

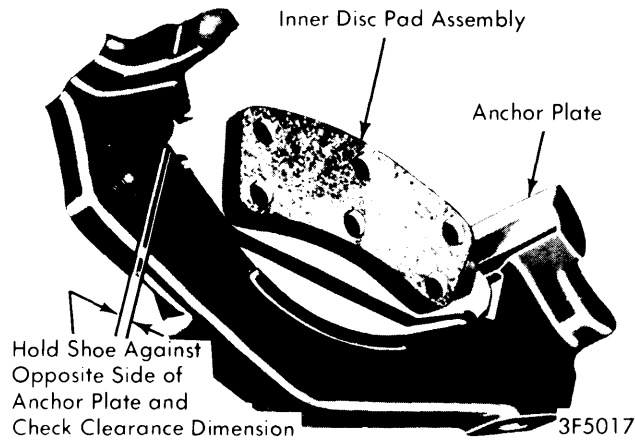
Brake Systems

1973 SLIDING CALIPER SINGLE PISTON DISC

Dodge Dart (1973)
 Ford Motor Co., Exc. Cougar & Mustang (1973)
 Plymouth Valiant (1973)

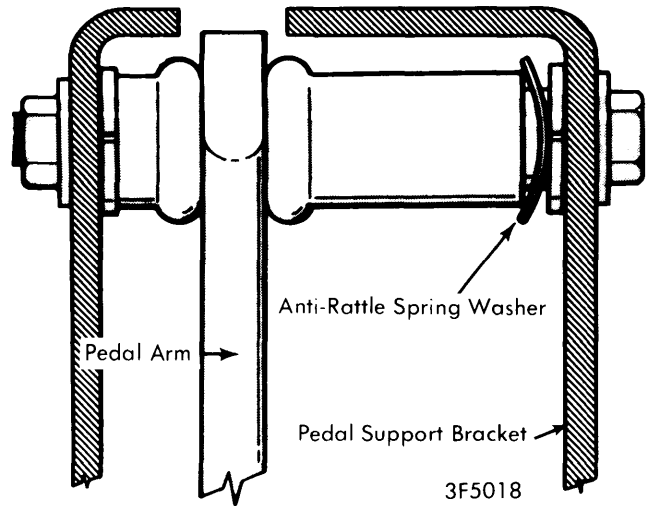
► CHANGES, CAUTIONS, CORRECTIONS

► FORD, MERCURY, MONTEGO, TORINO, THUNDERBIRD, LINCOLN, & MARK IV INNER DISC PAD RATTLE: Metallic noise, evident while driving on rough roads, may be caused by defective anti-rattle clip. Measure tip clearance, as illustrated, to determine proper service clip: less than .032" clearance, use clip D20Z-2B164-A; greater than .032" clearance, use clip D3AZ-2B164-A.



3F5017
CHECKING SHOE CLEARANCE

► 1972-73 TORINO, THUNDERBIRD (AUTO. TRANS.) & 1973 FORD (AUTO. TRANS.) BRAKE PEDAL RATTLE NOTE: Metallic rattle or "clunk" noise, evident while driving on rough roads, may be caused by lateral movement of brake pedal arm. Remove pedal arm from bracket and install anti-rattle spring washer 353574-S7 on long side of bushing, as illustrated. Reassemble pedal arm and torque pivot bolt to 15-25 ft. lbs.



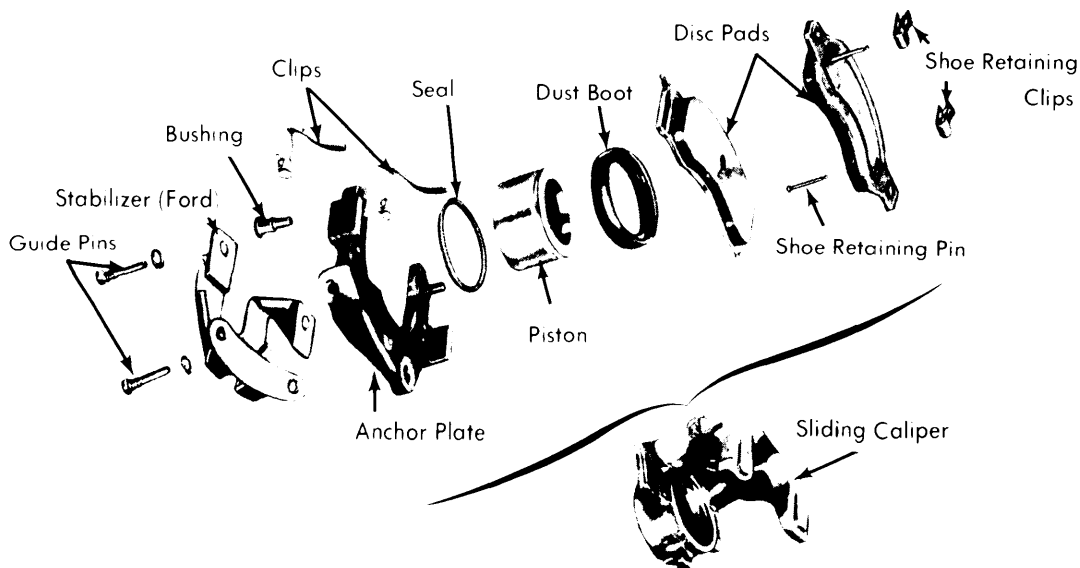
ANTI-RATTLE WASHER INSTALLED

DESCRIPTION

Each brake unit consists of caliper, disc pads, splash shield, adaptor, anchor plate (Ford Motor Co.), stabilizer (Continental, Ford, Meteor), and rotor. Rotor has integrally cast cooling fins between machined braking surfaces. As pedal is depressed, hydraulic pressure is applied against piston. This force is transmitted to inboard disc pad and against braking surface. As force increases against inboard side, caliper slides inward, providing full clamping force on rotor.

ADJUSTMENT

Shoe wear is automatically compensated for by sliding caliper feature; therefore, no brake adjustment in service is required.



3F5020

SLIDING CALIPER ASSEMBLY

1973 SLIDING CALIPER SINGLE PISTON DISC (Cont.)

SERVICING

BLEEDING SYSTEM

See *HYDRAULIC BRAKE BLEEDING* in this Section.

SHOE & LINING INSPECTION

Inspect condition of disc pad assemblies any time wheels are removed. If any disc pad wears to within the following limits, replace complete disc pad set.

Application

Wear Limit

Chrysler Corp.	
Outer Disc Pad	1/4"
Inner Disc Pad	3/16"
Ford Motor Co.	Within 1/32" of Rivets

SHOE & LINING REPLACEMENT

Removal (Chrysler Corp.) — Remove approximately two-thirds of brake fluid from master cylinder. Raise and support vehicle. Remove front wheels. Remove caliper retaining clips and anti-rattle springs. Remove caliper from rotor by sliding out and away. Remove outboard shoe by prying between shoe and caliper fingers. Support caliper to eliminate strain on brake hose.

Removal (Ford Motor Co.) — Remove approximately two-thirds of brake fluid from master cylinder. Raise and support vehicle. Remove front wheels. Remove cotter pin, or retaining screw, from caliper retaining key. Slide retaining key and support spring (exc. Pinto) from anchor plate. On all except Pinto, lift caliper assembly from anchor plate by pushing downward against anchor plate and rotate upper end out of plate. On Pinto, press caliper assembly inward and upward against caliper support springs and lift from anchor plate. **NOTE** — *Anti-rattle clip may be dislodged during caliper removal.* Remove disc pads from anchor plate. Suspend caliper to take weight from brake hose.

Installation (Chrysler Corp.) — Push piston to bottom of bore. Slide new outboard disc pad into recess of caliper. Ensure no free-play exists between pad flanges and caliper fingers. Bend flanges as necessary. Position inboard pads in adaptor and over rotor. Align caliper on machined bosses of adaptor. Install anti-rattle springs and retaining clips. Torque retaining screws to specifications. Refill master cylinder. Pump pedal until firm braking is obtained. Bleed system, if necessary.

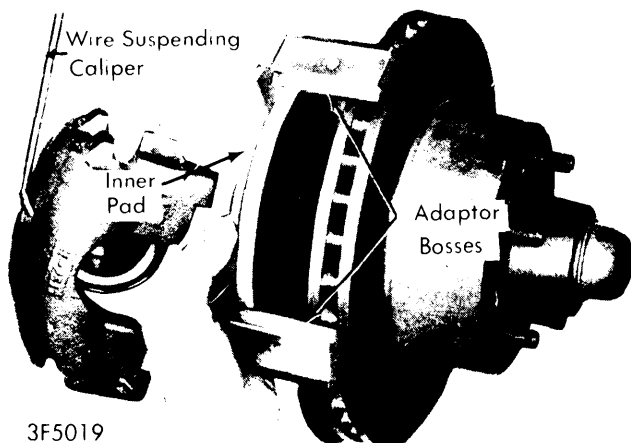
Installation (Pinto) — Push piston back into bore. Ensure anti-rattle clips are in place. Position new pads in anchor plate. Position caliper to anchor plate, with lower beveled edge of caliper on top of rear support spring. Slide caliper over pads, using pivoting motion, until caliper upper beveled edge can be pushed over forward caliper support spring. Use heavy screwdriver to hold caliper over support spring and against anchor plate. Insert caliper retaining key. Remove screwdriver and lightly tap caliper key into position. Secure with new cotterpins. Refill master cylinder. Pump brake to obtain firm pedal. Bleed system, if necessary.

Installation (Ford Motor Co., exc. Pinto) — Push piston to bottom of bore. Ensure proper placement of anti-rattle clip. Place inner disc pad on anchor plate. Install outer pad with lower flange ends against caliper abutments, and upper flanges over shoulder of caliper legs. Position caliper lower "V" groove on anchor plate lower abutment surface. Pivot caliper housing upward toward rotor until outer edge of piston dust boot is approximately 1/4" from upper edge of inboard disc pad. Position clean, lightweight cardboard between inboard disc pad and lower half of piston dust boot (to prevent pinching dust boot during installation of caliper). Rotate caliper housing toward rotor until a slight resistance is felt. Pull cardboard downward toward rotor centerline while rotating caliper onto rotor. Slide caliper up against anchor plate upper abutment surfaces and center caliper over lower plate abutment. Position caliper support spring and key in key slot, and slide both into opening between caliper and anchor plate, until key semi-circular slot is centered over retaining screw hole. Install retaining screw and torque to specifications. Pump pedal until solid braking is obtained. Bleed system, if necessary.

ROTOR SERVICING

Lateral Runout — Tighten wheel bearings until all endplay is eliminated. Attach dial indicator to suspension such that dial pointer contacts rotor face approximately one inch from outer edge. Turn rotor through one complete revolution, checking indicator as rotor moves. If runout exceeds specifications, replace rotor assembly.

Parallelism — Measure thickness of rotor at four or more points around rotor. Make all measurements at same distance from edge of rotor. If rotor does not meet specification, replace with new assembly.



REMOVING OR INSTALLING INNER PAD

Rotor Specifications

Discard Thickness	
Chrysler Corp., Ford Motor Co	Stamped on Hub
Lateral Runout	
Chrysler Corp.004"
Ford Motor Co.003"
Parallelism	
Chrysler Corp.0005"
Ford Motor Co.	
Ford, Meteor, Montego, Continental,	
Torino.....	.0005"
Thunderbird, Mark IV.....	.00025"
Pinto.....	.0007"

Brake Systems

1973 SLIDING CALIPER SINGLE PISTON DISC (Cont.)

REMOVAL & INSTALLATION

BRAKE CALIPER

Chrysler Corp. — When removing caliper for overhaul, use same procedures as for disc pad assembly replacement. See "OVERHAUL" for complete procedures, involving piston removal.

Ford Motor Co. — Caliper removal and installation procedures are same as for disc pad assembly replacement, except it will be necessary to disconnect brake hose.

OVERHAUL

Disassembly (Chrysler Corp.) — With caliper removed from rotor (brake hose still attached), carefully depress brake pedal to hydraulically push piston out of bore. Pedal will fall away when piston has passed bore opening. Prop pedal to any position below first inch of pedal travel (to prevent fluid loss). *NOTE* — *Chrysler Corp. recommends that compressed air not be used to remove piston from caliper.* Disconnect brake hose from caliper. Mount caliper in padded vise. Do not clamp too tightly. Remove dust boot. Using a small wooden or plastic stick, pry seal from caliper bore groove. Discard seal.

Disassembly (Ford Motor Co.) — Follow procedure outlined in *SHOE & LINING REPLACEMENT*. To remove piston, apply compressed air to caliper fluid inlet port. If piston is seized, tap lightly around caliper bore. Remove dust boot and pry piston seal from bore groove. Discard seal.

Cleaning & Inspection — Clean all components, using denatured alcohol, and air dry. Blow out all passages and bores. Inspect piston and bore for scoring or pitting. Clean light scoring or corrosion with crocus cloth. On Chrysler Corp. vehicles, bores with deep scoring may be honed, providing diameter of bore is not increased more than .002". If specification is exceeded, replace caliper.

Assembly (All) — Dip new piston seal in clean disc brake fluid or other specified fluid and install in bore groove. Coat piston boot with lubricant (leave generous amount in boot). Install boot in caliper outer groove. Plug fluid inlet port and bleeder screw hole, coat piston with disc brake fluid, spread boot with fingers, and insert piston. Entrapped air below piston will force boot around piston. Remove plugs and push piston to bottom of bore. *NOTE* — *Before installing caliper, check condition of rotor, as described under ROTOR SERVICING.*

COMBINATION VALVE

Valve is non-serviceable. Replace entire valve if any part is found defective.

TIGHTENING SPECIFICATIONS	
Application	Ft. Lbs.
Chrysler Corp.	
Brake Hose-to-Caliper.....	25
Adaptor Mounting Bolts.....	75-100
Caliper Retaining Screws.....	180 INCH Lbs.
Splash Shield Bolts.....	220 INCH Lbs.
Wheel Attaching Nuts.....	55
Ford Motor Co.	
Caliper-to-Spindle	
Exc. Pinto Lower BoltsⓁ.....	90-120
Pinto Lower BoltsⓁ.....	55-75
Splash Shield-to-Spindle.....	9-14
Stabilizer-to-Anchor Plate	
Continental, Ford, Meteor Only.....	8-11
Brake Hose-to-Caliper.....	12-20
Wheel Attaching Nuts.....	70-115
Ⓛ — Upper bolts must be tightened first.	