CHRYSLER CORP. SLIDING CALIPER DISCS

Dodge – B100-300 (1971-74)
Dodge – CB, MB300 (1971-74)
Dodge – D100-300 (1973-74)
Dodge – RM300, 350, 400 (1973-74)
Plymouth – PB100-300 (1974)

DESCRIPTION

Sliding caliper disc brake assembly consists of hub and disc assembly, caliper, disc pads, and anchor plate. Rotor is of cast design with cooling fins cast integrally between machined braking surfaces. When brake pedal is depressed, hydraulic pressure is applied against brake caliper piston(s). This force is transmitted to inboard disc pad and against inner braking surface of rotor. As force increases against inboard side, caliper slides inward on machined anchor plate ramps, providing vise-like clamping action on rotor.

ADJUSTMENT & SERVICING

DISC PAD ADJUSTMENT

Pad wear is automatically compensated for by piston moving outward in cylinder bore; therefore, no disc pad adjustment in service is required. *NOTE – Inspect condition of disc pads whenever wheels are removed. If any pad shows signs of excessive wear, replace complete disc pad set.*

BLEEDING SYSTEM

See Hydraulic Brake Bleeding in this Section.

REMOVAL & INSTALLATION

DISC BRAKE PADS

Removal & Installation – Raise vehicle off floor and remove wheel. Remove caliper retainer and anti-rattle spring assemblies. Slowly lift caliper assembly out and away from rotor. Pry between outer disc pad and fingers of housing to remove outer pad. Support caliper to prevent damage to flexible brake hose, and remove inner pad. To install, reverse removal procedure, being careful not to pull dust boot from its groove.

BRAKE CALIPER

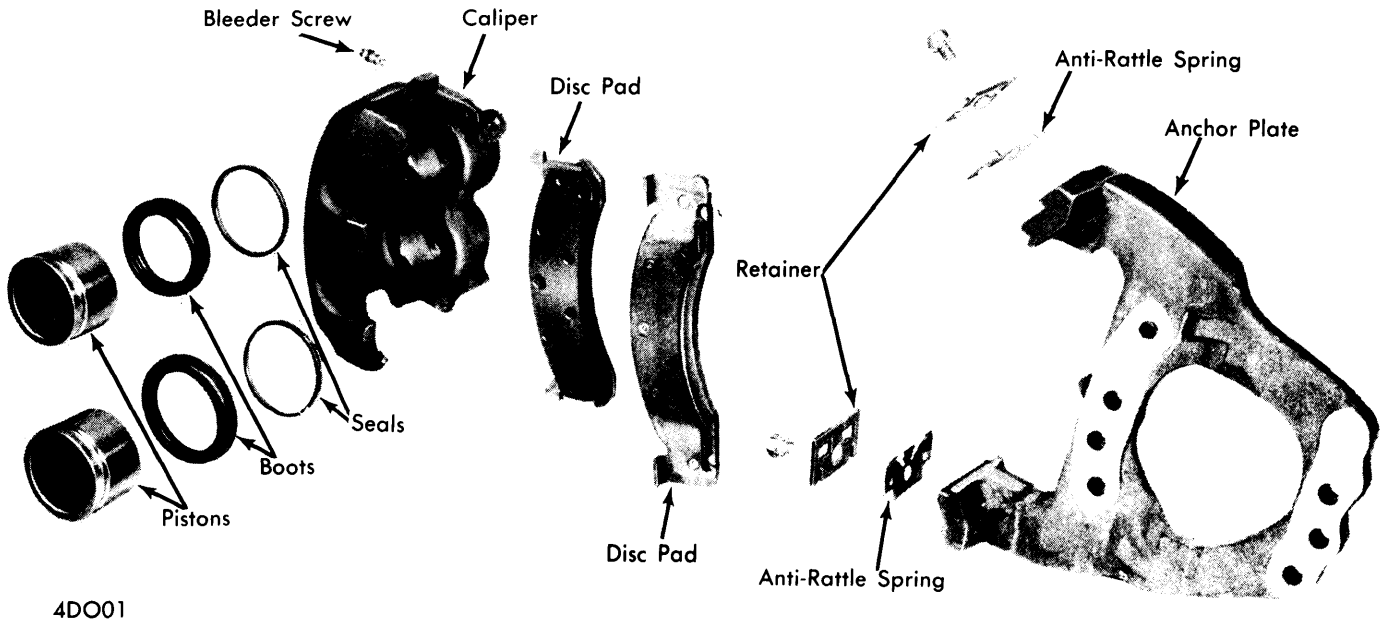
Brake caliper removal and installation procedures are same as for disc brake pads, except it will be necessary to disconnect hydraulic brake hose at caliper.

OVERHAUL

BRAKE CALIPER

Disassembly – 1) Raise vehicle off floor and remove wheel. Remove retainer and anti-rattle spring assemblies. Carefully slide caliper out and away from rotor and support assembly on axle and steering linkage.

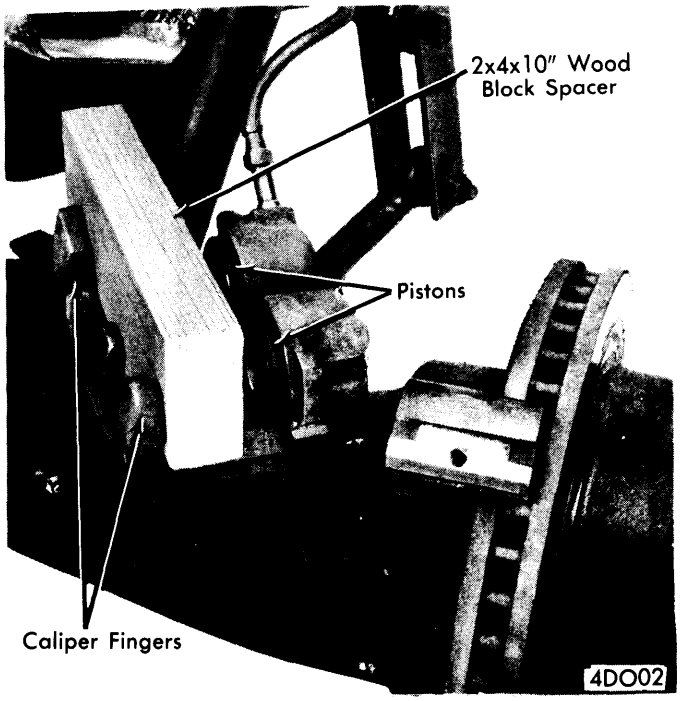
2) On vehicles equipped with single piston caliper, carefully depress brake pedal to hydraulically push piston out of bore in caliper. Pedal will fall away when piston has passed bore opening. Prop pedal in any position below first inch of travel to prevent fluid loss.



TWO PISTON SLIDING CALIPER ASSEMBLY

CHRYSLER CORP. SLIDING CALIPER DISCS (Cont.)

3) On vehicles equipped with double piston calipers, place spacer between caliper fingers and pistons. Carefully depress brake pedal until both pistons contact spacer. Remove pistons and prop pedal in any position below first inch of travel to prevent fluid loss.



REMOVING CALIPER PISTONS

CAUTION — Under no conditions should air pressure be used to remove piston(s) from bore(s).

4) Disconnect brake hose and remove caliper from vehicle. Remove dust boot and piston seal. *NOTE — Use wooden or plastic rod to work seal out of groove in piston bore to prevent damage to cylinder.*

Inspection — Clean all parts with alcohol and blow dry with compressed air. Inspect piston bore for scoring or pitting; light scratches or corrosion can be removed by honing, providing bore diameter is not increased more than .002". Discard used piston seal(s) and boot(s).

Reassembly — Dip piston seal(s), dust boot(s), and piston(s) in suitable assembly lubricant. Work piston seal(s) into groove in bore(s) until fully seated. Install dust boot(s) into outer groove of cylinder bore. *NOTE — Boot will snap into place when properly positioned.* Plug high pressure inlet to caliper and bleeder screw hole. Insert piston(s) squarely into bore(s) and press against piston(s) until boot(s) is forced into groove around piston(s). Remove plugs and bottom piston(s) in bore(s).

DISC ROTOR

Mount dial indicator on steering arm with contact tip of indicator against braking surface, approximately one inch from edge of rotor. Temporarily adjust wheel bearings to zero end play, place a large flat washer over each wheel mounting stud, install nuts and tighten. Measure lateral runout on both sides of rotor. Using micrometer, measure rotor thickness at twelve equally spaced locations around rotor, approximately one inch from edge. If rotor is not within specifications, or is scored or warped, refinish or replace as necessary. *CAUTION — If rotor is to be refaced, do not remove more than .015" of material from each side of rotor.*

DODGE BRAKE SPECIFICATIONS

Application	Dimension
Rotor Thickness	
B100-200, D100	1.240-1.250"
B, CB, MB300	1.170-1.190"
RM300, D200-300	1.170-1.190"
RM350-400	1.520-1.550"
Rotor Thickness Variation	
RM350-400	.0008"
All Others	.0005"
Lateral Rotor Runout	
RM350-400	.005"
All Others	.004"

PLYMOUTH BRAKE SPECIFICATIONS

Application	Dimension
Rotor Thickness	
PB100-200	1.240-1.250"
PB300	1.170-1.190"
Rotor Thickness Variation	.0005"
Lateral Rotor Runout	.004"

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Anchor Plate Mounting Bolts	100
Hydraulic Brake Lines	25

Application	Inch Lbs.
Retainer Attaching Screws	235
Splash Shield Retaining Screws	95