

remove the hollow retaining bolt that connects the hose fitting to the caliper.

4. Disconnect the parking brake cable from the lever (Fig. 14). Use care to avoid kinking or cutting the cable or return spring.
5. Remove the retaining screw from the caliper retaining key (Fig. 15).
6. Slide the caliper retaining key and support spring from the anchor plate (Fig. 15). Use a hammer and a soft metal drift, if necessary. Use care to avoid damaging the key or sliding ways or hitting the parking brake lever.
7. Lift the caliper assembly away from the anchor plate by pushing the caliper downward against the anchor plate and then rotating the upper end out of the anchor plate.
8. If rust build-up on the outer edge of the rotor braking surface prevents removal of the caliper, scrape the loose scale from the edges with a putty knife or other blunt tool, being careful not to gouge or mar the braking surfaces. When rotor wear or scoring prevents removal of the caliper even after removing the ridge of rust and scale, it is necessary to loosen the caliper end retainer $1/2$ turn maximum, to allow the piston to be forced back into its bore. To loosen the end retainer, remove the parking brake lever, then mark or scribe the end retainer and caliper housing to be sure that the end retainer is not loosened more than $1/2$ turn. Force the piston back in its bore (Fig. 15), move the caliper back and forth to center the rotor and then remove the caliper.

CAUTION: If the retainer must be loosened more than $1/2$ turn, the seal between the thrust screw and the housing may be broken and brake fluid may leak into the parking brake mechanism chamber. In this case, the end retainer must be removed and the internal parts cleaned and lubricated (see Caliper Disassembly and Assembly).

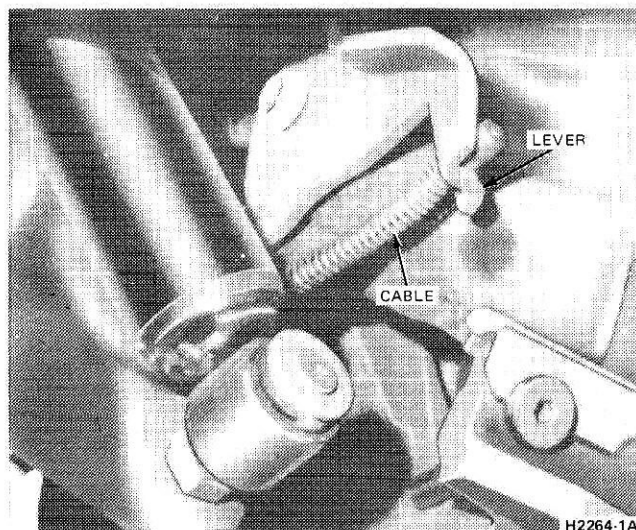
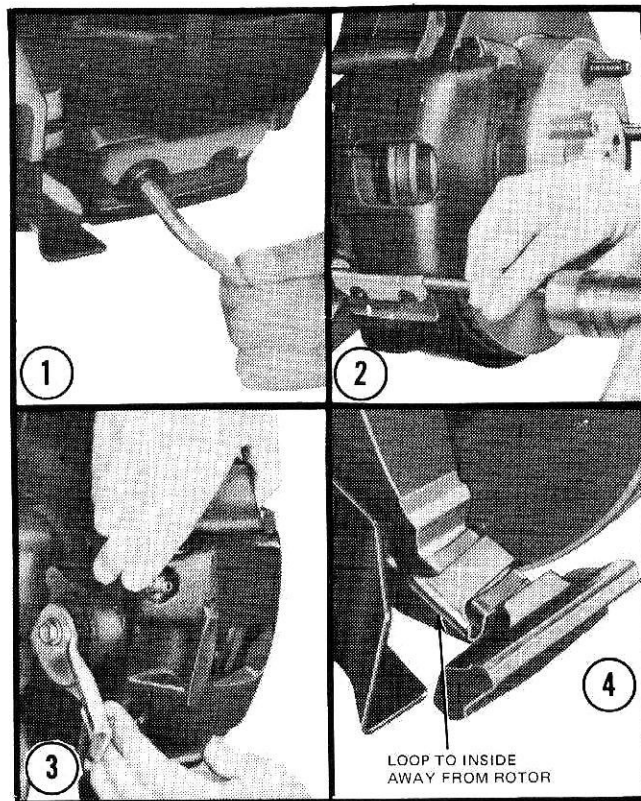


FIG. 14 Parking Brake Lever and Cable Installation—Typical



H2265-1E

FIG. 15 Removing Rear Caliper Assembly

9. Remove the inner shoe and lining assembly from the anchor plate. The brake shoe anti-rattle clip (Fig. 15) (inner shoe only) may become displaced. If so, reposition it to the anchor plate. Tap lightly on the outer shoe and lining assembly to free it from the caliper. Mark each shoe for identification if it is to be reinstalled.
10. Clean the caliper, anchor plate, and rotor assemblies and inspect for signs of brake fluid leakage, excessive wear, or damage. The caliper must be inspected for leakage both in the piston boot area and at the operating shaft seal area. Lightly sand or wire brush any rust or corrosion from the caliper and anchor plate sliding surfaces and the inner brake shoe abutment surfaces in the anchor plate. Inspect the brake shoes for wear. If either lining is worn to within $1/8$ inch of the shoe surface, both shoe and lining assemblies must be replaced. Also, if necessary to replace the shoes and linings on one wheel, they must be replaced on both wheels in order to maintain equal brake action.

Installation

1. If the end retainer has been loosened only $1/2$ turn, reinstall the caliper in the anchor plate, using the key, but without shoe and lining assemblies. Torque the end retainer to 75-95 ft-lbs. Install the parking brake lever on its keyed spline. The lever arm must point down and rearward. The parking brake cable will then pass freely under the axle. Torque the retainer screw to 16-22 ft-lbs. The parking brake lever must rotate freely after torquing the retainer screw. Remove the caliper from the anchor plate.

2. If new shoe and lining assemblies are to be installed, the piston must be screwed back into the caliper bore using Tool T75P-2588-B to provide installation clearance. Remove the rotor and install the caliper, less shoe and lining assemblies, in the anchor plate with the key only. While holding the shaft, rotate the tool handle counterclockwise until the tool is seated firmly against the piston (Fig. 16). Now, loosen the handle about 1/4 turn. While holding the handle, rotate the tool shaft clockwise until the piston is fully bottomed in its bore (the piston will continue to turn even after it becomes bottomed). When there is no further inward movement of the piston and the tool handle is rotated until there is firm seating force, the piston is bottomed. Remove the caliper from the mounting plate and reinstall the rotor.
3. Be sure that the brake shoe anti-rattle clip is in place in the lower inner brake shoe support on the anchor plate with the loop of the clip toward the inside of the anchor plate (Fig. 16). Position the inner brake shoe and lining assembly on the anchor plate with the lining toward the rotor.
4. Install the outer brake shoe with the lower flange ends against the caliper leg abutments and the brake shoe upper flanges over the shoulders on the caliper legs. The shoe upper flanges fit tightly against the machined shoulder surfaces. If the same brake shoe and lining assemblies are re-used, be certain the shoes are installed in their original positions as marked for identification before removal.
5. Lubricate caliper and anchor plate sliding ways with ESA-M1C172-A (Spec.) grease. Use only specified grease because a lower temperature type lubricant may melt out and contaminate the brake pads. Use care to prevent any lubricant from getting on the braking surfaces.
6. Position the caliper housing lower V-groove on the anchor plate lower abutment surface.
7. Rotate the caliper housing until it is completely over the rotor. Use care so that the piston dust boot is not damaged.
8. Pull the caliper outboard until the inner shoe and lining is firmly seated against the rotor. Measure the clearance between the outer lining and rotor. The clearance must be 1/16 inch or less (Fig. 17). If it is greater, remove the caliper and readjust the piston outward to narrow the gap. Follow the procedure given in Step 2 and rotate the shaft **counterclockwise** (1/4 turn of the piston moves it approximately 1/16 inch). **CAUTION: A clearance greater than 1/16 inch may allow the adjuster to be pulled out of the piston when the service brake is applied.** This will cause the parking brake mechanism to fail to adjust. It is then necessary to replace the piston/adjuster assembly following the procedures detailed in the Overhaul section.
9. Hold the caliper against the anchor plate upper abutment surfaces and center the caliper over the lower anchor plate abutment.
10. Position the caliper support spring and key in the key slot and slide them into the opening between the lower end of the caliper and the lower anchor

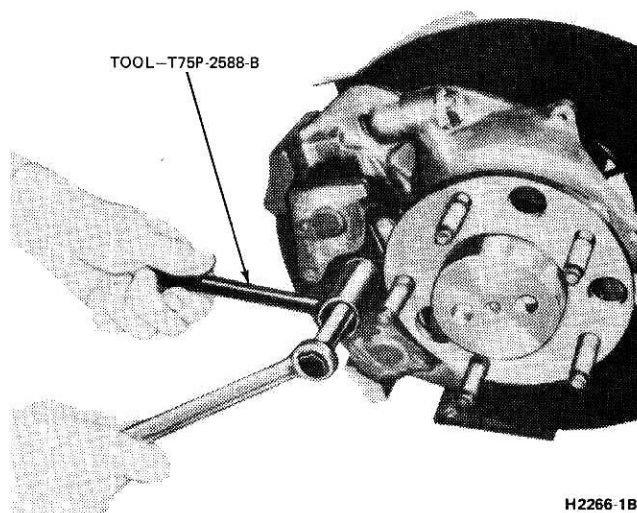


FIG. 16 Adjusting Piston Depth—Rear Disc Brake

plate abutment until the key semi-circular slot is centered over the retaining screw threaded hole in the anchor plate.

11. Install the key retaining screw and tighten to 12-16 ft-lbs torque.
12. Reinstall the brake hose on the caliper. On Lincoln Continental, Ford and Mercury cars, place a new gasket on the fitting and screw the fitting into the inlet port. Torque the fitting to 20-30 ft-lbs. On Continental Mark V, Granada, Monarch and Versailles cars, place a new gasket on each side of the fitting outlet and insert the attaching bolt through the washers and fitting and torque to 17-25 ft-lbs. On Granada/Monarch/Versailles be sure to engage the pin in the hose fitting in the mating hole in the caliper before tightening the bolt.
13. Position the upper end of the flexible hose in its bracket and install the retaining clip (or, on Granada/Monarch/Versailles attach the hose bracket to the axle spring seat). **DO NOT TWIST OR COIL THE HOSE.** The stripe on the hose must be kept straight. Remove the plug from the brake

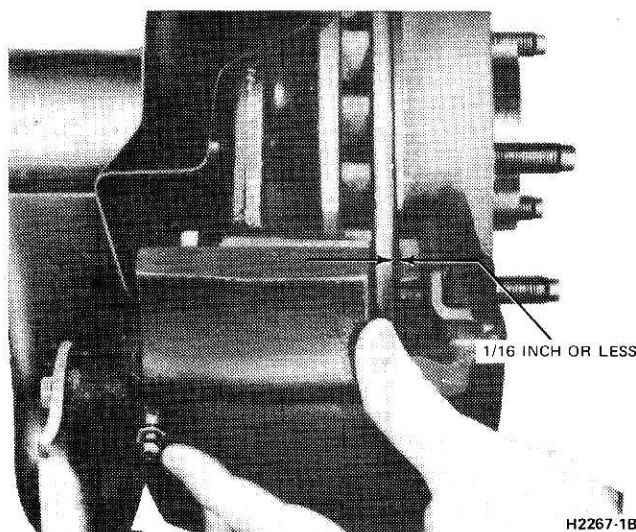


FIG. 17 Checking Lining Clearance