

## TOYOTA

Celica  
Corolla  
Corona  
Cressida  
Supra  
Pickup  
Land Cruiser

### DESCRIPTION

Brake systems are hydraulically actuated using a tandem master cylinder and vacuum power brake unit. Power assist units vary among models and Land Cruiser models use a separate vacuum pump to supply vacuum to power unit. Supra is equipped with 4-wheel disc brakes. All other models are equipped with front disc brakes and rear drum brakes. A load-sensing pressure differential valve (combination valve) is installed in rear circuit of all Pickup models. All parking brakes are cable actuated and operate on rear discs of Supra; rear of transfer case on Land Cruiser and rear drum brakes of all other models.

**NOTE** — Brake caliper applications vary among models. Check and compare calipers with those shown in this article for correct service procedures.

### ADJUSTMENTS

#### BRAKE PEDAL HEIGHT

Brake pedal height is measured from center of brake pedal pad to floor pan (under carpet). To adjust clearance, loosen lock nut and adjust pedal height with push rod (stop light switch on Corolla models). After setting pedal height, tighten lock nut and make sure stop lamp switch is fully depressed (seated) when pedal is released.

#### Brake Pedal Height

Application	Height In. (mm)
Celica & Supra .....	6.5-6.9 (164.5-174.5)
Corolla	
1200 .....	6.65 (169)
1600 .....	6.46 (164)
Corona .....	6.54-6.93 (166-176)
Cressida .....	6.14-6.54 (156-166)
Pickup .....	6.38 (162)
Land Cruiser	
FJ40 Series .....	8.46 (215)
FJ55 Series .....	7.28 (185)

#### DISC BRAKES

Disc brakes are self-adjusting; therefore, no adjustment in service is required. Rear disc brakes on Supra are self-adjusting.

#### DRUM BRAKES

**Pickup & Land Cruiser** — Raise and support vehicle on safety stands. Release parking brake and ensure wheel rotates freely. Remove plug from adjusting hole. Turn adjusting screw with suitable adjusting tool until wheel can not be turned. Depress brake pedal and ensure drum is locked. Back off adjuster 4-5 notches (or until wheel turns with slight drag) on Land Cruiser. Back off adjuster 10-12 notches (wheel turns freely) on Pickup.

**All Other Models** — Rear brakes are self-adjusted by operation of parking brake and require no adjustment in service.

#### PARKING BRAKE

**Land Cruiser** — With brake handle fully released, turn shaft of adjusting cam (on brake backing plate) counterclockwise until shoe seats against drum. Back off adjuster one notch at a time until drum locks when foot brake is applied, and spins freely when released. After adjusting shoes, adjust brake handle for travel of 12 notches from released to applied position. Adjust by turning cable adjusting nut or turnbuckle.

**Corolla** — Correct adjustment is obtained when rear wheels are locked and brake lever travel is 2-6 notches. To adjust, remove cable adjusting cap at rear of lever and turn cable adjusting nut until correct lever travel is obtained. Replace and lightly tighten adjusting cap. Check and adjust brake warning light switch so that light is off when brake lever is released.

**Pickup** — With brake handle fully released, turn cable adjusting nut at equalizer on frame until cables to rear wheels are slightly slack and there is no drag on rear wheels. After adjustment, brake handle travel should be 7-15 notches and brake warning light should go out. If light remains on, adjust switch position so light goes on when brake is applied and off when handle is released.

**All Other Models** — Fully release parking brake lever. Working under vehicle, loosen brake cable lock nut and tighten turnbuckle about .39" (10 mm). Tighten lock nut. If equipped with "U" shaped cable equalizer, adjust so slack is taken up from cable. Parking brake is properly adjusted when lever travel of 5-7 notches (Cressida) or 5-8 notches (Supra) or 3-7 notches (all others) locks rear brakes.

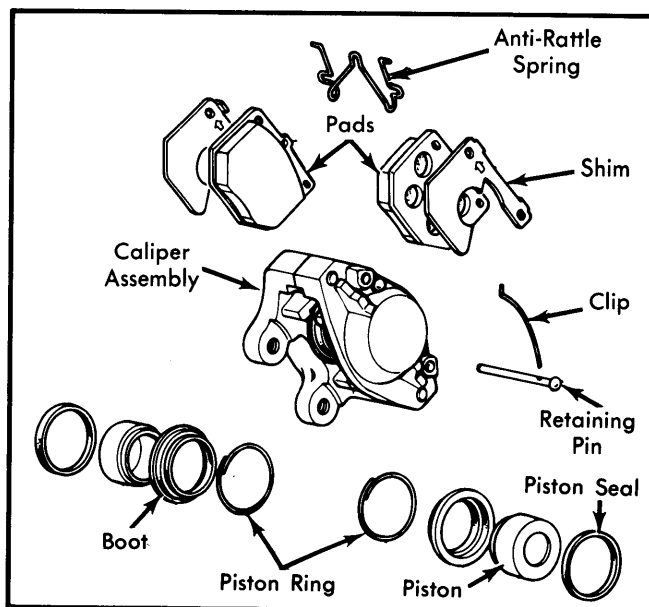


Fig. 1 Exploded View of Girling Type Disc Brake

#### BRAKE BLEEDING

**NOTE** — Keep master cylinder reservoir(s) full during bleeding procedure.

Starting at wheel cylinder farthest from master cylinder, connect a tube to bleeder screw and put other end of tube in a glass container half full of clean brake fluid. Slowly pump brake pedal several times, then hold pedal in depressed posi-

## TOYOTA (Cont.)

tion. Open bleeder screw slightly, and close screw when fluid starts to flow from tube. Repeat procedure until fluid coming from tube shows no signs of air.

## REMOVAL &amp; INSTALLATION

## FRONT DISC BRAKE PADS

**Removal (F Type)** — Raise and support front of vehicle; remove wheel. Pull out spring clips and guides. Remove cylinder and hang out of way. Remove disc pads and inspect for wear.

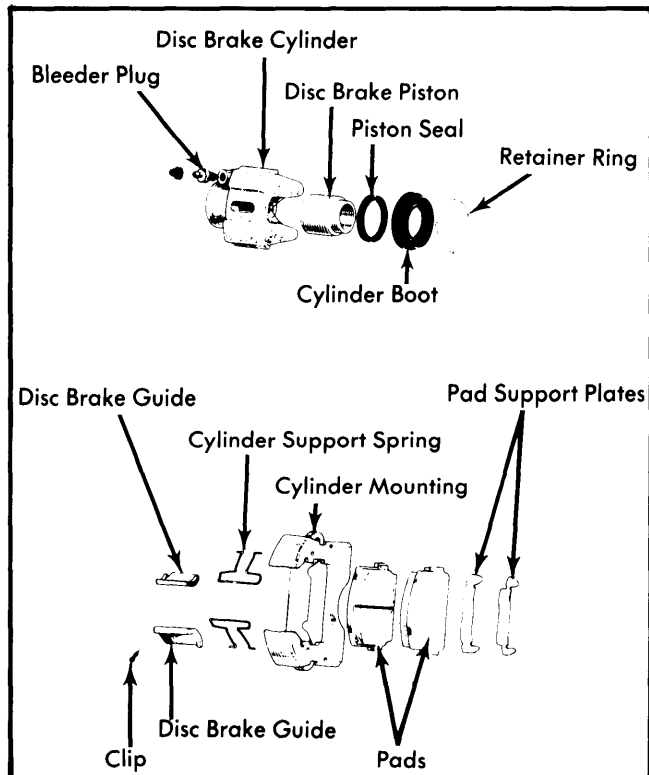


Fig. 2 Exploded View of F Type Disc Brake

**Installation** — Clean piston and cylinder assembly, then seat piston into cylinder bore. If piston won't easily recede into cylinder bore, crack bleed valve to relieve pressure. Insert cylinder assembly into position. Refit new disc pads, cylinder guides, and spring clips. If hydraulic line has been disconnected, bleed brake system.

**Removal (Girling Type)** — Raise and support front of vehicle; remove wheel. Remove clips, pins and springs. Remove pads and shims.

**Installation** — Coat both sides of shim with brake grease. Remove small amount of brake fluid from master cylinder reservoir. Push pistons into cylinder bore. Install shims with arrows pointing in forward rotation of disc. Install springs, pins and clips. Refill master cylinder reservoir.

**Removal & Installation (PS Type)** — Raise and support front of vehicle; remove wheel. Remove pad protector, anti-rattle springs, spring pins and pads. Clean dirt from pin portion of torque plate. To install, clean piston assembly and seat

into cylinder bore. Insert pads and install retaining pins, anti-rattle springs and protector.

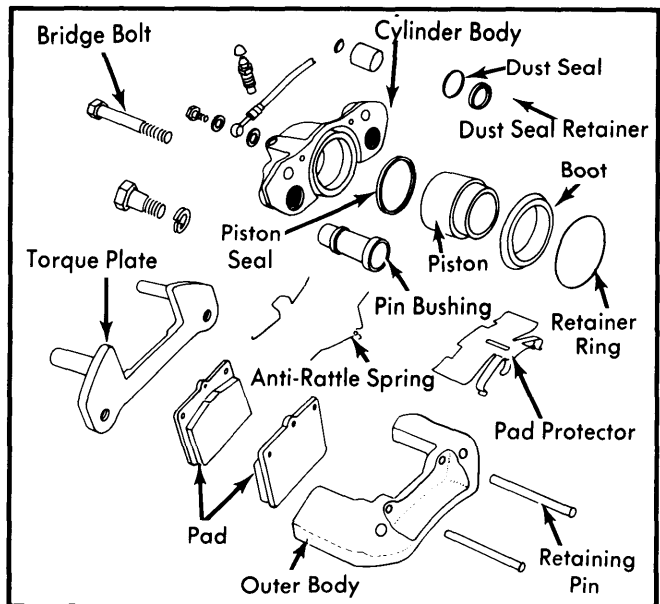


Fig. 3 Exploded View of PS Type Disc Brake

**Removal (K Type)** — Raise and support front of vehicle; remove wheel. Remove guide plate, support spring and pad support plate. Remove inner pad. Remove cylinder with outer pad attached and suspend from frame. DO NOT disconnect brake hose. Remove pads and shims.

**Installation** — Siphon small amount of brake fluid from master cylinder reservoir. Seat piston in cylinder bore. Install pads, shims and anti-rattle spring. Install cylinder with outer pad. Install pad support plate, support spring and guide plate. Refill master cylinder reservoir.

**Removal (Land Cruiser & 4 x 4 Pickup)** — Raise and support front of vehicle. Remove clip, retaining pins and anti-rattle spring. Pull pads from caliper cavity.

**Installation** — Siphon small amount of brake fluid from master cylinder reservoir. Seat pistons into cylinder bores. Install pads, anti-rattle spring, retaining pins and clip. Refill master cylinder reservoir.

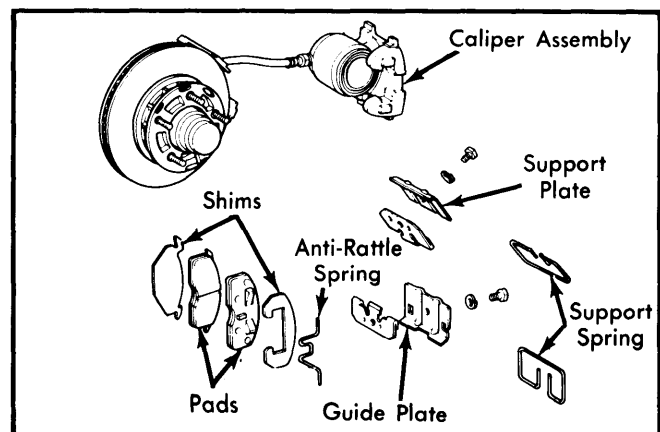


Fig. 4 Exploded View of K Type Disc Brake

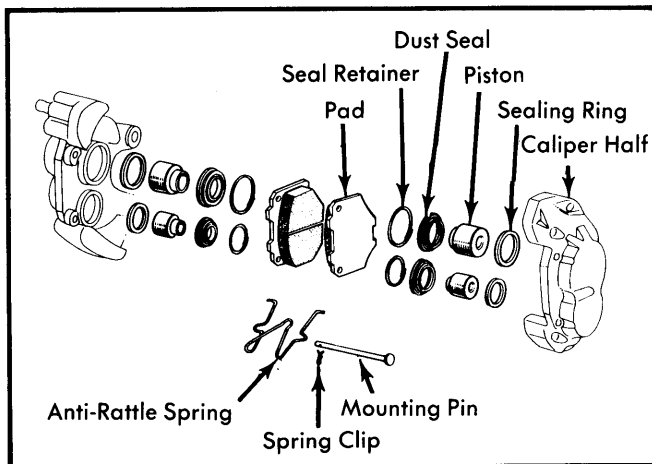
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### FRONT DISC BRAKE CALIPER

**Removal & Installation (F Type)** — Raise and support front of vehicle; remove wheel. Pull out spring clips and guides. Disconnect brake line and remove cylinder. Remove brake pads, pad support plate and anti-rattle spring. To install, apply brake grease to guides and reverse removal procedure. Bleed brake system.

**Removal & Installation (K Type)** — Raise and support front of vehicle; remove wheel. Disconnect brake line at cylinder. Remove guide plate, support spring, support plate, brake pads and shims. Remove cylinder. To install, reverse removal procedure and bleed brake system.

**Removal & Installation (All Others)** — Raise and support front of vehicle; remove wheel. Remove disc brake pads. Disconnect brake line at cylinder. Remove caliper mounting bolts and lift off caliper. To install, reverse removal procedure, bleed brake system and ensure mounting bolts are tightened.



**Fig. 5 Exploded View of Land Cruiser and 4 x 4 Pickup Front Disc Brake**

### FRONT DISC BRAKE ROTOR

**Removal (Land Cruiser & 4 x 4 Pickup)** — Raise and support vehicle; remove wheel and caliper assembly. Remove hub grease cap, snap ring, flange and gasket. Remove free wheel hub (if equipped). Remove lock nut and adjusting nut with suitable socket (09607-60020). Remove rotor and hub as an assembly. Mark hub and rotor for reassembly reference and separate.

**NOTE** — Free wheel hub control handle must be set to "FREE" position for removal.

**Installation** — To install, reverse removal procedure and note the following: Adjust wheel bearings. See *Wheel Bearing Adjustment* in WHEEL ALIGNMENT Section.

**Removal (All Others)** — Raise and support vehicle; remove wheel and caliper assembly. Remove hub grease cap, cotter pin, washer and castle nut. Carefully remove outer wheel bearing. Remove rotor and hub as an assembly. Mark hub and rotor for reassembly reference and separate.

**Installation** — To install, reverse removal procedure, bleed brake system and note the following: Adjust wheel bearings. See *Wheel Bearing Adjustment* in WHEEL ALIGNMENT Section.

### REAR DISC BRAKE PADS

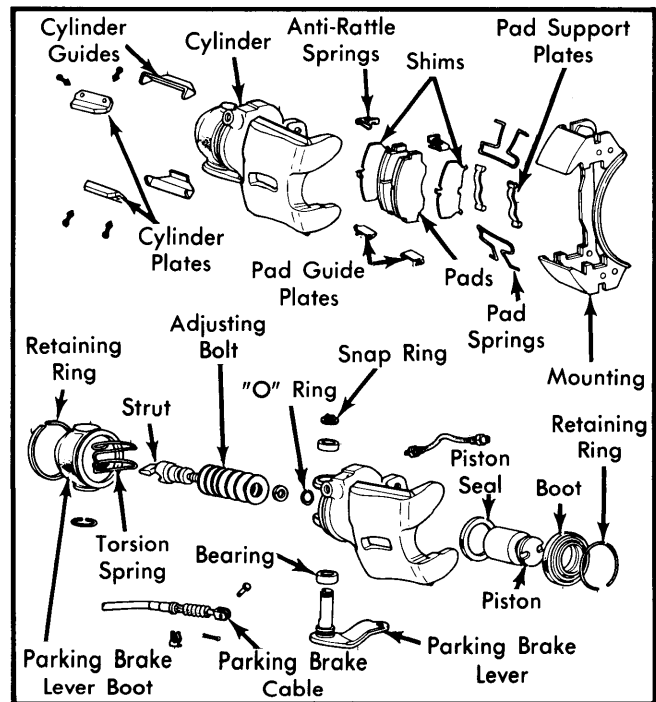
**Removal** — Raise and support vehicle; remove wheel. Remove parking brake cable from brake lever. Remove cylinder guides and plates. Remove cylinder and hang out of way. DO NOT let cylinder hang by hydraulic line. Remove pad springs, shims and springs. Remove anti-rattle springs, pad guide plates and pad support plates.

**Installation** — Preset piston before installing pads by pushing and turning piston clockwise until it retracts into cylinder body. Install pad support plates, pad guide plates and anti-rattle springs. Install pads, shims and springs. Install cylinder, guides and plates. Install parking brake cable.

**NOTE** — Piston stopper groove and inner pad protrusion must be aligned.

### REAR DISC BRAKE CALIPER

**Removal & Installation** — Raise and support vehicle; remove wheel. Remove parking brake cable from brake lever. Remove cylinder guides and plates. Remove and plug hydraulic line at cylinder. Remove cylinder and mount. To install, reverse removal procedure and bleed brake system.



**Fig. 6 Exploded View of Supra Rear Disc Brake**

### REAR DISC BRAKE ROTOR

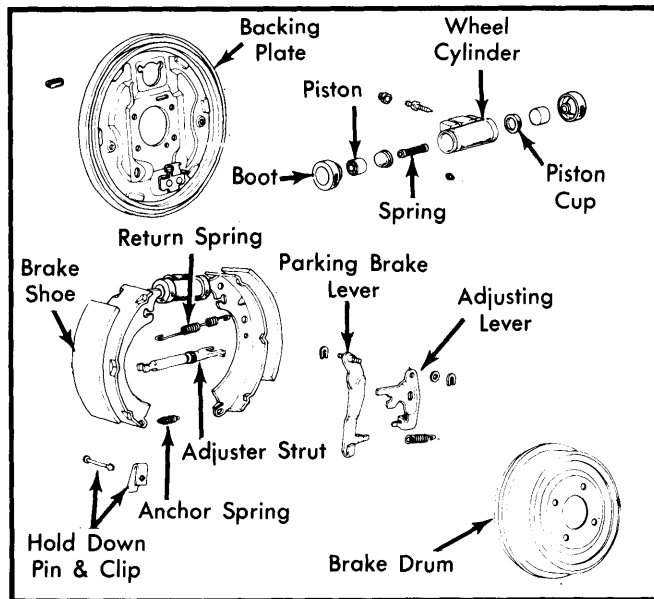
**Removal & Installation** — With wheel and caliper removed, slide rotor off axle flange. To install, reverse removal procedure and bleed brake system.

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## REAR BRAKE DRUM

**Removal (All Models)** – Raise and support vehicle; remove wheel. Remove set screws from brake drum (if equipped). Pull drum from axle flange. It may be necessary to loosen brake adjustment before removing drum.

**Installation** – On all models (except Land Cruiser) set brake shoe-to-drum clearance by measuring inside diameter of brake drum and diameter of brake shoes. Turn brake adjuster until difference between diameters is .02" (.6 mm). Install brake drum and adjust brakes if required.



**Fig. 7 Exploded View of Rear Brake Assembly Except Supra, Land Cruiser & Pickup**

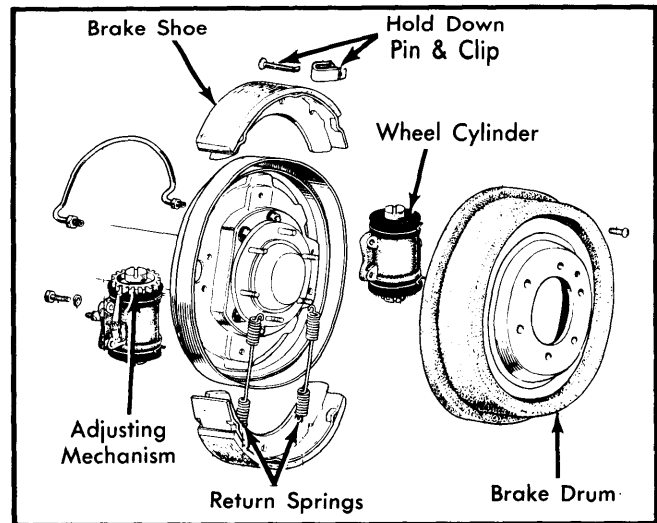
## BRAKE SHOES

**Removal (Exc. Supra, Land Cruiser & Pickup)** – With brake drum removed, remove hold down pins and clips. Remove anchor spring and return spring. Remove leading shoe and adjuster strut. Remove parking brake cable from parking brake lever. Remove trailing shoe, parking brake lever and adjusting lever as an assembly. Mount trailing shoe in a vise. Remove tension spring. Remove "C" washer and separate shoe, parking brake lever and adjuster lever.

**Installation** – Install adjuster lever and parking brake lever to trailing shoe with NEW "C" washer. Clearance between shoe web and "C" washer must be .014" (.35 mm). Shims are available in 4 different sizes to adjust clearance to specifications. Complete installation of brake shoes by reversing removal procedure. Adjust and bleed brakes.

**Removal (Land Cruiser)** – With brake drum removed, remove hold down pins and clips. Remove return springs and remove brake shoes.

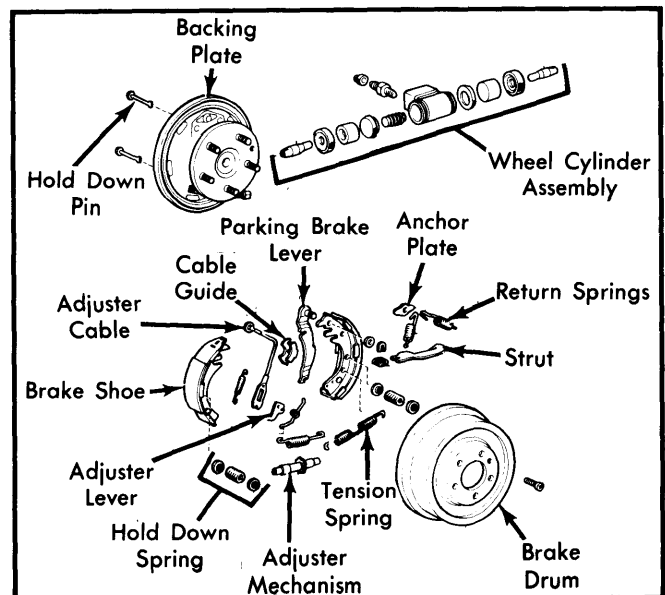
**Installation** – Position brake shoes over wheel cylinders with front return spring hooked on inner side of shoe. Install rear return spring to outer side of shoe. Install hold down pins and clips. Adjust and bleed brakes.



**Fig. 8 Exploded View of Land Cruiser Rear Brake**

**Removal (Pickup)** – With brake drum removed, remove upper return springs. Remove adjuster cable, cable guide, adjuster lever and anchor plate. Remove adjuster lever tension spring and strut. Remove hold down springs and pins. Pull brake shoes from backing plate and separate adjusting mechanism and return spring. Disconnect parking brake cable from brake lever. Mount trailing shoe in a vise. Remove "C" washer and separate shoe parking brake lever.

**Installation** – To install, reverse removal procedure and note the following: Adjuster mechanisms are not interchangeable. Left-hand thread – right wheel; right-hand thread – left wheel. Adjust and bleed brakes.



**Fig. 9 Exploded View of Pickup Rear Brake**

## REAR BRAKE WHEEL CYLINDER

**Removal** – With brake drum and shoes removed, disconnect hydraulic line from wheel cylinder. Remove wheel cylinder mounting bolts and remove wheel cylinder.

## TOYOTA (Cont.)

**Installation** — To install, reverse removal procedure and note the following: Wheel cylinders and adjusting mechanisms on Land Cruiser are not interchangeable. Wheel cylinders are stamped "L" for left and "R" for right; left-hand thread adjuster mounts on right wheel cylinder and right-hand thread adjuster mounts on left wheel cylinder. Leading wheel cylinder must be installed with adjuster at top of cylinder; trailing wheel cylinder must be installed with adjuster at bottom of cylinder. Bleed brake cylinder.

### PARKING BRAKE

**Removal (Land Cruiser)** — Drain oil from transfer case. Disconnect front of drive shaft and wire out-of-way. Remove drum mounting nut and slide drum off splines. Remove return springs and tension springs, then take off hold down springs and pins. Disconnect parking brake cable from shoes.

**Installation** — To install, reverse removal procedure and note: Make sure lower tension spring is installed so it lies between back plate and shoes. Refill transfer case with 1.8 quarts of SAE 90. Tighten drum mounting nut and adjust parking brake.

### MASTER CYLINDER

**Removal & Installation** — Disconnect electrical lead (if equipped). Disconnect and plug hydraulic lines. Remove master cylinder-to-power brake unit mounting nuts. Remove master cylinder. To install, reverse removal procedures and bleed brake system.

### VACUUM PUMP

**Removal (Land Cruiser)** — Disconnect vacuum line from pump assembly. Disconnect and plug oil lines. Remove mounting nuts and gently pry pump off studs.

**Installation** — To install, reverse removal procedure and note: Run engine at idle speed. Loosen screw at vacuum pump outlet and check that oil is circulating.

### POWER BRAKE UNIT

**Removal & Installation** — Remove master cylinder assembly from vehicle. Disconnect push rod clevis at brake pedal. Remove power booster attaching hardware, and remove booster assembly from vehicle. To install, reverse removal procedure.

## OVERHAUL

**NOTE** — When overhauling caliper, wheel cylinder, or master cylinder assemblies, all rubber components should be replaced. If cylinder bores in any part are pitted, or scored more than light honing will repair, entire assembly should be replaced.

### DISC BRAKE CALIPER

**Disassembly (K & F Types)** — Remove retainer ring (if equipped) and remove boot. Apply light air pressure to fluid inlet port and force piston from cylinder. Remove seal from cylinder without damaging cylinder bore. See Fig. 2 and Fig. 4.

**Cleaning & Inspection** — Clean all parts in clean brake fluid. Inspect bore and piston for excessive wear or damage; replace defective parts.

**Reassembly** — Coat piston, seal and cylinder bore with rubber grease before reassembly. To reassemble, reverse disassembly procedure and note: On K type, install seal, fit boot to piston then fit boot to cylinder and push piston into cylinder bore.

**Disassembly (Girling Type)** — Remove retainer ring from dust boot and remove dust boot. Insert small block of wood between pistons and apply light air pressure to inlet port to force pistons from cylinder bores. Remove seals from grooves without damaging bores. See Fig. 1.

**NOTE** — DO NOT separate caliper halves.

**Cleaning & Inspection** — Clean all parts in clean brake fluid. Inspect bores and pistons for excessive wear or damage; replace defective parts.

**Reassembly** — Coat piston seals, cylinder bores and pistons with brake grease. To assemble, reverse disassembly procedure.

**Disassembly (PS Type)** — Loosen both bridge bolts (caliper half mounting bolts) and separate cylinder casting from outer body. Pull out torque plate. Remove retainer ring and dust boot. Force light air pressure through fluid inlet port and expel piston. From caliper, remove following: Piston seal, bushings, hole plug, retainers and dust seals. See Fig. 3.

**Cleaning & Inspection** — Clean all parts in alcohol or clean brake fluid. Inspect parts for excessive wear or damage; replace defective parts. If torque plate pins are excessively worn or if pin weld parts are abnormally corroded, caliper must be replaced.

**Reassembly** — 1) Ensure torque plate pins and bushing bores are clean and coat with grease furnished in repair kit. Coat piston seals and cylinder bore with rubber grease. Fit dust seal, retainers and bushings to cylinder.

2) Fit piston seal on cylinder and push piston in by hand. Install dust boot and ring. Reassemble torque plate pins in cylinder body. Make sure torque plate is free to slide smoothly. Install bridge bolts and tighten.

**Disassembly (Land Cruiser & 4 x 4 Pickup)** — Remove dust seal retainer ring and dust seal. Insert small block of wood into cylinder cavity. Apply compressed air to one side of cylinder to remove pistons; repeat procedure on opposite side. Remove piston seals from cylinder grooves without damaging bores. See Fig. 5.

**NOTE** — DO NOT separate caliper halves.

**Cleaning & Inspection** — Clean all parts in clean brake fluid. Inspect pistons and cylinder bores for excessive wear, damage or corrosion; replace defective parts.

**Reassembly** — Lightly coat all parts with rubber grease. Insert new piston seal, being careful that seals properly enter grooves. Fit piston and slide dust seal into position. With dust seal seated, fit retainer ring.

## TOYOTA (Cont.)

**Disassembly (Supra Rear Caliper) – 1)** Remove dust boot retaining ring and boot. Remove piston by turning it counter-clockwise with suitable remover (09719-14010). Remove piston seal from cylinder groove without damage to cylinder bore. See Fig. 6.

**2)** Remove retaining ring from parking brake lever boot. Pull boot back over parking brake lever and remove shaft retaining ring. Using arbor press and suitable remover (09719-14010), remove parking brake lever; separate boot from lever.

**3)** Remove torsion spring and strut. Mount caliper assembly in padded vise and remove bearings. Separate components and arrange for reassembly reference.

**Cleaning & Inspection –** Wash all parts in clean brake fluid. Inspect all parts for excessive wear, damage or corrosion; replace defective parts.

**Reassembly – 1)** Coat all parts with rubber grease. Install bearings. Fit new "O" ring and spring washer on adjusting bolt. Ensure "O" ring and washer do not touch. Install adjusting bolt and strut into bore with strut against raised side of bolt. Strut must be angled toward torsion spring retaining pin. Install torsion spring with formed loop seated around retaining pin.

**2)** Fit rubber boot to parking brake lever. Install parking brake lever with arbor press and suitable tool (09719-14010). Install shaft retaining ring. Pull boot over lever assembly and install retaining ring.

**3)** Install piston seal into cylinder bore. Install piston into cylinder bore by turning it clockwise with suitable installer (09719-14010J). Align piston with piston stopper groove; install dust boot and retaining ring.

## WHEEL CYLINDER

**NOTE –** Removal of wheel cylinder from backing plate is not necessary, except when replacement of cylinder assembly is required.

**Disassembly –** Remove adjuster lock spring and adjuster (if equipped). Remove bleeder screw. Remove cylinder boot(s), piston(s), cup(s), spring seat (if equipped), and spring.

**Cleaning & Inspection –** Wash all parts in clean brake fluid and blow dry with compressed air. Check cylinder bore for wear, corrosion or scoring. Replace defective parts.

**Reassembly –** To reassemble, reverse disassembly procedure, using new rubber parts.

## MASTER CYLINDER

**Disassembly (All Models) –** Remove reservoir(s) and switches (if equipped) and mount cylinder in soft-jawed vise. Remove dust boot. Push pistons into cylinder bore and remove stop bolt. Remove snap ring and withdraw piston assemblies. Remove unions, outlet plugs, bolts, valves and springs. Disassemble piston assemblies by removing springs, retainers and cups. See Fig. 11.

**Cleaning & Inspection –** Wash all parts in clean brake fluid and inspect for wear, damage or corrosion. Replace defective parts as required.

**Reassembly –** To reassemble, reverse disassembly procedure using all new rubber parts and lubricating all components with clean brake fluid.

## VACUUM PUMP

**Disassembly (Land Cruiser) –** Drive dowel pins from end cover toward case. Separate end cover. Continue to drive dowels through case and stop with them flush with end frame. Remove end frame with pins still fitted. Remove both "O" rings and discard. Slide rotor and blades from case.

**Inspection –** Inspect end cover and casing for damage or wear. Casing bore must not be worn beyond 2.29" (5.82 mm). Check rotor-to-alternator shaft spline play. Rotor wear must not exceed .095" (2.4 mm). Inspect rotor blades for following wear limits: Height .47" (12 mm); length 1.377" (34.98 mm); width .036" (.92 mm). Check end frame bushing and oil seal. Bushing bore must not exceed .635" (16.14 mm). Replace oil seal by prying out and pressing in new one.

**Reassembly –** Lightly coat new "O" rings and insert into grooves. Refit rotor and blades. Drive in dowel pins.

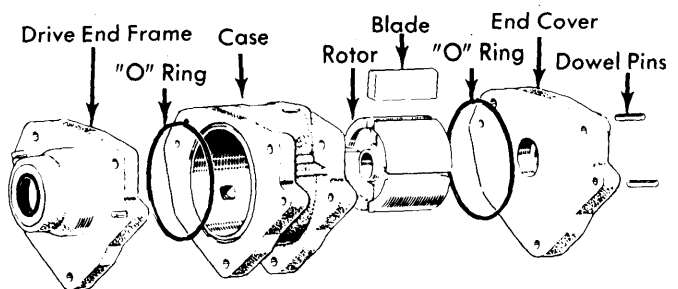


Fig. 10 Exploded View of Vacuum Pump for Land Cruiser

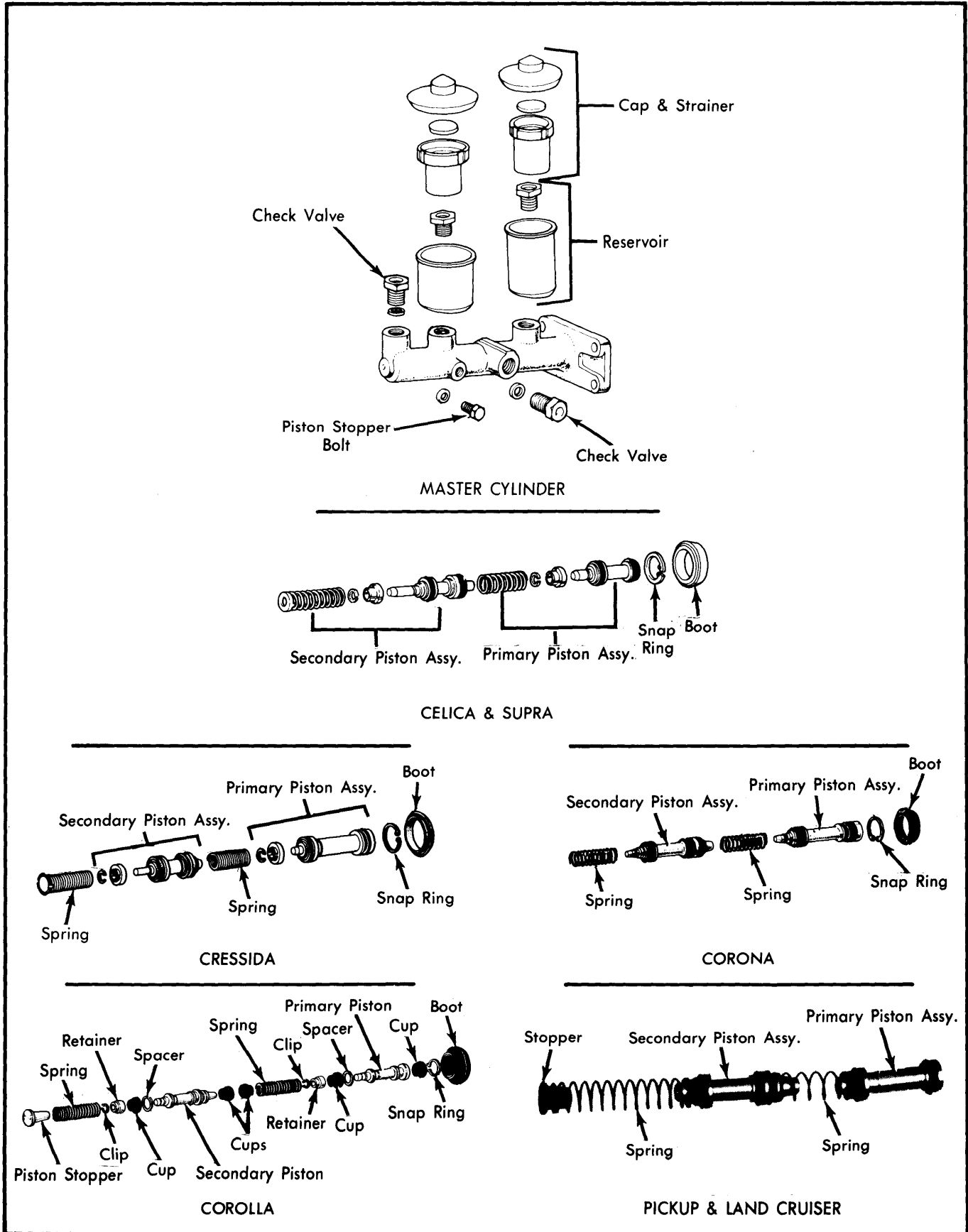
## POWER BRAKE UNIT

**NOTE –** Power brake units are produced by several manufacturers and may vary slightly. The following overhaul procedures can be used with minor attention to detail of specific booster being repaired. Compare booster to that shown for correct procedure.

**Disassembly – 1)** Remove check valve and rubber grommet. Remove clevis mounting nut and withdraw clevis, dust boot, retainer and filter/silencer assembly. Do not remove push rod on JKK type booster. Scribe index on booster shell halves. On 9" ASCO booster, remove clamping band and separate shells. On all other models, mount booster in appropriate holder and using screwdriver or appropriate tool, separate booster halves.

**2)** Remove diaphragm nut (if equipped) and remove diaphragm spring, retainer, bearing (if equipped) and push rod (JKK) from front shell. On Land Cruiser, remove hub bolts and rear diaphragm plate, reaction disc assembly and valve body with "O" ring. Scribe index on front and rear diaphragms for reassembly reference

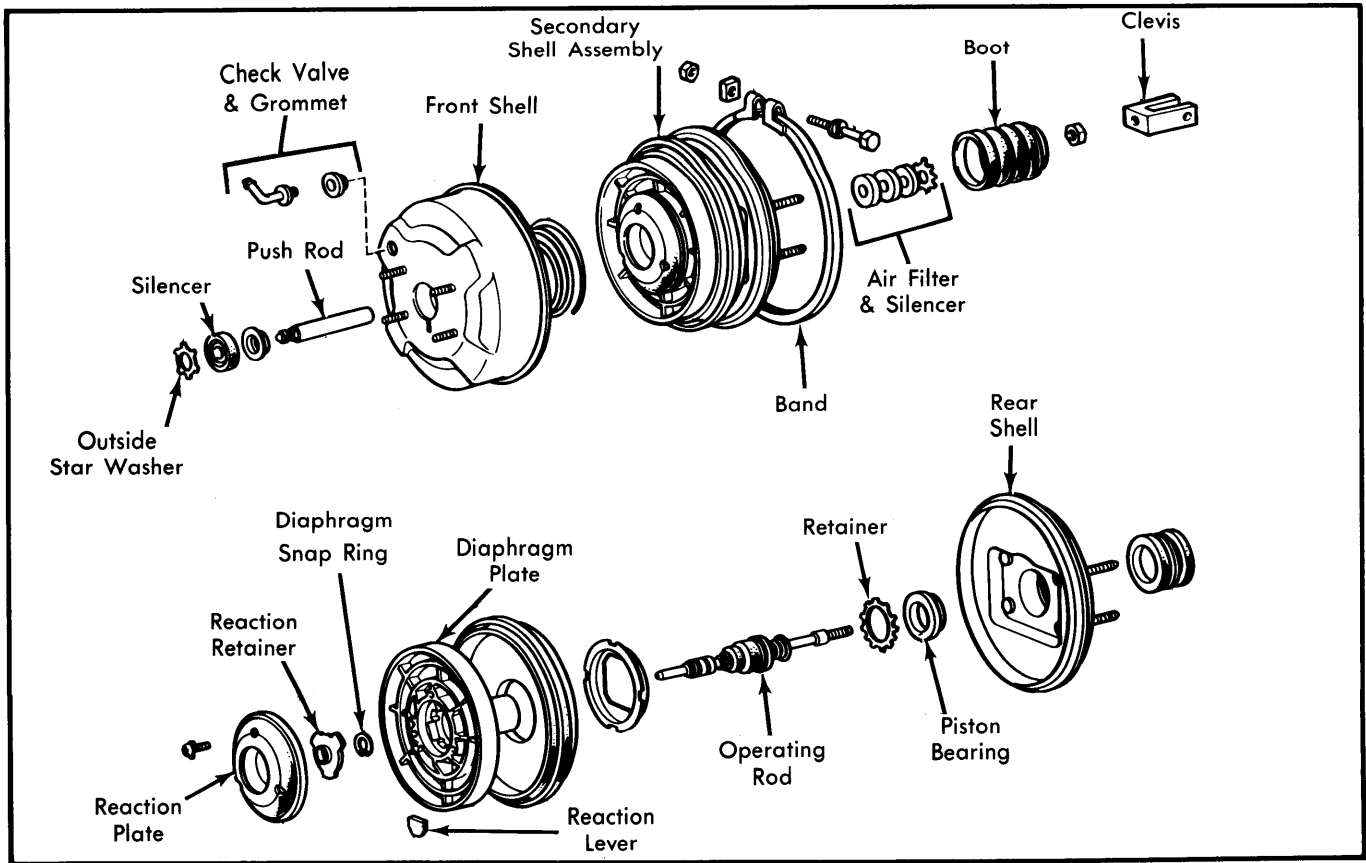
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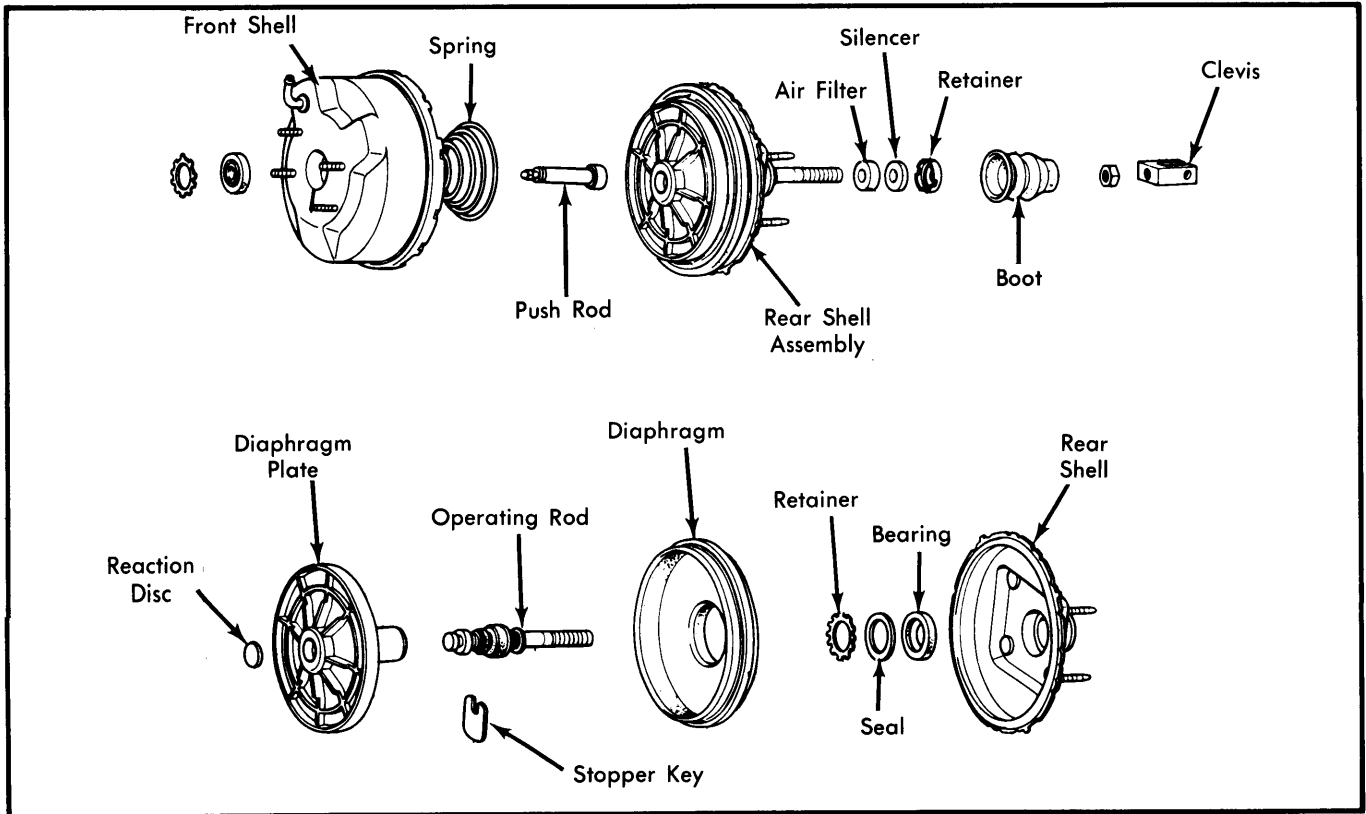
**Fig. 11 Exploded View of Typical Master Cylinder Body With Detail of Each Model's Primary and Secondary Piston Assemblies Shown**

# Brakes

## TOYOTA (Cont.)



**Fig. 12 Exploded View of ASCO 9" Brake Booster Unit**



**Fig. 13 Exploded View of JKK Brake Booster Unit**

## TOYOTA (Cont.)

3) On all other models, remove the following from secondary shell: Boot, booster piston, diaphragm plate and spring and bearing. On JKK type, disengage diaphragm from plate and remove silencer. Remove plunger stop key by lining up valve rod and plunger toward key hole with parts facing down. Remove valve and plunger assembly from diaphragm plate; no further disassembly of valve rod is possible. Remove reaction disc from diaphragm plate; retainer and seal from front shell and with a press, force bearing seal from secondary shell.

4) On all other boosters, remove outside star washer, bearing and body seal from secondary body. From front of booster piston, remove retainer, plate, lever and snap ring. Disassemble booster piston by removing mounting ring, air cleaner elements, separators and booster air valves. Remove diaphragm retainer by turning it 45° with handle (09736-30020). Remove diaphragm from piston.

**Cleaning & Inspection** — Wash all parts in denatured alcohol. Inspect all components for wear or damage; replace defective parts. Replace all rubber parts during overhaul.

**Reassembly** — 1) Apply silicone grease to front and rear shell seals and reaction disc. Coat diaphragm edge with light coat of oil before final tightening. Shell halves must align with index marks.

2) On ASCO booster, ensure seal retainer side is in body inner side. On JKK booster, ensure retainer is fully seated in secondary shell half. On Aisan booster, ensure seal retainer is assembled to inner primary shell and when booster is mounted on vehicle, sunken part of front shell must be down. On Land Cruiser, fit reaction disc with protrusion directed toward valve body and install center plate on hub with large groove facing front side. Adjust push rod length on all models to .004-.02" (.1-.5 mm) by turning push rod.

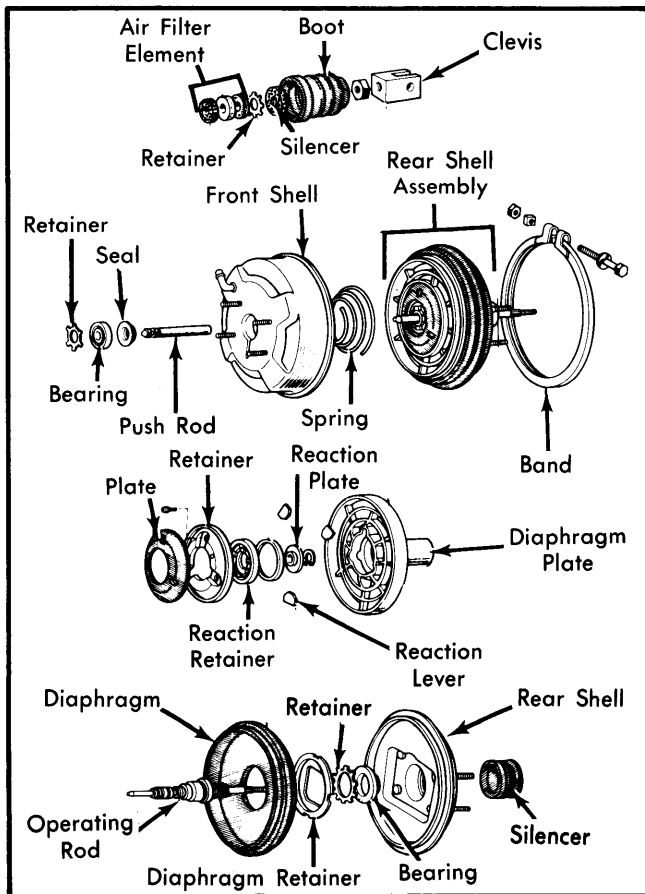


Fig. 14 Exploded View of Aisan Brake Booster Unit

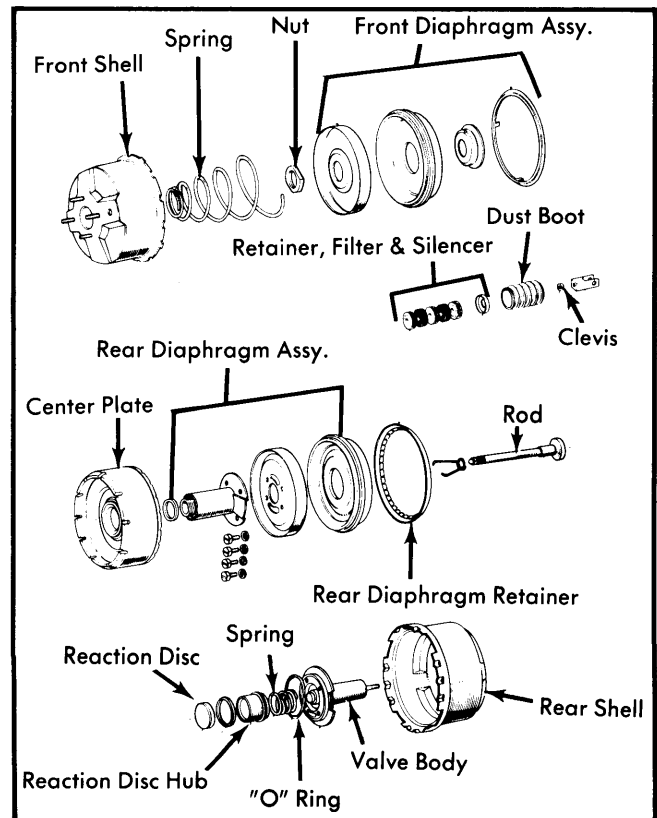


Fig. 15 Exploded View of Land Cruiser Tandem Brake Booster Unit

### TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Caliper Mounting Bolts	
Corona, Cressida, Pickup (Girling) .....	67-86 (9.3-12)
Celica & Corolla (2T-C) .....	40-54 (5.5-7.5)
Corolla (3K-C) & Pickup (K Type) .....	29-40 (4.0-5.5)
Land Cruiser & 4 x 4 Pickup .....	55-75 (7.5-10.5)
Corona (F Type) .....	51-65 (7.0-9.0)
Rotor-to-Hub	
Corolla & Pickup .....	40-54 (5.5-7.5)
All Others .....	29-40 (4.0-5.5)
Bridge Bolt (Corolla (2T-C) .....	58-69 (8.0-9.5)
Brake Drum Backing Plate .....	43-53 (6.0-7.3)

# Brakes

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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)
Celica, Corona, 4 x 4 Pickup, Pickup (Girling)	.....	.006 (.15)	.....	.492 (12.5)	.453 (11.5)	.....
Corolla	.....	.006 (.15)	.....	.394 (10)	.354 (9.0)	.....
Cressida	.....	.005 (.12)	.....	.492 (12.5)	.453 (11.5)	.....
Land Cruiser	.....	.005 (.12)	.....	.790 (20.1)	.740 (19)	.....
Pickup (K Type)	.....	.006 (.15)	.....	.790 (20.1)	.740 (19)	.....
Supra Front	.....	.006 (.15)	.....	.492 (12.5)	.453 (11.5)	.....
Rear	.....	.006 (.15)	.....	.394 (10)	.354 (9.0)	.....

BRAKE DRUM SPECIFICATIONS				
Application	Drum Diameter In. (mm)	Original Diameter In. (mm)	Maximum Refinish Diameter In. (mm)	Discard Diameter In. (mm)
Celica, Corolla (2T-C), Corona & Cressida	9.0 (228.6)	9.0 (228.6)	.....	9.079 (230.6)
Corolla (3K-C)	7.87 (200)	7.87 (200)	.....	7.953 (202)
Pickup & 4 x 4 Pickup	10.0 (254)	10.0 (254)	.....	10.078 (256)
Land Cruiser	.....	.....	.....	11.50 (292)