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SECTION **PB**

PARKING BRAKE SYSTEM

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PRECAUTIONS

PRECAUTIONS

PFP:00001

Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

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The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

WARNING:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

PARKING BRAKE SYSTEM

PARKING BRAKE SYSTEM

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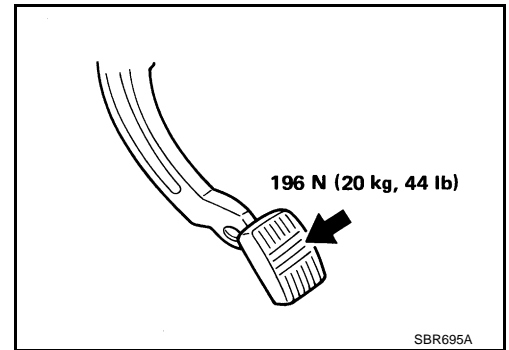
On-Vehicle Service INSPECTION

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- While depressing the parking brake pedal to specified amount of force. Check that the pedal stroke is within the range of the specified stroke amount.

Number of notches : 4 - 5

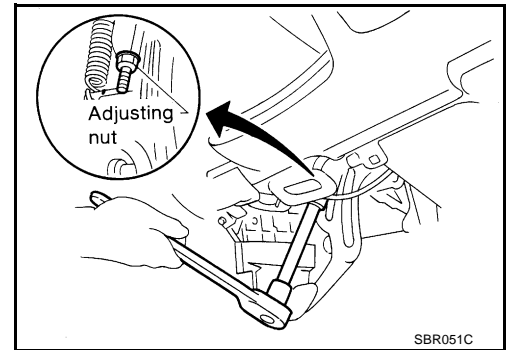
- Check that warning lamp comes on when parking brake pedal is depressed with in one notch.



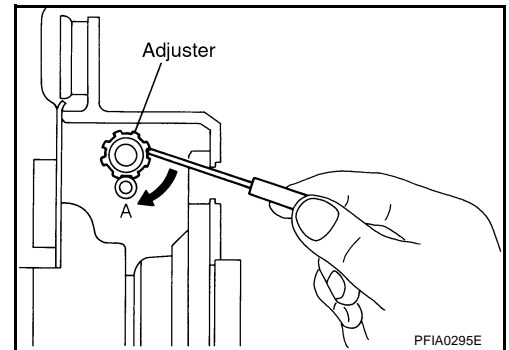
ADJUSTMENT

To perform adjustment operations, remove tire from vehicle.

1. Insert a deep-well socket wrench to rotate the adjusting nut to loosen the cable sufficiently. Then, after returning the pedal completely, adjust the clearance of the rear shoes.
2. Using a wheel nut, fix the disc to the hub preventing it from tilting.



3. Remove adjuster hole plug installed on the disc. Using a flat-bladed screwdriver, turn the disc in direction as A as shown in the figure until the disc is locked. After locking, turn the adjuster to the opposite direction by 5 or 6 notches.
4. Rotate the disc to make sure that there is no drag. Then install the adjuster hole plug.
5. After adjusting the clearance of the rear shoes, with no drag on the rear brake, adjust the cable as follows:



- a. Operate the pedal 10 or more times with the force of 294 N (30 kg, 66 lb).
- b. Depress the pedal until a deep-well socket can be inserted. Insert the deep-well socket, and rotate the adjusting nut to adjust the pedal stroke.

CAUTION:

Do not reuse the adjusting nut after removing it.

- c. After operating the pedal 3 to 4 times with the force of 196 N (20 kg, 44 lb), make sure that the pedal stroke is within the specified value.
- d. With the pedal completely returned, make sure that there is no drag on the rear brake.

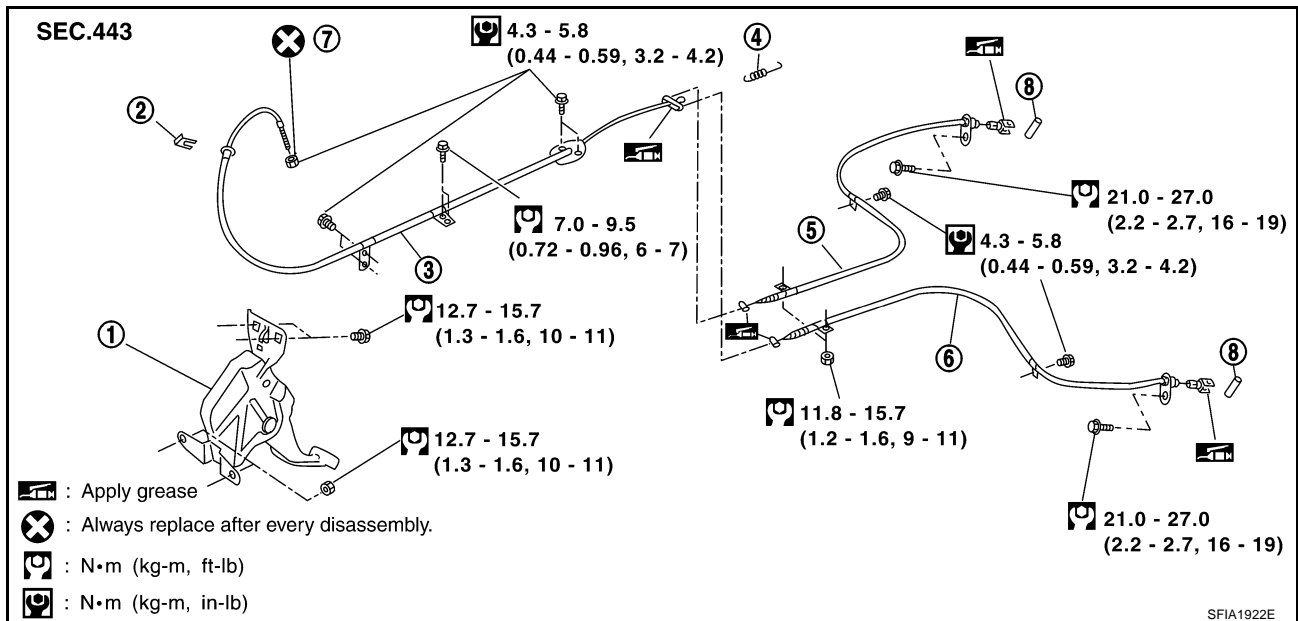
PARKING BRAKE CONTROL

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PARKING BRAKE CONTROL

Components

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- | | | |
|-------------------|------------------|------------------|
| 1. Pedal assembly | 2. Lock plate | 3. Front cable |
| 4. Return spring | 5. RH rear cable | 6. LH rear cable |
| 7. Adjusting nut | 8. Pin | |

Removal and Installation

REMOVAL

1. Remove console box assembly. Refer to [IP-16, "CONSOLE BOX ASSEMBLY"](#).
2. Remove adjusting nut from pedal assembly.
3. Remove center muffler. Refer to [EX-3, "Removal and Installation"](#).
4. Remove propeller shaft. Refer to [PR-5, "Removal and Installation"](#).

CAUTION:

Do not impact or damage propeller shaft tube.

5. Remove tire from the vehicle.
6. Remove rear disc caliper and disc rotor. Refer to [BR-31, "Removal and Installation of Caliper Assembly"](#).
7. Remove parking brake shoe, and remove rear cable from toggle lever.
8. Remove rear cable mounting nuts and bolts, and remove right and left rear cable from the vehicle.
9. Remove air bag sensor unit with the sensor mount bracket. Refer to [SRS-51, "DIAGNOSIS SENSOR UNIT"](#).
10. Remove front cable from the vehicle.
11. Remove mounting bolts and nuts of pedal assembly, and remove pedal assembly from the vehicle.

INSTALLATION

1. Install in the reverse order of removal. Tighten the mounting bolts and nuts to the specified torque.

CAUTION:

Do not reuse the self-locking nut of the parking cable.

2. Adjust clearance of parking brake shoes. Refer to [PB-3, "ADJUSTMENT"](#).

Inspection

- Check the pedal assembly for bend, damage, and cracks. Replace if necessary.
- Check the cable for wear and damage.
- Check the brake warning lamp switch. Replace if necessary.
- Check each part for deformation, or damage by contact with other parts. Replace if necessary.

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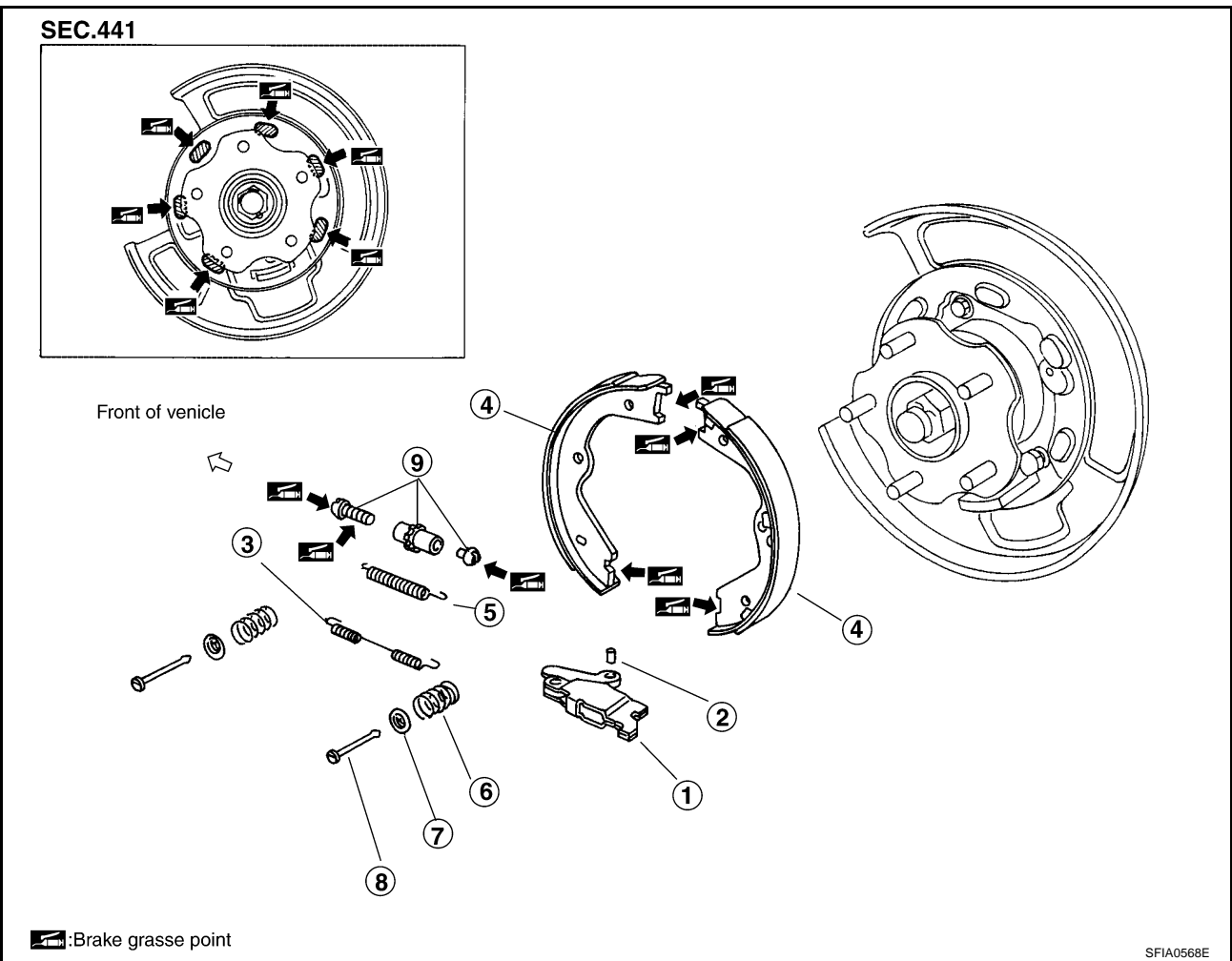
PARKING BRAKE SHOE

PARKING BRAKE SHOE

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Components

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|-----------------|--------------------|-----------------------|
| 1. Toggle lever | 2. Stopper pin | 3. Return spring |
| 4. Shoe | 5. Adjuster spring | 6. Anti-rattle spring |
| 7. Retainer | 8. Anti-rattle pin | 9. Adjuster assembly |

Removal and Installation

REMOVAL

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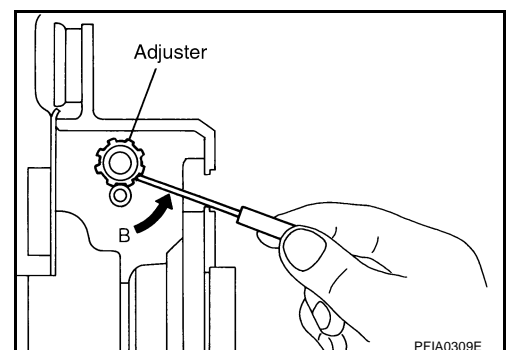
WARNING:

Clean brakes with a vacuum dust collector to minimize the hazard of airborne particles or other materials.

CAUTION:

- Remove the wheel, and remove the disc rotor with the parking pedal completely returned.
- If the disc rotor cannot be removed, remove as follows.

1. Fix the disc rotor in place with wheel nuts and remove disc rotor plug. Using a flat-bladed screwdriver, rotate star wheel on the adjuster assembly in direction B to retract and loosen brake shoes.



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PARKING BRAKE SHOE

INSPECTION

- Visually check the lining for malfunction wear, damage, and peeling.
- Using a scale, check the thickness of the lining.

Standard

Standard lining thickness "A" : 3.2 mm (0.126 in)

lining wear limit "A" : 1.5 mm (0.059 in)

CAUTION:

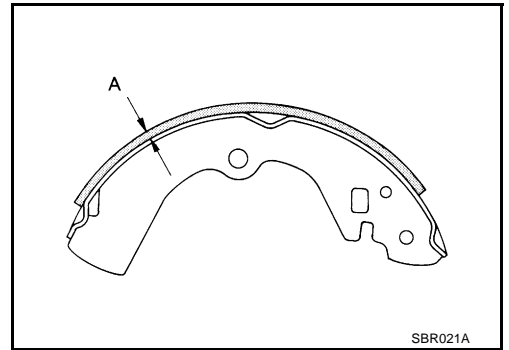
If necessary, remove the brake shoe, and check as follows.

- Check the shoe sliding surface for malfunction wear and damage.
- Check the anti-rattle pin for malfunction wear and corrosion.
- Check the return spring for sagging.
- Check the adjuster for rough operation.
- Visually check the inside of the drum for malfunction wear, damage, and cracks. Using a pair of vernier calipers, check the inside of the drum.

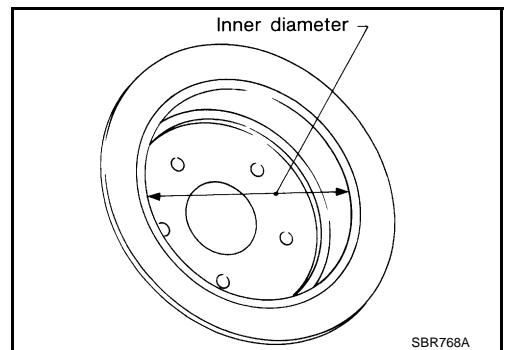
Standard

Standard inner diameter : 172.0 mm (6.77 in)

Maximum inner diameter : 173.0 mm (6.81 in)



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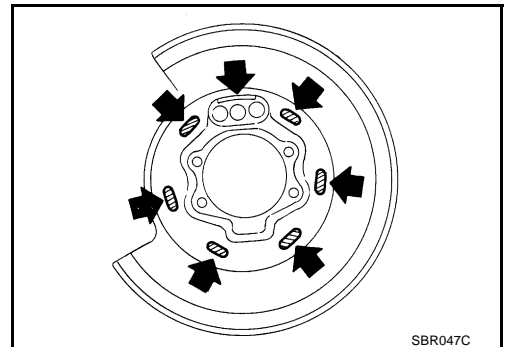


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INSTALLATION

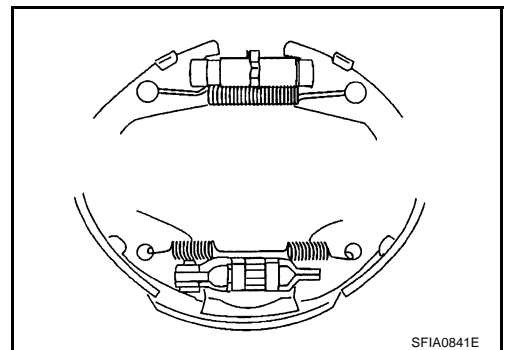
Install all parts in the reverse order of removal while taking care of the following.

- Apply brake grease to the contact areas shown in the figure.



SBR047C

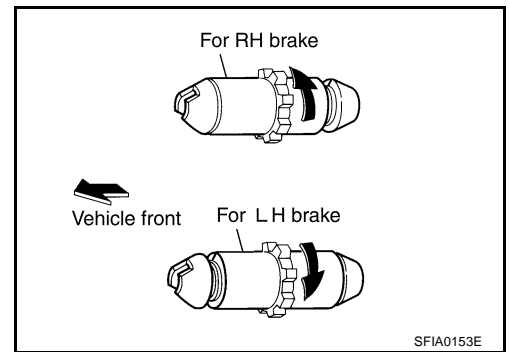
- Assemble the parking brake shoe springs as shown.



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PARKING BRAKE SHOE

- The orientation of the adjuster is different from left to right. Assemble the adjuster so that the threaded part is expanded when rotating it to the direction shown by the arrow. Contract the adjuster to assemble. When disassembling the adjuster, apply brake grease to the thread.
- Adjust the parking brake pedal stroke to the specified amount.
- After replacing the shoe or disc rotor, or if the brake does not function well, carry out the break-in operation as follows.



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PARKING BRAKE SHOE

BREAKING IN DRUM AND LINING

CAUTION:

Do not carry out the break-in procedure excessively, because it may cause the uneven wear or premature wear of the lining.

When a new rotor/parking brake shoe is installed, or when braking performance is poor, perform the following break-in procedure.

1. Drive the unloaded vehicle on a safe, level and dry road.
2. Depress parking brake pedal with a force of 100 N (10 kg, 45 lb).
3. While depressing the pedal, continue to drive the vehicle forward 100 m (328 ft) at approximately 40 km/h (25 MPH).
4. Cool down parking brake for approx. five minutes.
5. After releasing the pedal, drive the vehicle under the normal conditions for two minutes to cool down the parking drum brake.
6. After the break-in procedure, check the pedal stroke of the parking brake. If it is out of the specification, adjust again.

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

Parking Drum Brake

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Type		DS17HF
Brake lining	Standard thickness (new)	3.2 mm (0.126 in)
	Wear limit thickness	1.5 mm (0.059 in)
Drum (disc)	Standard inner diameter (new)	172 mm (6.77 in)
	Wear limit of inner diameter	173 mm (6.81 in)

Parking Brake Control

AFS000JS

Control type	Foot lever
Number of notches [under force of 196 N (20 kg, 44lb)]	4 - 5
Number of notches when warning lamp switch comes on	1

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SERVICE DATA AND SPECIFICATIONS (SDS)
