8. Install the bleed screw (if so equipped) install the gasket (diaphragm) in the master cylinder filler cover. Position the gasket as shown in Fig. 17 Make sure the gasket is securely seated.

9 Install the cover and gasket on the master cylinder and secure the cover into position with the retainer.

CLEANING AND INSPECTION

Disc Brakes

1. Remove the wheel and tire from the hub and rotor.
2. Inspect brake shoes and lining for wear. If the lining is worn to within 1/8 inch of the shoe, replace all (four) shoe and lining assemblies (complete axle set) on front or rear wheels as required. The rubber caliper insulators and the plastic sleeves must be replaced when linings are replaced.
3. Visually check the caliper. If the caliper housing is leaking, it should be replaced. If a seal is leaking, the caliper must be disassembled and new seals installed. If a piston is seized in the bore, a new caliper housing is required.

Refer to Part 12-20 for disc brake rotor resurfacing procedure.

Service Precautions

1 Grease or any other foreign material must be kept off the lining surfaces of the rotor and external surfaces of the hub during service operations. In handling the rotor and caliper assemblies, avoid deformation of the brake rotor and nicking or scratching of brake linings.
2. If a caliper piston is removed for any reason, the piston seal must be replaced.
3. During removal and installation of a wheel assembly, exercise care not to interfere with and damage the caliper splash shield or the bleeder screw fitting.
4. Front wheel bearing end play is critical and must be within specifications.
5. To avoid bending or damaging the rotor splash shield on full right or left wheel turns, be sure the vehicle is centered on the hoist before servicing any front end components.
6. Riding of the brake pedal (common on left-foot applications) must be avoided during vehicle operation.
7. The wheel and tire must be removed separately from the brake rotor, unlike drum brakes where the wheel, tire, and drum can be removed as a unit.
8. Do not attempt to clean or restore any oil or grease-soaked brake linings. When contaminated linings are found, brake linings must be replaced in complete axle sets.
9. Always replace rubber caliper insulators and plastic sleeves when replacing linings Do not lubricate the slide pins.

Drum Brakes

1. Remove the wheel from the drum, and remove the drum, Part 12-02.
2. Removal of dust and dirt from brake assemblies should be done by using the Rotunda brake vacuum (model 340009) or Rotunda brake parts washer (model 650016) or equivalent Brake assembly dust and dirt should not be removed by blowing off with an air gun because a health hazard from breathing asbestos dust may develop.
3. Inspect the brake shoes for excessive lining wear or shoe damage. If the lining is worn within 1/32 inch of the rivet heads or if the shoes are damaged, they must be replaced. Replace any lining that has been contaminated with oil, grease or brake fluid. Replace lining in axle sets. Prior to replacement of lining, the drum diameter should be checked to determine that the brake drum braking surface diameter is within specification using the Rotunda brake drum micrometer (model 100010) or equivalent. If the braking surface diameter exceeds specification, the drum must be replaced.
4. Check the condition of brake shoes, retracting springs, hold-down springs, and drum for signs of overheating. If the shoes have a slight blue coloring, indicating overheating, the retracting and hold-down springs should be replaced.

   Overheated springs lose their pull and could cause the new lining to wear prematurely. If not replaced. If the brake drums are heat spotted, indicating an overheated condition, they should be replaced.
5. Inspect all other brake parts and replace any that are worn or damaged.
6. Inspect the brake drum and, if necessary, refinish. Refer to the Rotunda Catalog Wheel Service, for a description of the various types of brake lathes available. The maximum inside braking surface diameter is shown on each brake drum (Fig. 19). If the maximum inside braking surface diameter shown on the drum is exceeded either by wear or refinishing, the drum must be replaced. Refer to Part 12-02 for refinishing.

Brake Booster

Check the booster operation as noted under Power Brake Functional Test. If the brake booster is damaged or inoperative, replace it with a new booster. The brake booster is serviced only as an assembly, including the check valve.

1980 Car

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