

## CHRYSLER CORP. IMPORTS

Arrow  
Arrow Pickup  
Challenger  
Champ  
Colt  
D50 Pickup  
Sapporo

### DESCRIPTION

Brake system is hydraulically operated using tandem master cylinder and vacuum power brake unit. All models are equipped with front disc brakes; 4-wheel disc on Arrow, Challenger and Sapporo models with 2600 cc engine. Rear brakes are duo-servo drum on Arrow and D-50 pickups and leading/trailing drum on all other models. All service brake systems are self-adjusting. Parking brake is cable actuated to rear brakes.

**NOTE** — Front-wheel drive Champ and Colt models may be referred to as "FWD" models within this article.

### ADJUSTMENT

#### DISC BRAKES

Self-adjusting.

#### DRUM BRAKES

Self-adjusting.

#### PEDAL HEIGHT & FREE PLAY

1) Back off stop light switch. Adjust pedal height (distance from top of pedal to floor board) to specifications by rotating master cylinder push rod. DO NOT depress push rod.

2) Adjust stop light switch until it just contacts brake pedal lever. After making both adjustments, brake pedal free play should be .4-.6" (10-15 mm) on all models.

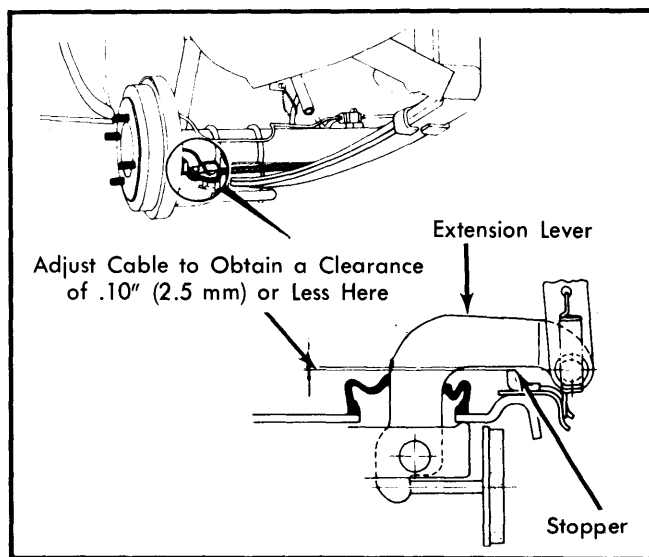
Pedal Height Specifications	
Application	Pedal Height In. (mm)
Arrow & Colt Coupe & Sedan	
Man. Trans. ....	6.4 (163)
Auto. Trans. ....	6.5 (165)
Colt Station Wagon .....	6.9 (175)
Challenger & Sapporo .....	6.9 (175)
Champ & Colt (FWD) .....	7.1-7.3 (180-185)
Arrow & D-50 Pickups .....	6.5 (165)

#### PARKING BRAKE

**Arrow (Exc. Rear Disc) & Colt (Coupe & Sedan)** — Remove parking brake lever cover and fully release brake lever. Adjust

nut (underside of lever) until lever-to-stop clearance is .003-.08" (.2-2 mm) and stroke is 6-8 notches at 44 lbs. force.

**Challenger, Sapporo & Colt St. Wgn. (Exc. Rear Disc)** —  
1) Release parking brake lever. Loosen cable attaching bolt and adjusting nut. Move cable lever to the right and adjust clearance between extension lever and stopper on left rear wheel to .10" (2.5 mm) or less.



**Fig. 1** Adjusting Parking Brake on Challenger, Sapporo and Colt St. Wgn.

2) With left cable adjusted, turn adjusting nut until the same clearance is obtained on right wheel extension lever. With parking brake properly adjusted lever stroke should be 5-7 notches at 44 lbs. force.

**Arrow, Challenger & Sapporo (W/Rear Disc)** — Fully release parking brake lever and depress brake pedal twice. Loosen adjusting nut at center of rear axle housing (brake lever on Arrow). Adjust cable so rear wheel drag is 26 lbs. (11.8 kg) or less after rotor has been rotated several times, measured with spring pull scale.

**Champ & Colt (FWD)** — Remove parking brake lever cover and release brake lever. Adjust both cables to equal lengths allowing enough slack in cables to prevent brake shoe drag. Properly adjusted parking brake lever stroke should be 6-7 notches.

**Arrow & D-50 Pickups** — Service brake adjustment must be accurate before making parking brake adjustment. Fully release parking brake and allow slack in rear cable to prevent brake shoe drag. Set balancer-to-crossmember clearance to 8" (203 mm) by adjusting turnbuckle. Balancer must be parallel with center line of vehicle. Brake lever stroke should be 16-17 notches.

**NOTE** — If parking brake lever stroke is larger than specified after adjustment for all models, automatic adjuster is malfunctioning.

## CHRYSLER CORP. IMPORTS (Cont.)

### PROPORTIONING VALVES

Different types of proportioning valves are used between models. However, pressure testing is similar on all models. The following are special descriptions that apply by model:

**Arrow, Challenger, Colt (Exc. FWD) & Sapporo** – Valve accomplishes three functions: Pressure control of rear service brakes; deactivating rear brake pressure control when front service brakes fail; trouble warning. Model application is identified by color dot on valve body:

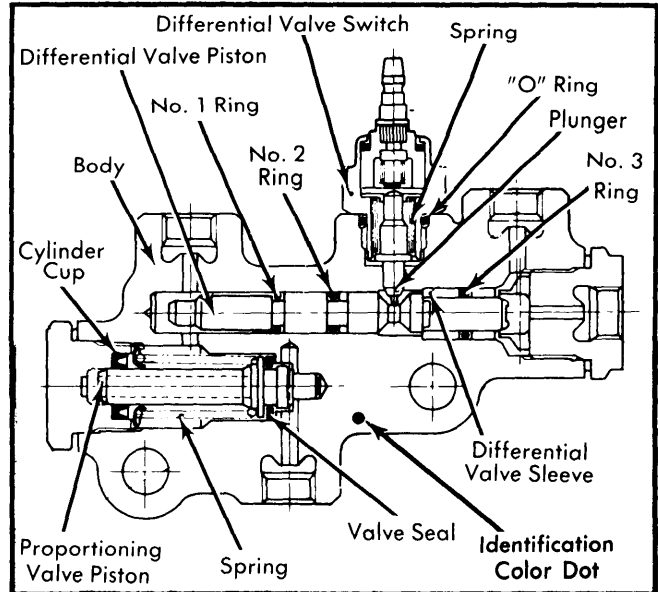
- Blue – Arrow and Colt Coupe and Sedan.
- Red – Colt Station Wagon.
- White – Arrow, Challenger and Sapporo with rear disc.
- None – Challenger and Sapporo with rear drum.

**Champ & Colt (FWD)** – Valve body contains two separate proportioning valves.

**Arrow & D-50 Pickups** – Valve accomplishes two functions: Improves braking efficiency by distributing braking force to front and rear wheels; increases braking force to rear wheels when large braking force is required or front brakes fail.

**Pressure Test** – Performed using two pressure gauges that measure at least 1500 psi. Hook one gauge to master cylinder rear side and one to rear wheel cylinder. Pressure readings should be as shown in chart. Replace defective part as required. DO NOT disassemble proportioning valve.

**NOTE** – The proportioning valve on front wheel drive vehicles contains two valves; each must be tested separately.



**Fig. 2 Sectional View of Proportioning Valve (Rear-Wheel Drive Models)**

### Bleeding Sequence

Application	Sequence
FWD Models .....	LR,RF,RR,LF
All Other Models .....	RR,LR,RF,LF

Application	Wheel Cyl. Pressure	Master Cyl. Pressure
All Models With Rear Drum .....	460±28	640
Colt Sta. Wgn. & All Models W/Rear Disc ...	531±28	711
FWD Models .....	496-525	853
Pickups .....	384-477	384-754

## REMOVAL & INSTALLATION

### FRONT DISC BRAKE PADS

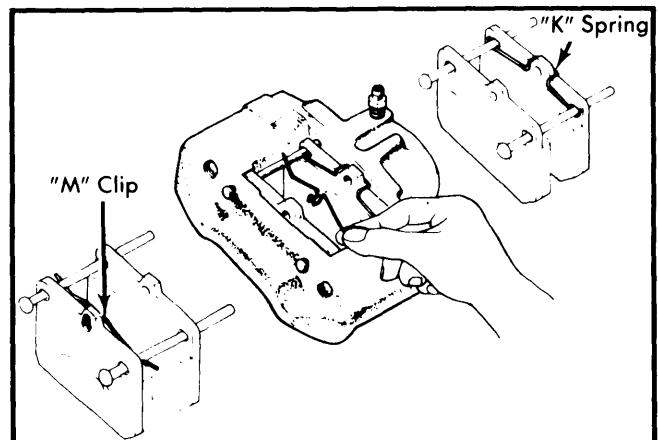
**Removal (Arrow, Champ & Colt, Exc. Colt Sta. Wgn.)** – Raise and support vehicle. Remove front wheel. Remove protector by prying up edge of clip at center of protector. Hold center of "M" clip, detach "M" clip from pad and its ends from retaining pins; remove clip. Remove retaining pins from caliper and remove "K" spring. Remove pads from caliper by grasping backing plate area of pads with pliers.

**Warning Light Test** – To test warning light (if equipped), loosen bleeder screw of one wheel cylinder and depress brake pedal; warning light should come on. If not, check switch and wire connector.

**Proportioning Valve Reset (Exc. FWD & Pickups)** – After repairs on brake system, bleed brake lines. With all lines bled and bleeder valves secured, depress brake pedal hard. This will center valve and warning light should go out.

### 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.



**Fig. 3 Installing Spring and Clip on Brake Pads (Arrow, Champ & Colt, Except Colt Station Wagon)**

## CHRYSLER CORP. IMPORTS (Cont.)

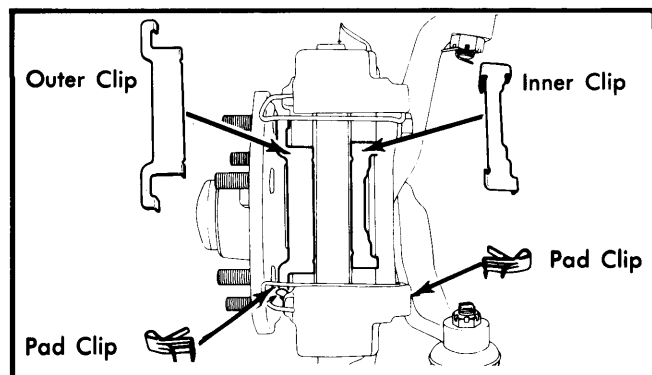
**NOTE** — Replace all pads (left and right side) at same time.

**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. See Fig. 3. Install pad protector, making sure clips face outward.

**Removal (Challenger, Sapporo, Colt Sta. Wgn. & Pickups)** — 1) Raise and support vehicle. Remove front wheels. Remove retaining clip and pull out stopper plug.

2) Loosen caliper assembly mounting bolts. Slide caliper off rotor. Remove inner and outer pad clips, then pull pads and caliper support from caliper.

**Installation** — To install, reverse removal procedure and note the following: Press piston to bottom of caliper bore prior to pad installation. Ensure pad retaining clips are installed as shown in Fig. 4.



**Fig. 4** Installing Pad Retaining Clips on Front Disc Brakes of Challenger, Sapporo, Colt Sta. Wgn. & Pickups

### FRONT DISC BRAKE CALIPER

**Removal (Arrow, Champ & Colt, Exc. Colt Sta. Wgn.)** — Remove disc pads. Disconnect hydraulic line and remove bolts attaching caliper assembly to steering knuckle. Remove caliper assembly.

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

**Removal (Challenger, Sapporo, Colt Sta. Wgn. & Pickups)** — Remove disc pads. Pull out hose clip from strut area, then disconnect brake hose from caliper. Remove caliper.

**Installation** — To install, reverse removal procedure, tighten caliper mounting bolts evenly and bleed brake system.

### FRONT DISC BRAKE ROTOR

**Removal** — With caliper assembly removed, remove hub dust cap, cotter pin, locknut (if equipped) and adjusting nut. On FWD models, remove drive shaft from hub with suitable tool. On all models, pull hub and rotor assembly from spindle using care not to drop outer wheel bearing. Remove hub-to-rotor attaching bolts and separate rotor from hub.

**Installation** — To install, reverse removal procedures and tighten hub-to-rotor bolts evenly. Bleed hydraulic system if

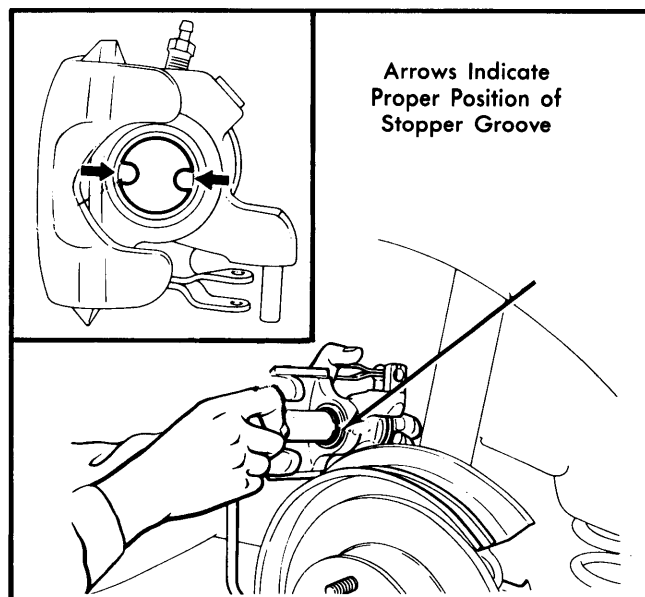
necessary and adjust wheel bearings. See *Wheel Bearing Adjustment* in WHEEL ALIGNMENT Section.

### REAR DISC BRAKE PADS

**Removal (Arrow, Challenger & Sapporo W/2600 cc Eng.)**

— 1) Raise and support vehicle. Remove rear wheels. Remove caliper assembly dust cover. Disconnect parking brake cable from caliper.

2) Remove retaining pin and pull out stopper plug. Remove caliper assembly from rotor. Pull pads from caliper support.



**Fig. 5** Positioning of Piston Stopper Groove on Rear Disc Brakes

**Installation** — To install, reverse removal procedure and note the following: Press the piston into its original position with clockwise rotation using a suitable driver. Ensure piston stopper groove is positioned as shown in Fig. 5 so projection on back of pad will securely fit groove. Pad clips must be installed properly.

**NOTE** — DO NOT use screwdriver to push piston into original position.

### REAR DISC BRAKE CALIPER

**Removal (Arrow, Challenger & Sapporo W/2600 cc Eng.)**

— Remove disc pads. Pull out hose clip from axle housing and disconnect brake hose from caliper assembly. Remove clevis pin connecting lever assembly to parking brake cable. Remove caliper assembly.

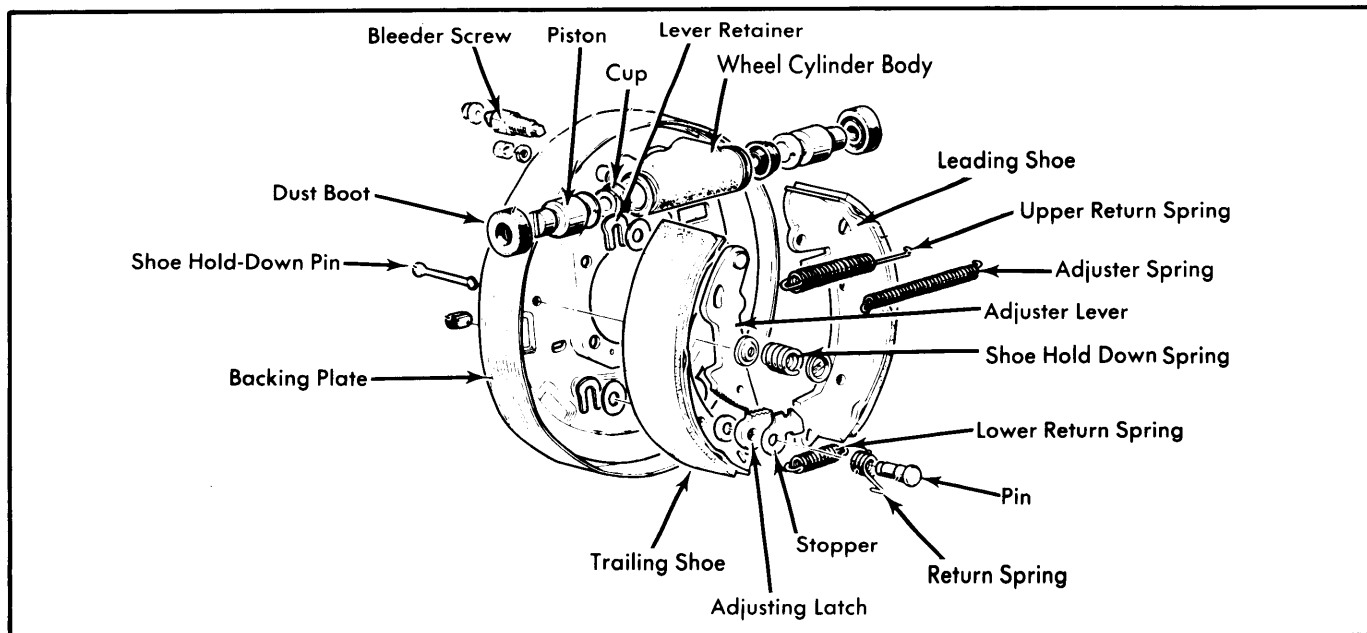
**Installation** — To install, reverse removal procedure and bleed brake system.

### REAR DISC BRAKE ROTOR

**Removal (Arrow, Challenger & Sapporo W/2600 cc Eng.)**

— Remove disc pads. Remove caliper support-to-axle housing bolts. Remove caliper support. Remove rotor from axle shaft.

## CHRYSLER CORP. IMPORTS (Cont.)



**Fig. 6 Exploded View of Rear Brake Assembly for Component Relationship (Arrow, Challenger, Sapporo & Colt, Exc. Colt FWD)**

**Installation** — To install, reverse removal procedure and tighten bolts evenly.

### REAR BRAKE SHOES

**Removal (Exc. Arrow, Challenger & Sapporo W/2600 cc Eng.)** — 1) Raise and support vehicle. Remove brake drum and complete the following by model:

- Front-Wheel Drive Models — Remove clip spring, shoe return spring and hold down spring. Remove shoes and adjuster as an assembly and separate. Remove parking brake cable from lever.
- Pickups — Remove return springs, adjusting spring and lever. Remove shoes and adjuster as an assembly and separate. Remove parking brake cable from lever.
- All Other Models — Remove 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 adjuster latch down, pull adjusting lever toward center of brake and remove leading shoe assembly. Remove upper shoe return spring and strut-to-shoe spring.

**Installation** — 1) Reverse removal procedure and note the following: Apply brake grease to all shoe contact points, adjuster assembly, wheel cylinder and parking brake lever pin. 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.

2) Front-wheel drive models require check of parking brake cable to ensure it will not advance brake lever when released. Adjuster will malfunction if lever advances.

3) Pickups require check of adjuster after installation is complete. Adjuster lever should mesh with next tooth of adjuster when pulled and return to original position after wheel has moved one tooth. Adjuster assemblies differ between right and left sides.

### REAR WHEEL CYLINDER

**Removal** — 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** — Remove sensor connector (if equipped). Disconnect brake lines from master cylinder. Slowly depress brake pedal several times to drain fluid from cylinder housing. Remove master cylinder from booster unit and separate reservoirs from housing.

**Installation** — Reverse removal procedure, check and adjust clearance between back of master cylinder piston and power brake push rod prior to installation. Clearance should be 0-.03" (0-.75 mm) on all models. Check and adjust pedal height and bleed hydraulic system after installation.

### POWER BRAKE UNIT

**NOTE** — Before removal or overhaul test check valve. Pull off vacuum hose, place finger over check valve and crank engine; vacuum should be created.

## CHRYSLER CORP. IMPORTS (Cont.)

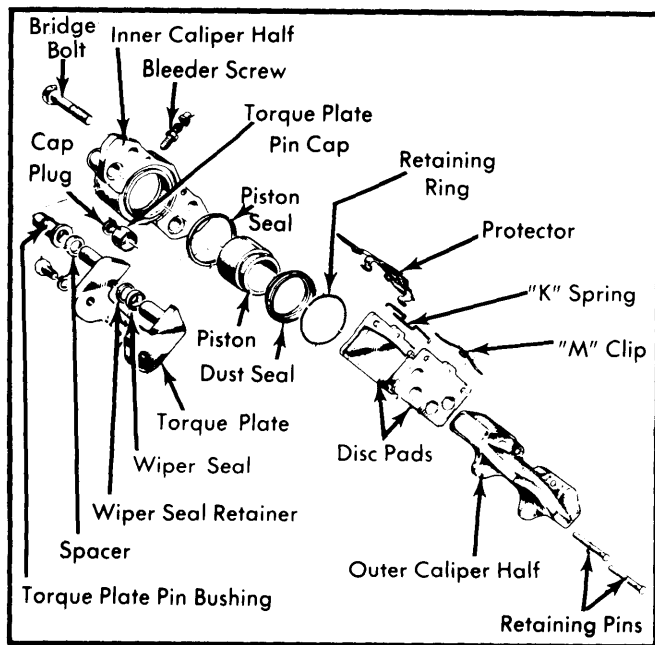
**Removal** — With master cylinder removed, disconnect vacuum hose from power brake unit. Remove clevis bolt retaining power unit operating rod to brake pedal. Remove mounting hardware and lift off power unit.

**Installation** — Reverse removal procedure and note the following: Apply a suitable sealer to power unit mounting surface and vacuum line connections. Adjust pedal height and bleed hydraulic system.

### OVERHAUL

#### FRONT DISC BRAKE CALIPER

**Disassembly (Arrow, Champ & Colt, Exc. Colt Sta. Wgn.)** — Remove caliper attaching bridge bolts. Separate inner and outer halves. Remove retaining ring and dust seal. Apply compressed air to fluid inlet to remove piston. Remove piston seal without damaging caliper bore or seal groove.



**Fig. 7 Disassembled View of Disc Brake Caliper (Arrow, Champ & Colt, Exc. Colt Sta. Wgn.)**

**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. Always replace piston seal and dust seal.

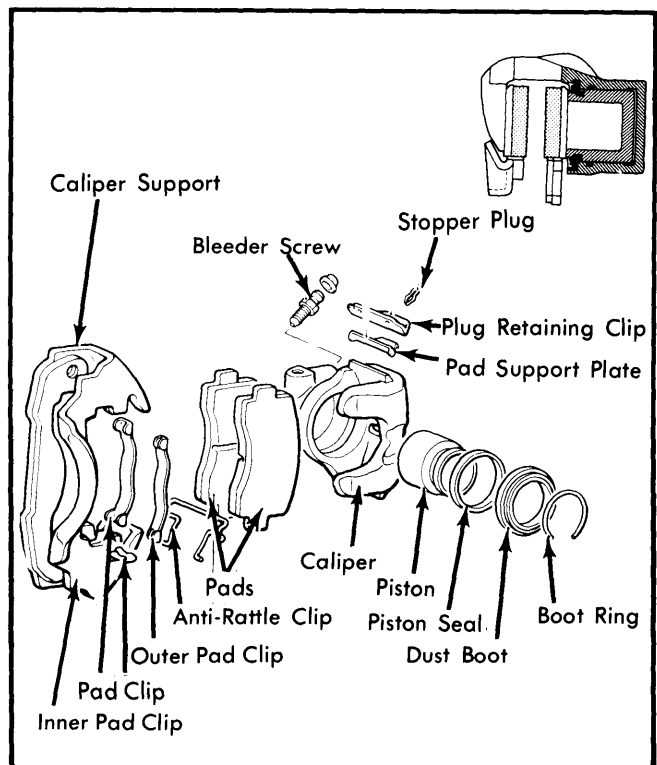
**NOTE** — Repair kits contain proper lubricants to be used during reassembly.

**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.

**NOTE** — Possible cause of increased pedal stroke is: Insufficient fit between piston and piston seal. Correct by manually levering piston to seat several times. This will create a better fit between piston and seal. Make sure brake pad is removed during this procedure.

**Disassembly (Challenger, Sapporo, Colt Sta. Wgn. & Pickups)** — Remove dust boot. Apply compressed air to fluid inlet to remove piston. Remove piston seal without damaging caliper bore or seal groove.

**Cleaning & Inspection** — Clean all metal parts in trichloroethylene, alcohol or brake fluid; clean piston seal in alcohol or brake fluid; clean dust boot and other rubber parts in alcohol only. Inspect caliper bore and piston for wear, damage or rust; replace parts as necessary. Always replace piston seal and dust boot.



**Fig. 8 Exploded View of Front Disc Brake Caliper (Challenger, Sapporo, Colt Sta. Wgn. & Pickups)**

**Reassembly** — Coat piston seal with suitable rubber grease. Slide seal into groove in cylinder bore. Slip piston into bore making sure seal is not twisted. Lightly coat dust seal groove with recommended rubber grease. Fit dust boot into place. Refit cylinder to caliper.

#### REAR DISC BRAKE CALIPER

**Disassembly (Arrow, Challenger & Sapporo W/2600 cc Eng.)** — 1) Remove cap ring and take off lever cap. See Fig. 9. Remove retaining ring and spring, then pull out lever assembly. Slightly rotate automatic adjuster spindle, using pliers if necessary, and pull out assembly.

### CHRYSLER CORP. IMPORTS (Cont.)

2) Using suitable bearing remover tool (MB990665), pull bearings from caliper. Take off piston boot. Working through vacant area created by adjuster spindle removal, force piston out of caliper. Use a blunt tool to push out piston. Remove piston seal without damaging caliper bore or seal groove.

**Cleaning & Inspection** – 1) Clean all metal parts in trichloroethylene, alcohol or brake fluid; clean piston seal and adjuster seal in alcohol or brake fluid; clean piston boot and other rubber parts in alcohol only. Check cylinder and piston for wear, damage or rust; replace worn parts as necessary. Always replace piston seal, adjuster seal and piston boot.

2) Check bearings, connecting link, springs, adjuster spindle and lever assembly for wear, damage or rust. Check lever assembly for excessive play between shaft and bearing. Check staking of piston inner sleeve stopper plate. Ensure piston-to-automatic adjuster spindle clearance is .013-.017" (.33-.43 mm).

**Reassembly** – 1) Lightly coat piston seal and piston with lubricant. Slide piston and seal into place, ensuring seal does not twist in groove. Lubricate boot and slide boot into position making sure it engages groove in cylinder bore.

**NOTE** – Repair kit includes recommended lubricants.

2) Using suitable bearing installation tool (MB990665), press in bearings until ends are flush with caliper body. Make sure mark on end of bearing faces out.

3) Coat automatic adjuster seal with recommended grease. Fit adjuster spindle and hardware in place until spindle turns freely. Make sure spring faces proper direction.

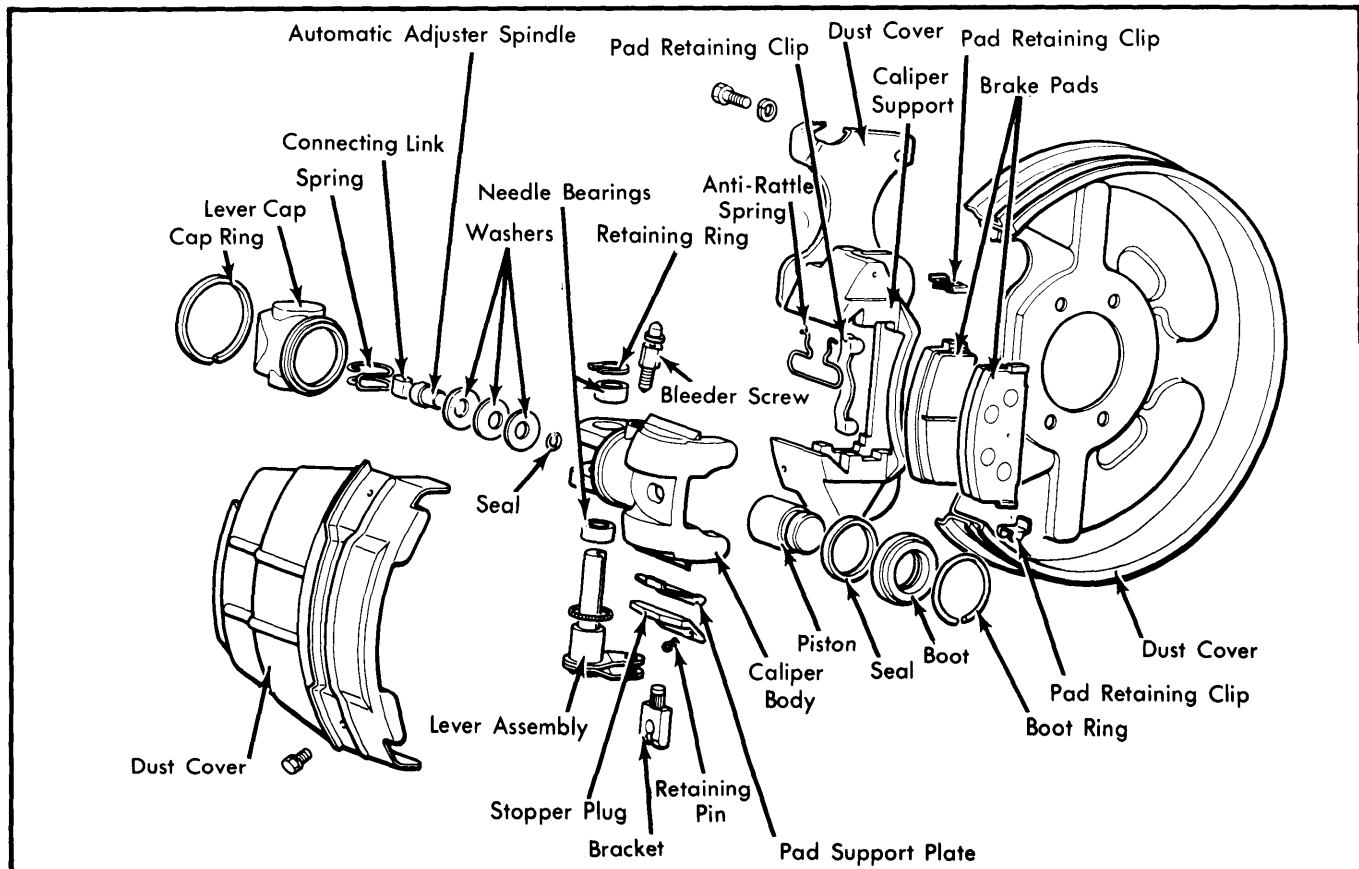
4) Press in connecting link spring washers with suitable tool (MB990666). Fit automatic adjuster spindle into place (spindle is not a press fit). Insert connecting link and lever assembly.

5) Fill lever cap with Niglube RX-2 (or equivalent), making sure all areas have significant amount of grease. Lightly grease stopper plug and caliper sliding surface. Assembly is ready for installation.

### MASTER CYLINDER

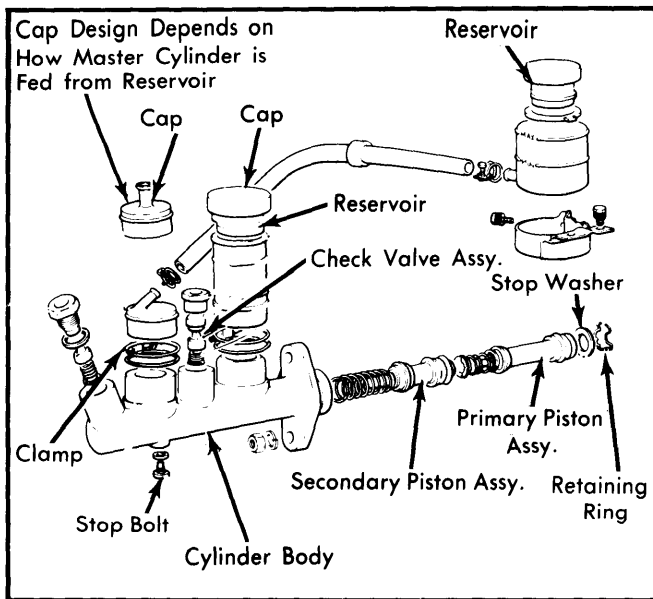
**Disassembly** – Remove dust boot, retaining ring, stop washer and piston stop bolt. Withdraw primary piston assembly, secondary piston assembly and secondary return spring from master cylinder. Remove check valve caps, tube seats, check valves and check valve springs. Front wheel drive master cylinders are equipped with two identical check valves.

**NOTE** – DO NOT disassemble primary piston assembly.



**Fig. 9 Exploded View of Rear Disc Brake Caliper Used on Arrow, Challenger and Sapporo Models with 2600 cc Engine**

## CHRYSLER CORP. IMPORTS (Cont.)



**Fig. 10 Disassembled View of Master Cylinder**

**Cleaning & 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" (.15 mm), replace parts as necessary. Check all parts of primary and secondary piston assemblies and piston cups and springs; if any parts are found defective, replace components as assemblies.

**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.

**NOTE** – Check valves differ between rear disc and rear drum models. Ensure correct check valve is properly installed.

### POWER BRAKE UNIT

**Disassembly** – 1) Attach suitable holder (MB990750) to front shell (master cylinder end) and position assembly in vise with rear shell up. Remove lock nut, clevis and dust boot. Attach suitable remover (MB990749) to rear shell and scribe alignment mark on both shells for reassembly reference. Attach fabricated pipe to each tab of remover; rotate rear shell counterclockwise and separate shells. Remove diaphragm plate and spring.

**NOTE** – Diaphragm plate is made of plastic and should be handled carefully.

2) With rear shell removed from power unit, remove seal retainer with suitable driver. Remove bearing and valve body seal. Pull diaphragm off diaphragm plate. Remove silencer retainer with screwdriver and lift out filter and silencer. Hold valve plunger with key hole facing down and remove stop key by lightly pushing valve rod while shaking unit. Remove valve

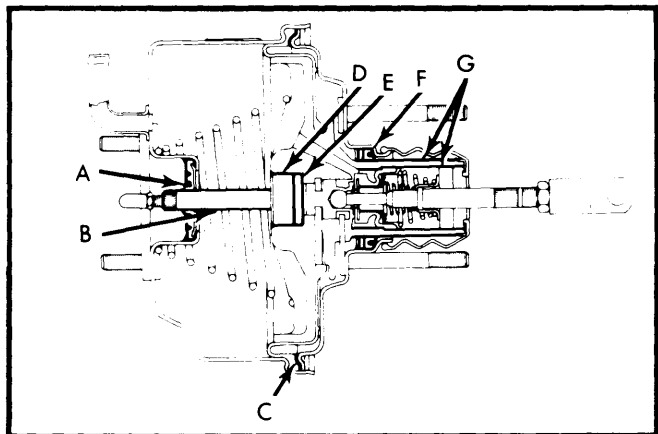
rod and plunger assembly. Remove reaction disc. Remove flange from front shell, then pull off plate and seal assembly.

**NOTE** – Valve rod assembly can not be disassembled.

**Cleaning & Inspection** – Clean and dry all parts. Inspect diaphragm plate, push rod and shells for damage, cracks and deformation. Repair or replace defective parts.

**NOTE** – Cups and plastic parts must be wiped off only.

**Reassembly** – 1) Apply a sufficient amount of silicone grease to the following parts (see illustration): Front shell seal and push rod sliding surfaces (A); diaphragm lug-to-rear shell contacting surface (B); outside surface of reaction disc (D); reaction disc inserting part of diaphragm plate (E); rear shell seal and diaphragm plate sliding surfaces (F); interior of piston plate into which plunger assembly is inserted and seal sliding surfaces (G).



**Fig. 11 Lubricate at Points Indicated in Illustration**

2) Install seal and bearing into rear shell, then lightly press in retainer. Gently install valve rod and plunger assembly into diaphragm plate and insert stop key with chamfered end toward piston side.

**NOTE** – After installing stop key, pull plunger assembly to ensure plunger is securely locked by stop key.

3) Install reaction disc and diaphragm in diaphragm plate; diaphragm must seat in plate groove. Install silencer filter, then silencer in rear of diaphragm plate and press in retainer. Install diaphragm plate assembly in rear shell, then install valve body guard (rear end first) into end of retainer.

4) Position rear shell on front shell and install push rod and front shell flange. Align marks made at disassembly. Rotate rear shell clockwise until notch touches stopper fully. Check clearance between power unit push rod and master cylinder piston; clearance should be .30" (7.6 mm) or less. If clearance is not as specified, correct by adjusting push rod length. Install dust boot, clevis and lock nut to power unit operating rod.

## CHRYSLER CORP. IMPORTS (Cont.)

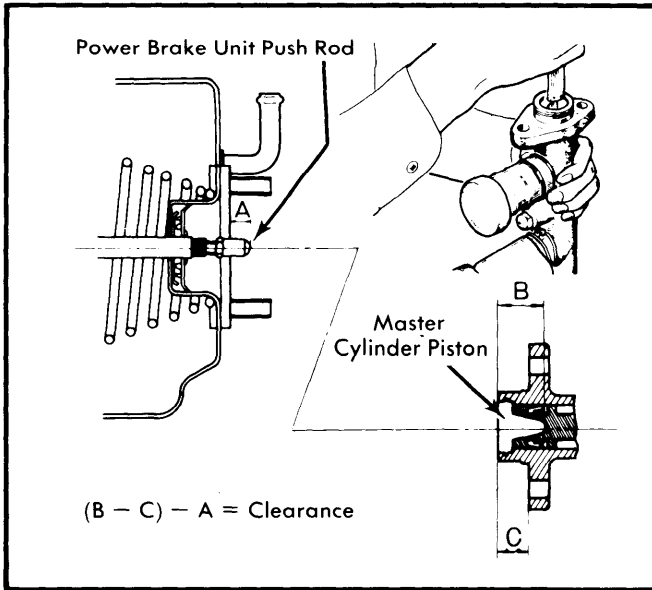


Fig. 12 Locations for Measuring Master Cylinder Rod-to-Piston Clearance

### TIGHTENING SPECIFICATIONS

Application	Ft. Lbs (mkg)
Master Cylinder	
Check Valve Caps .....	17-25 (2.4-3.5)
Piston Stop Bolt .....	1-2 (.14-.28)
Retaining Nuts .....	6-9 (.83-1.2)
Hydraulic Lines .....	9-12 (1.2-1.7)
Rotor-To-Hub Bolts	
Champ & Colt (FWD) .....	29-36 (4.0-5.0)
All Other Models .....	25-29 (3.5-4.0)
Hydraulic Line-to-Caliper .....	9-12 (1.2-1.7)
Wheel Cylinder Bleeders .....	4-7 (.55-.97)
Wheel Cylinders	
Pickups .....	13-15 (1.8-2.1)
All Other Models .....	6-9 (.83-1.2)
Caliper	
Adaptor (Front) .....	29-36 (4.0-5.0)
Torque Plate (Front) .....	51-65 (7.0-9.0)
Caliper Assembly	
Front (FWD Only) .....	43-58 (6.0-8.0)
Rear .....	29-36 (4.0-5.0)
Bridge Bolts (Caliper Halves, Front) .....	58-69 (8.0-9.5)

### BRAKE SYSTEM SPECIFICATIONS

Application	Drum Diam. In. (mm)	Wheel Cylinder Diameter		Master Cylinder
		Front In. (mm)	Rear In. (mm)	Diameter In. (mm)
Arrow & Colt (Exc. Colt Sta. Wgn. & FWD)	9.0 (229.0)	2.00⊙ (50.8)	.750 (19.1)	.813 (20.64)
Challenger, Sapporo & Colt Sta. Wgn. (Exc. W/2600 cc Eng.)	9.0 (229.0)	2.00⊙ (50.8)	.813 (20.64)	.813 (20.64)
Arrow, Challenger & Sapporo W/2600 cc Eng.	9.0 (229.0)	2.00⊙ (50.8)	1.38⊙ (34.93)	.875 (22.23)
Champ & Colt (FWD)	7.0 (180.0)	2.00⊙ (50.8)	.750 (19.1)	.813 (20.64)
Arrow & D-50 Pickup	9.5 (241.3)	1.18⊙ (30.0)	.687 (17.46)	.875 (22.23)

⊙ - Caliper bore diameter.

### BRAKE DRUM SPECIFICATIONS

Application	Drum Diameter In. (mm)	Original Diameter In. (mm)	Maximum Refinish Diameter In. (mm)	Discard Diameter In. (mm)
Champ & Colt (FWD)	7.0 (180.0)	7.10 (180.3)	.....	7.20 (182.0)
Pickups	9.5 (241.3)	9.50 (241.3)	.....	9.58 (243.3)
All Other Models	9.0 (229.0)	9.00 (229.0)	.....	9.08 (230.6)

## CHRYSLER CORP. IMPORTS (Cont.)

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)
Arrow, Champ & Colt (Exc. Colt Sta. Wgn.)	.....	.0060 (.152)	.....	.51 (13.0)	.....	.45 (11.4)
Challenger, Sapporo & Colt Sta. Wgn.	.....	.0060 (.152)	.....	.49 (12.5)	.....	.43 (10.9)
Arrow, Challenger & Sapporo W/2600 cc Eng. Front	.....	.0060 (.152)	.....	.49 (12.5)	.....	.43 (10.9)
Rear	.....	.0065 (.165)	.....	.49 (12.5)	.....	.43 (10.9)
Arrow & D-50 Pickups	.....	.0060 (.152)	.....	.79 (20.1)	.....	.72 (18.4)