one half of system malfunctions, the other will provide necessary braking to stop vehicle. Front brakes are leading-trailing, two-leading, or disc. Leading-trailing shoes are supported by an anchor plate and wheel cylinder and pulled inward by two return springs. Disc brakes are Annett type. Their unique feature is an outer pad supported by a yoke that is moved along the cylinder axis, being guided by a groove in cylinder. Rear brakes for all models are leading-trailing with each model not necessarily using same wheel cylinder arrangement. A Brake warning light is mounted on instrument panel to indicate a brake system malfunction. Master cylinder is tandem type, with each of its halves feeding a separate circuit. Some models are equipped with a vacuum booster unit (servo).

ADJUSTMENT

Drum Brakes – On leading-trailing type brakes, turn adjusting screw for each shoe clockwise until shoe and drum lock. Back off adjuster until drum is just free to rotate. On two-leading type brakes, turn adjusting star outward until shoe and drum lock. Back off star until drum is just free to rotate. Check operation of footbrake.

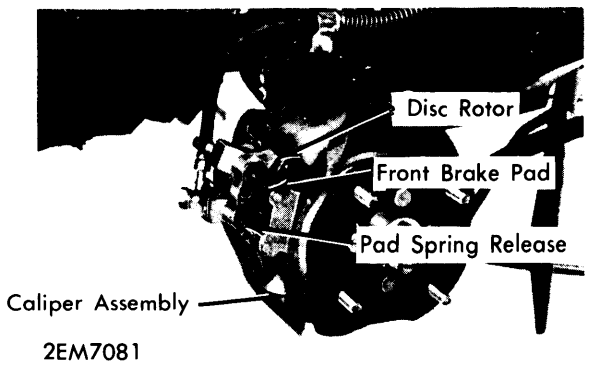
Handbrake – To tighten, turn equalizer adjusting nut mounted on rear axle until handbrake lever only travels two-to-three ratchet serrations.

BLEEDING SYSTEM

LINING REPLACEMENT (DISC BRAKES)

Removal – Remove tire and wheel. Remove pin retaining clip, pins and springs. Using a suitable tool (pliers), withdraw disc pads together with shims. *NOTE – If pads seem difficult to extract, do not force them. Open bleed valve and move yoke in direction of piston; pads will become free.*

Installation – Wipe clean exposed portion of caliper piston and cavity. Seat both pistons in their bores. When proper space is provided, insert disc pads and their shims. *NOTE – Ensure shims are correctly installed or they may cause unnecessary squeaking.*



FRONT DISC BRAKE ASSEMBLY

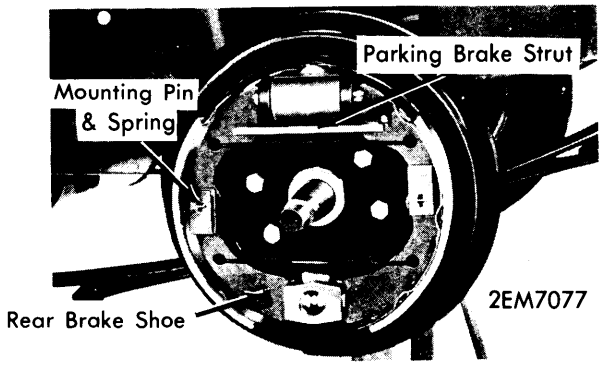
REMOVAL & INSTALLATION

LINING REPLACEMENT (DRUM BRAKES)

Removal (Front) – Remove tire and wheel. Remove cotter pin and loosen wheel hub nut. Using a suitable puller, remove brake drum. Disconnect return and mounting springs. Slide shoes from wheel cylinder and lift lining off vehicle.

Installation – Reverse removal procedure.

Removal (Rear) – Remove tire and wheel. Remove rear wheel nut and brake drum. Disconnect return springs and mounting clips. Remove front shoe. Remove handbrake arm. If necessary, wheel cylinder and adjuster may now be removed.



REAR BRAKE ASSEMBLY

Installation – Reverse removal procedure.

BRAKE DRUM (FRONT & REAR)

See Front and Rear Lining Replacement in this Section.

BRAKE CALIPER

Removal – Remove tire and wheel. Disconnect caliper brake hose. Using a suitable tool (universal socket), remove caliper mounting bolts which are located behind cylinder. Caliper can now be lifted from mounting position.

Installation – Reverse removal procedure. *NOTE – Bleed system.*

BRAKE ROTOR (DISC)

Removal – Remove tire and wheel. Remove brake caliper and disc pads. Remove spindle nut and extract hub, using a suitable wheel puller.

Installation – Reverse removal procedure.

SPLASH SHIELD

Removal – After removing tire, wheel, caliper and rotor, splash shield will be exposed. If necessary, it can be detached by removing the three mounting bolts.

Installation – Reverse removal procedure.

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MASTER CYLINDER

NOTE — Master cylinders constructed for drum brakes and those for disc brakes differ in structure of check valve. Check valve for drum brakes is designed to provide residual pressure to prevent vapor lock, caused by air mixed with brake fluid. Check valve for disc brakes is designed not to provide residual pressure, to facilitate a complete release of disc.

Removal — Disconnect brake pedal and master cylinder push rod at lock pin. On parallel type master cylinder, disconnect equalizer link and master cylinder push rod at lock ring. Disconnect any electrical wiring attached to master cylinder. Disconnect all brake lines and plug open ends. Remove mounting bolts and lift off cylinder.

VACUUM BOOSTER

NOTE — Vacuum booster is mounted on upper firewall near air cleaner housing and check valve is installed on intake manifold.

Removal — Disconnect booster unit vacuum hose at fitting. Disconnect master cylinder and wheel cylinder brake lines. Remove three mounting bolts and lift master cylinder and booster unit together. *NOTE — It is recommended to remove master cylinder and brake booster as a unit.*

OVERHAUL

BRAKE CALIPER

Disassembly — With caliper on bench, lightly tap unit until piston has some free movement. Remove bias ring and yoke spring. Using suitable tool (screwdriver), remove piston boot retainer rings at each end of cylinder. Using a wood rod, push through one end of cylinder to remove both pistons. With screwdriver, remove piston seals from inside cylinder at both ends.

Cleaning & Inspecting — Clean all parts in approved grade brake fluid. Inspect cylinder bore and piston for deterioration. Replace any parts found out of calibration. It is advisable to replace all rubber parts when overhauling caliper.

Reassembly — Install yoke springs with tongue positioned toward disc. Lightly coat new piston seals and seal grooves; install seals. Insert piston into cylinder bore until seated. *NOTE — Inner and outer pistons are not interchangeable.* Fit bias ring into outer piston. Bias ring must fully seat with round brim facing down. Insert boots over both pistons and attach with retaining rings. Align bias ring, which is assembled in outer position, so slot in ring will fit on cylinder support tongue of caliper.

MASTER CYLINDER

Disassembly (Exc. Tandem) — With master cylinder on bench, remove circlip and withdraw push rod, piston, return spring and check valve.

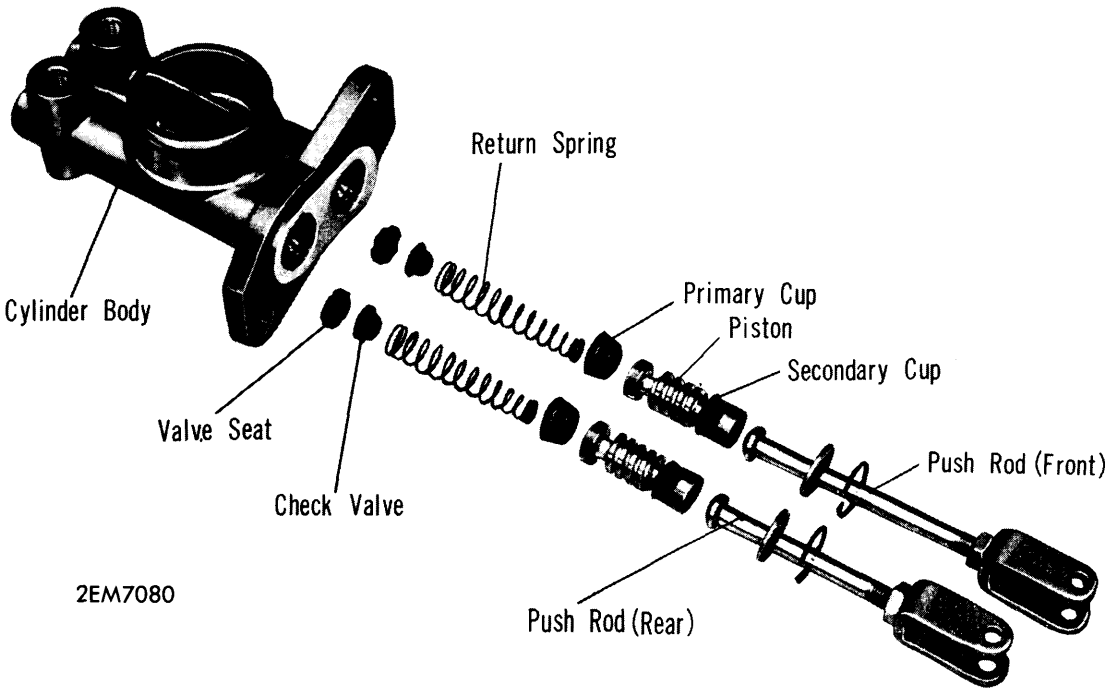
Cleaning & Inspecting — Clean all parts in approved grade brake fluid. Inspect all parts for rust, grooves or distortion. Replace any parts found out of calibration.

Reassembly — Reverse disassembly procedure.

Disassembly (Tandem) — Tandem master cylinder push rod can be withdrawn without removing circlip. With master cylinder on bench, remove internal circlip and two stop bolts. Remove primary and secondary piston units. Remove brake line connections and check valves. Remove bleed fittings and brake failure warning switches.

Cleaning & Inspecting — Clean all parts in approved grade brake fluid. Inspect all parts for rust, grooves or distortion. Replace any parts found out of calibration.

Reassembly — Reverse disassembly procedure.



PARALLEL MASTER CYLINDER

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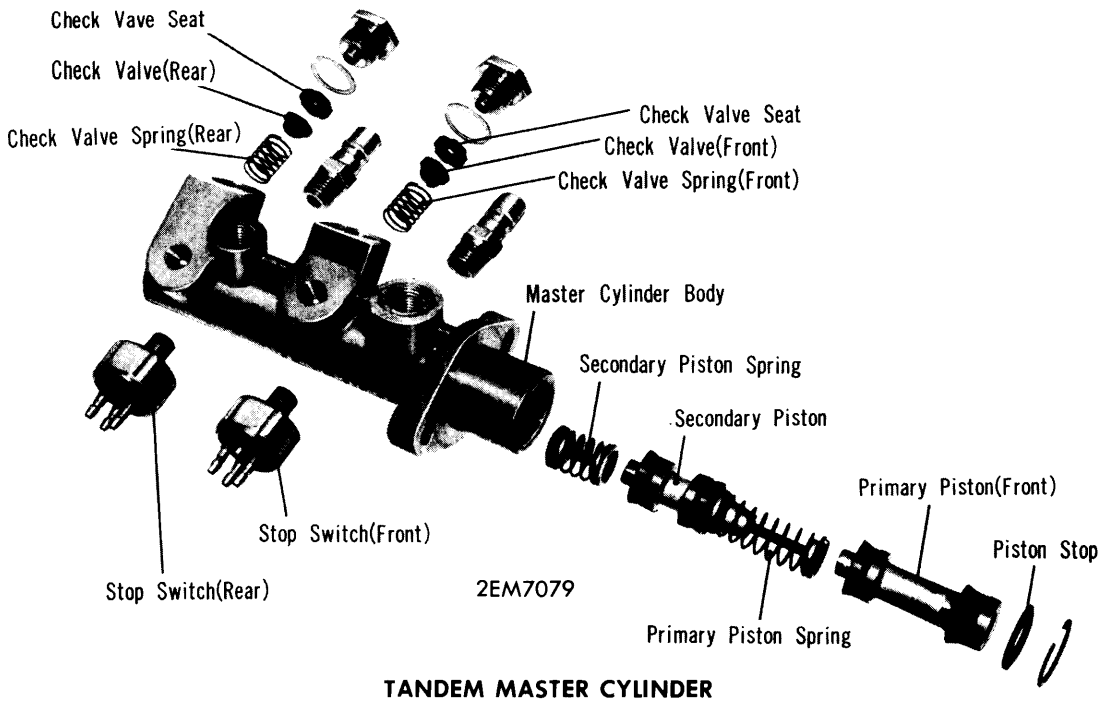

TANDEM MASTER CYLINDER

BRAKE SPECIFICATIONS

Application	Measurement
Brake Drum Diameter	7.8087"
Wear Limit	7.126"
Brake Rotor (Disc) Diameter	
Outside	7.17"
Inside	0.37"
Brake Rotor (Disc) Thickness	.374"
Master Cylinder Bore Diameter	
Parallel Master Cylinder	.551"
Tandem Master Cylinder	.750"

TORQUE SPECIFICATIONS

Application	Ft. Lbs.
Front Wheel Hub Nut	101-145
Rear Wheel Hub Nut	73-87
Disc Brake Hub-to-Knuckle	37-44
Caliper Mounting Bolt	40-44
Brake Line Connections	13-14