

8. Hill Holder

A: REMOVAL

- 1) Drain brake fluid from reservoir of master cylinder.
- 2) Remove adjusting nut and cable clamp, and disconnect PHV cable from cable bracket on engine.
- 3) Detach PHV cable from clips.
- 4) Remove cable clamp, and disconnect PHV cable from PHV stay.

CAUTION:

Carefully protect boots and inner cable from damage when disconnecting PHV cable.

- 5) Disconnect brake pipes from PHV.

CAUTION:

- Pay attention not to drop brake fluid onto body painting since it may dissolve paint.
- Pay attention not to damage hexagonal head of flare nut by using pipe wrench without fail.

- 6) Detach PHV along with support from side frame.

CAUTION:

Exercise utmost care to prevent foreign matter from entering into PHV when removing it.

B: INSPECTION

Check up removed parts as follows, and replace defective ones.

- 1) Check if boots of PHV cable are damaged or degraded, and if inner cable is damaged or corroded.
- 2) Check if return spring is worn out, damaged or corroded.
- 3) Confirm that rolling sound of ball is heard with PHV inclined and lever rotates smoothly.

CAUTION:

Never disassemble PHV. Replace entire PHV assembly if necessary.

C: INSTALLATION

1) Install PHV onto side frame.

Tightening torque:

$18 \pm 5 \text{ N}\cdot\text{m}$ ($1.8 \pm 0.5 \text{ kg}\cdot\text{m}$, $13.0 \pm 3.6 \text{ ft}\cdot\text{lb}$)

2) Connect brake pipes to PHV.

Tightening torque:

$15^{+3}_{-2} \text{ N}\cdot\text{m}$ ($1.5^{+0.3}_{-0.2} \text{ kg}\cdot\text{m}$, $10.8^{+2.2}_{-1.4} \text{ ft}\cdot\text{lb}$)

CAUTION:

Confirm that brake pipes are not deformed and/or damaged. Replace them with new ones if necessary.

3) Install PHV cable to PHV stay.

CAUTION:

If cable clamp (and clips) is damaged, replace it with a new one.

4) Connect PHV cable with clips.

NOTE:

Avoid sharp bending of PHV cable as it may cause breakage.

5) Install PHV cable onto cable bracket on engine.

6) Apply grease to the following points.

- Hook portion of return spring
- Cable end portion of lever

Grease:

SUNLIGHT 2 (Part No. 003602010)

7) Be sure to bleed air from the system.

CAUTION:

After replacing PHV cable or clutch cable with new one, operate clutch pedal about 30 times as a running-in operation prior to adjustment.

D: ADJUSTMENTS

Confirm stopping and starting performances by activating hill holder on an uphill road of 3° or higher inclination.

(1) If vehicle does not stop;

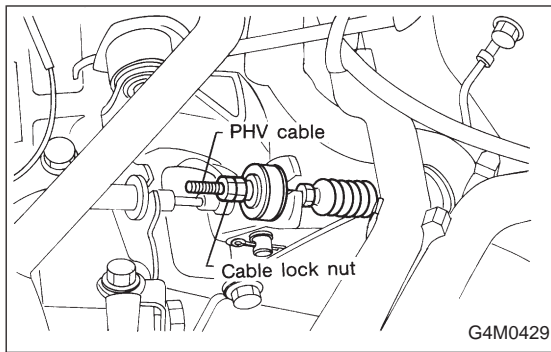
Tighten adjusting nut of PHV cable.

(2) If vehicle does not start properly;

- Case A — When hill holder is released later than engagement of clutch pedal (Engine tends to stall.): Loosen adjusting nut gradually until smooth starting is enabled.

- Case B — When hill holder is released earlier than engagement of clutch pedal (Vehicle slips down slightly.):

Tighten adjusting nut so that hill holder is released later than engagement of clutch pedal (status in Case A). Then make adjustment the same as in Case A.

**NOTE:**

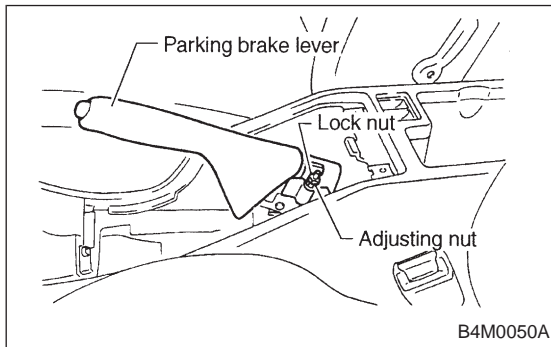
Whenever turning adjusting nut, prevent PHV cable from revolving as shown in Figure.

9. Parking Brake Lever

A: REPLACEMENT

- 1) Remove console box from front floor.
- 2) Disconnect electric connector for parking brake switch.
- 3) Loosen parking brake adjuster, and remove inner cable end from equalizer.
- 4) Remove parking brake lever.
- 5) Install parking brake lever in the reverse order of removal.

Tightening torque (Lever installing bolt and nut):
 $18 \pm 5 \text{ N}\cdot\text{m}$ ($1.8 \pm 0.5 \text{ kg}\cdot\text{m}$, $13.0 \pm 3.6 \text{ ft}\cdot\text{lb}$)



- 6) Adjust parking brake lever by turning adjusting nut until parking brake lever stroke is set at 7 to 8 notches with operating force of 196 N (20 kg, 44 lb).
- 7) Tighten lock nut.

Tightening torque (Lock nut):
 $5.9 \pm 1.5 \text{ N}\cdot\text{m}$ ($0.60 \pm 0.15 \text{ kg}\cdot\text{m}$, $4.3 \pm 1.1 \text{ ft}\cdot\text{lb}$)