

CAPRI

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DESCRIPTION

Disc brakes are dual piston, floating caliper type, actuated by hydraulic system. Rotor (disc) and hub are separate units held together by four bolts. Hub assembly is mounted on spindle, held there by a thrust washer and adjusting nut. A splash shield is mounted inboard of caliper and designed to keep assembly dry. Brake caliper, held by two mounting bolts, houses cylinder pistons and molded dust boots. Drum brakes are used on rear wheels. Brakes are operated by a pedal attached to engine compartment bulkhead. Rear brakes consist of brake drum, shoes, retaining springs and clips, and a floor mounted handbrake. When pedal is depressed, fluid from master cylinder becomes pressurized and is forced to pressure differential valve. Valve distributes correct pressure to each rear wheel cylinder. Wheel cylinder forces brake shoes against brake drum to stop car.

ADJUSTMENT

FRONT DISC BRAKE PADS

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

REAR BRAKE SHOES

Rear drum brakes are self-adjusting (actuated by parking brake linkage), therefore, no adjustment in service is required.

PARKING BRAKE LINKAGE

NOTE — It should only be necessary to adjust parking brake system in the event of wear on linkage components or replacement of parts. **DO NOT** adjust for rear brake wear.

Primary Cable — Loosen lock nut at end of cable adjacent to relay lever on rear axle. Turn adjusting nut until slack is taken up in cable and relay lever is just clear of stop on axle housing. Tighten lock nut.

Transverse Cable — Loosen lock nut on end of cable adjacent to right rear brake assembly. Check that parking brake levers are fully back on stops, then adjust all slack from cable. Make sure operating levers are still on stops and tighten lock nut.

BLEEDING HYDRAULIC SYSTEM

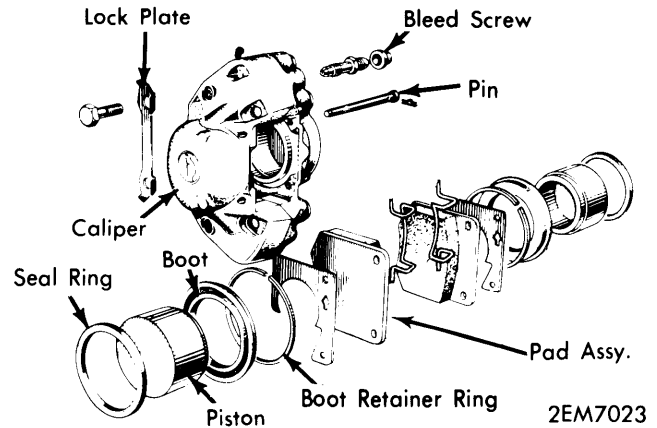
1) Centralize piston in differential warning switch by inserting a screwdriver through aperture in base of switch. Check fluid level in master cylinder reservoir and fill as necessary. Attach a bleed tube to right front bleeder screw and insert opposite end in a container partially filled with brake fluid.

2) Loosen bleeder screw ½ turn, depress brake pedal, and allow to return. Continue operation, pausing between pedal strokes, until fluid entering jar is free of air bubbles. Tighten bleeder screw on a full down stroke of pedal. Repeat operation on left-front and right-rear brakes. **NOTE** — Bleeder screw on right-rear brake assembly controls bleeding for both rear wheels.

REMOVAL & INSTALLATION

FRONT DISC BRAKE PADS

Removal — Remove retaining pin clips and pins. Lift-out brake pads, tension springs and shim, (if equipped). **NOTE** — Clean any foreign matter from rotor. Ensure new pads are correct.



FRONT DISC BRAKE ASSEMBLY

Installation — Install tension springs on pads and shims. After pushing piston into bore set pad in caliper. **NOTE** — Additional shimming may be necessary. Reposition retaining pins and secure pin clips. Ensure clips face side of retaining pins and away from piston seal. Operate pedal to adjust pads, check pads have some freedom.

FRONT DISC BRAKE CALIPER

Removal — With disc pads removed from caliper, disconnect hydraulic line from caliper and plug openings. Bend up lock tabs, remove caliper retaining bolts, and detach caliper assembly.

Installation — Position caliper on steering knuckle, install new lock tabs, then install and tighten retaining bolts. Install disc pads and bleed hydraulic system.

FRONT DISC BRAKE ROTOR

Removal — With caliper assembly removed, remove dust cap, cotter pin, adjusting nut, thrust washer, and outer bearing. Remove hub and rotor assembly, bend back lock tabs, remove attaching bolts, and separate rotor from hub. Discard lock tabs and bolts.

Installation — Thoroughly clean mating surfaces of hub and rotor, position rotor on hub aligning mating marks, and install and tighten lock tabs and retaining bolts. To complete installation, reverse removal procedure, tighten all bolts evenly and adjust wheel bearings. See *Wheel Bearing Adjustment in WHEEL ALIGNMENT Section*.

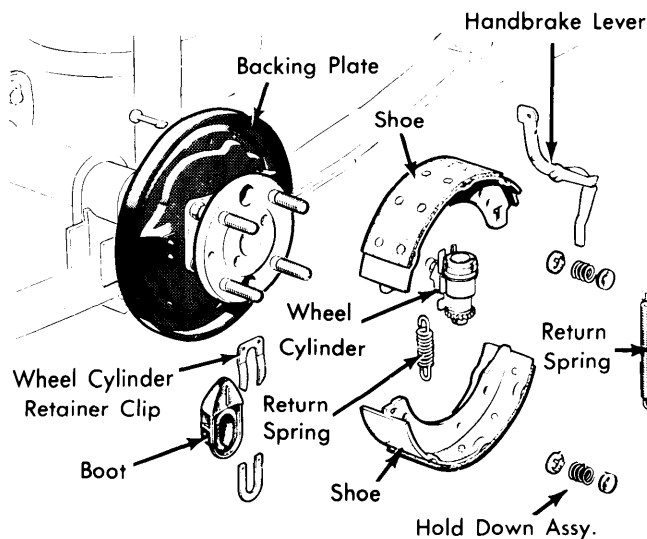
REAR BRAKE SHOES

Removal — Remove rear brake drum. Disconnect shoe hold-down springs. Disengage shoes from wheel cylinder and fixed pivot slot. Remove return springs. Disengage ratchet wheel

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assembly from wheel cylinder and move adjuster to OFF position.

cylinder to backing plate and remove cylinder and parking brake link.



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REAR BRAKE ASSEMBLY

Installation — Reposition both shoes in pivot slots with rear shoe over handbrake link. *NOTE* — On 9" brakes, spring must be installed from drum side of shoe. Secure shoes to backing plate and replace drum. Operate handbrake to adjust shoe-to-drum clearance.

REAR BRAKE WHEEL CYLINDER

Removal — Disconnect hydraulic line and plug openings. Remove spring clip and clevis pin from parking brake link. Remove rubber boot and "U" shaped retainers securing

Installation — 1) Rotate ratchet wheel of adjuster until it abuts shoulder of slot head bolt. Coat backing plate with grease in area where wheel cylinder slides. Position wheel cylinder and link assembly to backing plate making sure pivot on link is located in slot in wheel cylinder body.

2) Secure wheel cylinder to backing plate with "U" shaped retainers. *NOTE* — Spring retainer is installed from parking brake link end of wheel cylinder, and flat retainer from opposite end. Install rubber boot, make sure wheel cylinder slides in carrier plate, and parking brake operates self-adjusting mechanism. Install parking brake linkage and hydraulic line, and bleed hydraulic system.

MASTER CYLINDER

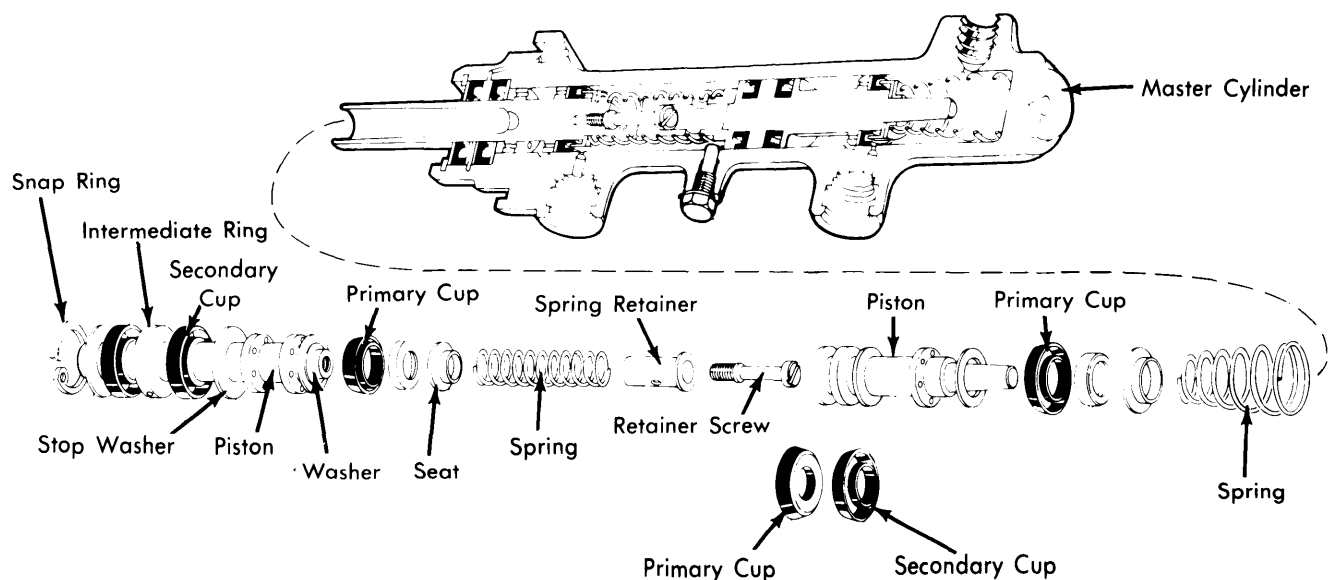
Removal — Drain fluid from reservoir and disconnect brake lines from master cylinder. Remove booster retaining nuts and lift off master cylinder.

Installation — Position master cylinder onto push rod and start all brake line union nuts. Connect master cylinder to brake booster and tighten brake lines. Fill fluid reservoir and bleed entire brake system.

POWER BRAKE UNIT

Removal — Disconnect power unit push rod from brake pedal. Remove nuts retaining master cylinder to power unit and position master cylinder out of way. Remove vacuum hose from power unit, power unit-to-firewall retaining screws, and remove power unit from vehicle. Remove retaining bracket and gasket from power unit.

Installation — Reverse removal procedure and note the following: Assemble retaining bracket to power unit using a new gasket. Make sure seal ring is installed on master cylinder between cylinder and power unit.



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MASTER CYLINDER ASSEMBLY

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OVERHAUL

FRONT DISC BRAKE CALIPER

Disassembly — Partially remove one piston from cylinder bore, remove snap ring, and remove sealing bellows from piston skirt. Remove piston by applying air pressure or hydraulic pressure to fluid inlet in caliper. Remove sealing bellows from annular ring in cylinder bore, and remove piston sealing ring. Repeat operation for remaining piston. **NOTE** — **DO NOT** separate caliper halves.

Cleaning & Inspection — Clean pistons and cylinder bores in alcohol or brake fluid. **CAUTION** — **DO NOT** use mineral based solvents. Check all parts for wear, scoring, or other damage; replace parts as necessary.

Reassembly — Install piston seal and sealing bellows into caliper bore. Lubricate piston with brake fluid and install through sealing bellows (crown first). Install inner edge of bellows in piston skirt, push piston to bottom of cylinder, and install snap ring. Repeat operation for remaining piston.

REAR WHEEL CYLINDER

Disassembly — Remove boot retainer, pry off boot, and remove piston and seal assembly. Remove seal from piston and

spring from cylinder bore. Remove ratchet wheel and screw assembly.

Cleaning & Inspection — Thoroughly clean and dry all parts and inspect for wear, scoring, or other damage; replace parts as necessary.

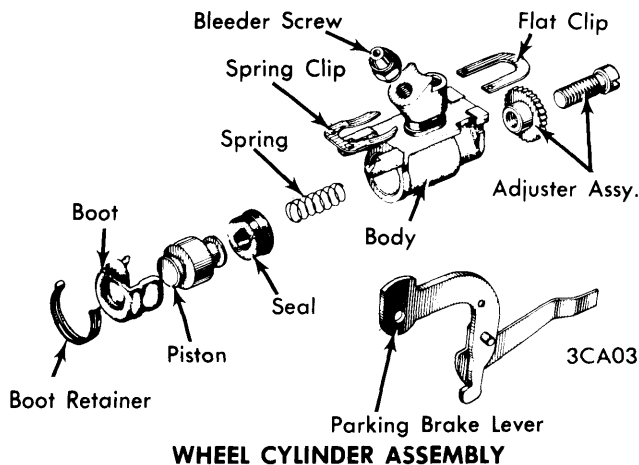
Reassembly — Dip piston and seal in brake fluid, and install seal on piston with flat side of seal against piston rear shoulder. Install spring into cylinder bore. Dip piston and seal assembly into brake fluid and install into cylinder bore, seal end first. Install dust cover and retainer. Install ratchet wheel and screw assembly, then rotate wheel until it abuts shoulder of slot head screw.

MASTER CYLINDER

Disassembly — Remove reservoir from body. Loosen stop screw and push piston inward; remove snap ring. From primary chamber remove stop washer and primary piston assembly. With compressed air, force secondary piston assembly from its chamber.

Cleaning & Inspecting — While apart clean master cylinder and inner components with alcohol. Thoroughly dry all parts before reassembly.

Reassembly — Install secondary piston and replacement parts together in secondary chamber. Press piston inward and install stop screw. Release piston and let it contact stop screw. **NOTE** — Length of stop screw must not change with new seal. Reassemble primary piston and insert it into chamber. Position stop screw. **NOTE** — Prevent burrs on secondary piston face by filling chambers with fluid before moving piston. Install reservoir.



TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Caliper Mounting Bolts.....	45-50 (6.2-6.9)
Rotor-to-Hub.....	30-34 (4.2-4.7)
Hydraulic Line Nuts.....	5-7 (.69-.97)
Bleeder Screws.....	5-7 (.69-.97)
Wheel Lugs.....	50-55 (6.9-7.6)

BRAKE SYSTEM SPECIFICATIONS

Application	Drum Diam. In. (mm)	Wheel Cylinder Diameter		Master Cylinder
		Front In. (mm)	Rear In. (mm)	Diameter In. (mm)
Capri	9 (229)	2.125 [Ⓞ] (53.9)	.750 (19.0)

[Ⓞ] — Caliper bore diameter.

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)
Capri	9.625 (244.4)	.002 (.050)	.0004 (.010)	.500 (12.7)	.460 (11.6)	.450 (11.3)