

ALFA ROMEO

2000

DESCRIPTION

Brake system is hydraulically operated, utilizing a tandem master cylinder and a power brake unit. ATE dual piston fixed caliper disc brakes are used on all four wheels. A pressure regulator is installed in rear brake system to provide balanced braking. Parking brake is cable actuated, operating conventional type brake shoes which act against a drum machined in rear disc brake rotor casting.

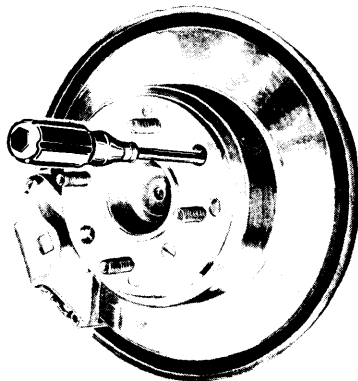
ADJUSTMENT

DISC PADS

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

PARKING BRAKE

1) Raise rear of vehicle, remove wheel and tire assemblies, and make sure that parking brake lever is released. Using a brake adjusting tool inserted through hole in rotor, rotate star wheel adjuster until shoes just contact drum. Loosen adjuster two or three notches or until rotor turns freely.



3AR01

ADJUSTING
PARKING BRAKE SHOES

2) Parking brake is correctly adjusted when rear wheels are locked as lever is drawn through half its total travel. If further adjustment is required, rotate star wheel adjuster until rotor is locked. Remove any play in linkage by tightening slack adjuster located near brake lever. Loosen star wheel adjuster two or three notches.

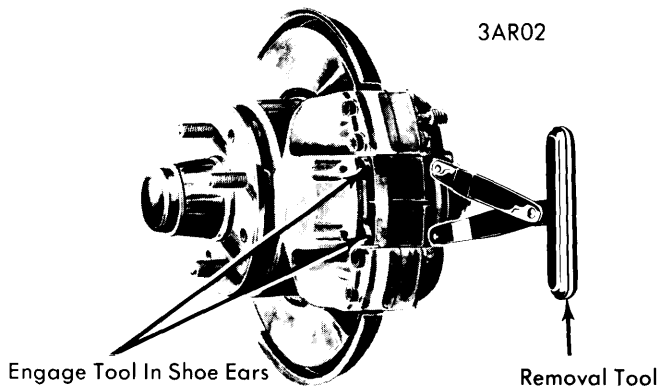
HYDRAULIC SYSTEM BLEEDING

Raise one side of vehicle and remove wheels. Attach rubber tubes to bleeder screws on both front and rear calipers, and insert opposite ends into containers partially filled with brake fluid. Open both bleeder screws simultaneously, depress brake pedal through full travel, and allow to return slowly. Continue operation until air bubbles are no longer seen in discharged fluid. Repeat procedure for opposite side of vehicle. *NOTE* — Do not allow fluid level in master cylinder reservoir to fall below $\frac{3}{4}$ full level during bleeding operation.

REMOVAL & INSTALLATION

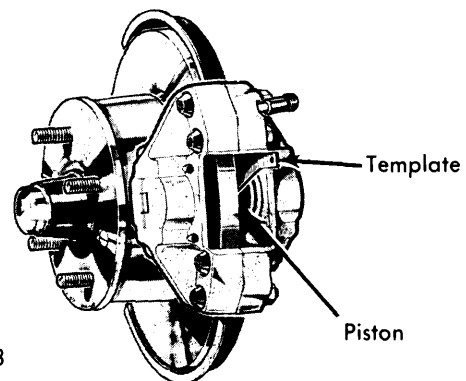
DISC PADS

Removal — Raise vehicle and remove wheels to be serviced. Drive upper retaining pin out of caliper toward inside of vehicle. Remove cross spring, then drive out lower retaining pin. Using a suitable tool (A.2.0150), remove disc pads from caliper assembly.



DISC PAD REMOVAL

Installation — *NOTE* — Manufacturer recommends replacing disc pads on both front wheels or both rear wheels when servicing. Siphon sufficient fluid from master cylinder reservoir to prevent overflowing, then press pistons to bottom of caliper bores. Make sure pistons are correctly positioned in caliper by placing an angle template (A.2.0149, rear; A.2.0160, front) against machined surface of piston face and caliper wall. Adjust position as necessary. Install disc pads into caliper making sure they slide freely in housing. Install new retaining pins and cross spring. Use a drift punch to push pins fully into position.



3AR03

PISTON POSITIONING

CALIPER ASSEMBLY

Removal — Raise and support vehicle and remove wheel to be serviced. Disconnect hydraulic line from caliper, and plug openings to prevent entry of dirt. Remove caliper mounting bolts and lift caliper from vehicle.

ALFA ROMEO (Cont.)

Installation — Reverse removal procedure and note the following: With caliper installed, measure clearance between caliper and rotor on each side. Difference between two measurements should not exceed .0197". To center caliper, insert shims between caliper and mounting flange as required.

| DISC PAD SPECIFICATIONS | | |
|-------------------------|---------------|----------------|
| Application | New Thick. | Discard Thick. |
| Front Pads | .590" (15 mm) | .315" (8 mm) |
| Rear Pads | .590" (15 mm) | .275" (7 mm) |

| TIGHTENING SPECIFICATIONS | |
|--|-----------------|
| Application | Ft. Lbs. (mkg) |
| Front Splash Shield-to-Knuckle | 5-7 (.7-.9) |
| Front Caliper Support-to-Knuckle | 54-61 (7.5-8.4) |
| Rear Caliper-to-Support | 40-47 (5.5-6.5) |
| Bleeder Screw | 2-3 (.3-.4) |
| Hydraulic Line-to-Caliper | |
| With Gasket | 6-8 (.8-1.1) |
| Without Gasket | 7-11 (.9-1.5) |

| 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) |
| Front | | .0086 ^① (.218) | .0020 ^② (.050) | .4717 (11.9) | .4520 (11.4) | .4210 (10.6) |
| Rear | | .0086 ^① (.218) | .0020 ^② (.050) | .3547 (9.00) | .3350 (8.50) | .2950 (7.50) |

- ① — With wheel bearings adjusted to specifications. See *Wheel Bearing Adjustment* in **WHEEL ALIGNMENT** Section.
- ② — After Refinishing.