

CHRYSLER CORP. FLOATING CALIPER DISCS

D100-300 (1972)

DESCRIPTION

Floating caliper disc brake assembly uses a single piston caliper mounted to an anchor plate which is bolted to steering knuckle. Caliper assembly floats, through four rubber bushings, on two steel guide pins threaded into anchor plate. When brake pedal is depressed, hydraulic pressure is passed to caliper pistons. This force is transmitted to inboard brake pad and against braking surface. Pressure then moves outer caliper housing inward on caliper guide pins, thus forcing outer disc pad against outer braking surface. When brakes are released, pressure is removed from cylinder bores and rotor runout moves pistons back into cylinders to maintain sufficient rotor-to-pad clearance.

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 is worn to .180" or less, replace complete disc pad set.

BLEEDING SYSTEM

See *Hydraulic Brake Bleeding* in this Section.

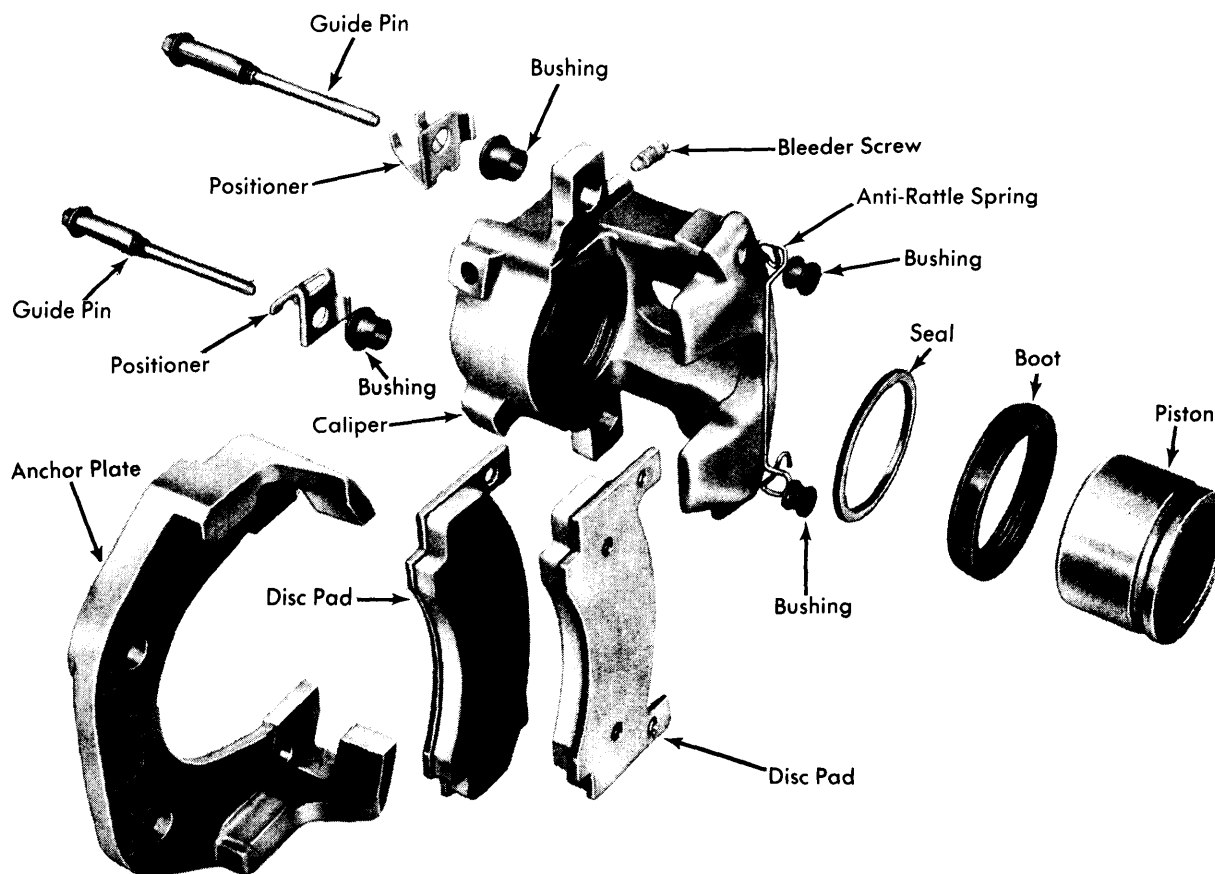
REMOVAL & INSTALLATION

DISC BRAKE PADS

Removal — Raise vehicle and remove wheel. Remove guide pins, positioners, and anti-rattle spring. Slowly slide caliper assembly out and away from rotor. *NOTE* — Support caliper to prevent damage to brake hose. Remove disc pads, guide pin bushings, and positioners. Discard bushings and positioners.

Inspection — Check piston seal for leaks. Inspect dust boot for damage. Inspect piston for damage or corrosion. Check for corrosion or rust on mating surfaces of caliper and anchor plate.

Installation — Install NEW guide pin bushings with flanged end toward outside of vehicle. Bottom piston in cylinder bore and install pads. *NOTE* — Be sure metal portion of pad is fully seated in recess of caliper and anchor plate. Carefully slide caliper assembly into position over rotor. Install NEW positioners over guide pins with open ends toward outside and stamped arrows pointing up. Align guide pin holes in caliper and anchor plate and install guide pin assemblies. Bleed brake system, install wheel and lower vehicle.



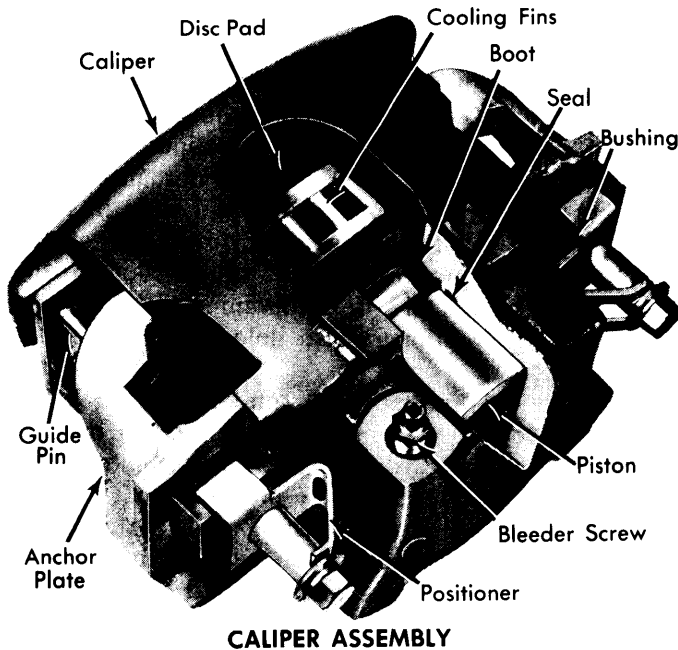
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FLOATING CALIPER ASSEMBLY

CHRYSLER CORP. FLOATING CALIPER DISCS (Cont.)

BRAKE CALIPER

Removal & Installation — Caliper removal and installation procedures are same as for disc brake pads, except it will be necessary to disconnect brake hose.



CALIPER ASSEMBLY

OVERHAUL

BRAKE CALIPER

Disassembly — With caliper removed from vehicle, remove dust boot. Using suitable tool (C-4087), remove piston from caliper. **CAUTION** — Under no circumstances should air pressure be used to remove piston from bore. Using a small, pointed WOODEN or PLASTIC rod, work piston seal out of its groove in piston bore and discard seal. Remove bleeder screw.

Inspection — Clean all parts with alcohol or other suitable solvent and blow dry with compressed air. Check piston and piston bore for scoring and pitting. Inspection of seals is not necessary as they should always be replaced when removed.

Reassembly — Dip piston seal, dust boot, and piston in suitable assembly lubricant. Work piston seal into groove in bore until fully seated. Install dust boot 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 squarely into bore and press against piston until boot is forced into groove around piston. Remove plugs and bottom piston in bore.

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 a suitable 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" material from each side of rotor.

BRAKE SPECIFICATIONS

Application	Dimension
Disc Pad Wear Limit.....	.180"
Rotor Thickness	
D100-200.....	1.240-1.250"
D300.....	1.160-1.190"
Rotor Thickness Variation.....	.0005"
Lateral Rotor Runout.....	.004"

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Anchor Plate Mounting Bolts.....	75-100
Guide Pins.....	30-35
Hydraulic Brake Lines.....	25