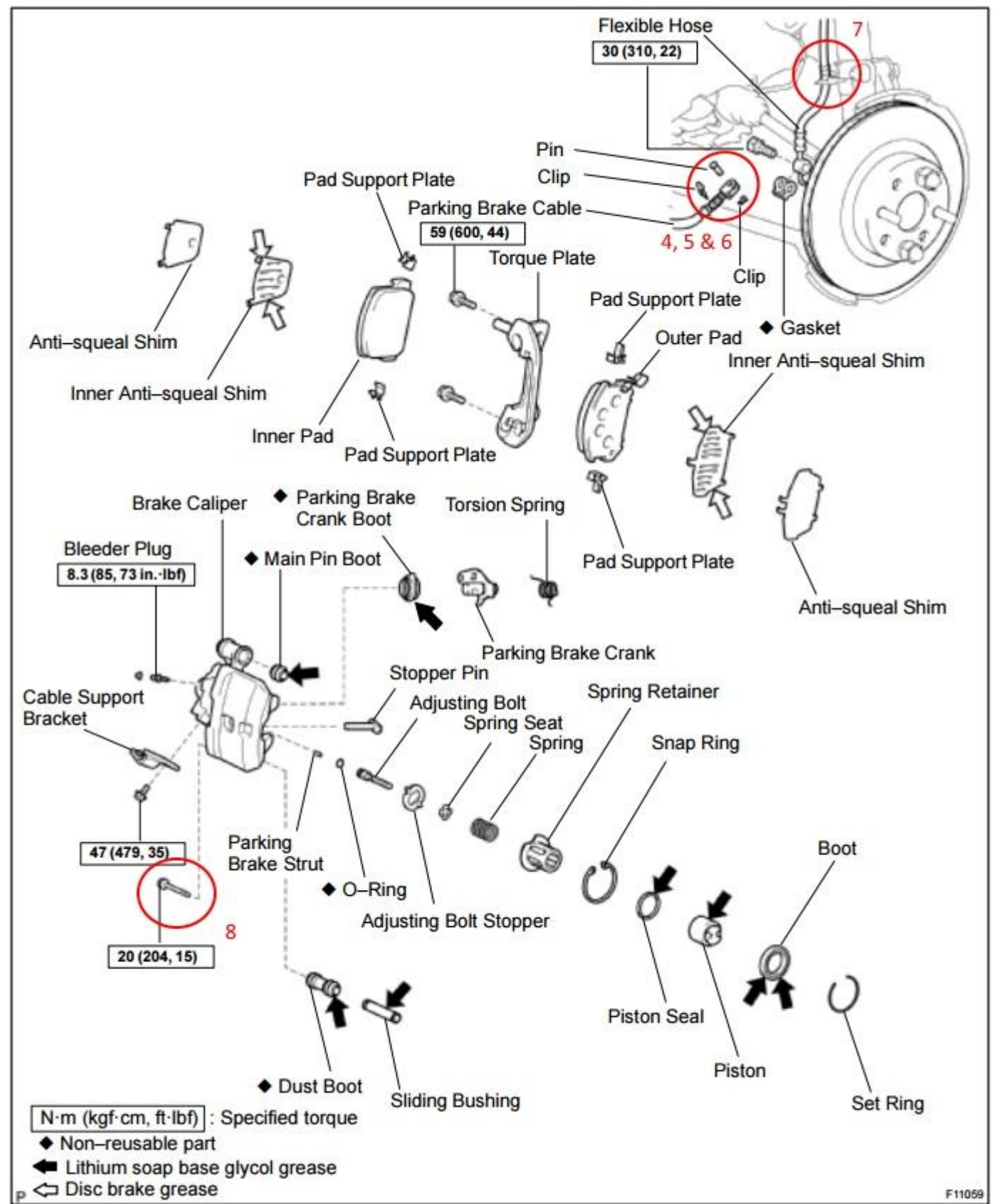


Instructions to reset rear caliper, handbrake cable and install pads.



Removal

Safety first use axel stands!

To the mechanic who has done brakes professionally a million times, MR2 Mk3 rear brakes are not the same as any other follow the instruction below particularly the refitting section or they will not work.

1. Make sure car cannot roll (block front wheels).
2. Remove rear wheel(s).
3. Release handbrake.
4. Remove clip from the parking brake crank pin.
5. Remove pin from parking brake/lever (wiggle the handbrake crank to help).
6. Remove U shape retaining clip to free handbrake cable from cable support bracket to free the handbrake.
7. Disconnect brake line from shock (10mm bolt).
8. Remove bottom bolt holding the caliper to torque plate.
9. Swing caliper up from the bottom and suspend it up using rope or cord so your hands are free to work.
10. Check operation of the handbrake crank. It should be free enough to operate by hand so you can visually see the piston moving in and out.
(At this is point you can remove the caliper if required)

Refitting - All steps must be followed or failure will occur

11. Wind the caliper all the way in and then back out at least 1/2 a turn*.
*(do not ignore this step it is very important as it sets the handbrake mechanism)
When winding the caliper piston all the way in with the rewind tool use a little downward hand pressure as well while winding.
Then wind the piston back out ½ a turn - 180 deg
(if you do not do this the handbrake mechanism will not engage)
12. Install new pads (if required) or for old pads wind the piston back out until the groove of the piston slots into the nipple of the back of the pad and slots in snug with the back of the shim.
- 12a. (It is vital for both the inner and outer Anti-squeal Shims to be fitted, this is a must and if missing replace – Toyota dealer item only).
13. Move caliper back down into position and snug against the pads.
14. Reinstall bottom caliper bolt removed in step 8 (20n-m, 15ft-lbp).
Reinstall brake line stay bolt removed in step 7.
15. Start the car to enable the brake servo and stomp on the brake foot pedal a minimum of 10 times or more; as if you're doing an emergency stop.
Only then can you refit the handbrake cable and adjust the lever

(Note to professional Mechanics:

Do not think you know best, the MR2 Mk3 brakes are very unique if you do not follow these instructions the handbrake will fail.

Any attempt to do this another way, the handbrake will not engage properly and will not be effective).

16. Re-attach hand brake cable via U shape retaining clip back to cable support bracket removed in step 6.

Repeat the above steps on the other side

17. Check operation of brake cables (both sides should be unattached at this stage) they should move in and out freely with operation of the lever. Ask someone to pull it while you check the other side.
If one seems a bit seized, try spraying WD40 or white grease inside the cable and continue operation until it's free. WD40 and similar will rot the caliper rubbers and seals over time, do not over spray.
18. Check fluid level, start the engine and depress brake pedal multiple times (at least 10).
19. Turn off engine.
20. Attach the brake cable on both sides by re-installing the pin and clip removed in steps 4 and 5.

21. Pull and release the handbrake lever.
22. Check the handbrake crank. It should be just touching the stopper pin. Adjust this at the handbrake lever by releasing the 10mm locking nut and slacken/tighten the cable (under the middle console). Relock using the 10mm nut. Lever movement should happen at the parking brake crank as soon as the parking brake lever is pulled, there should be no looseness in any of the cables.
23. Operate the handbrake multiple times (at least 10).
24. Re-fit wheels.
25. Check for binding of the handbrake. At this point, the wheels should spin freely without binding and hopefully, the handbrake should lock the wheels and stop you from spinning them.
26. Don't forget to tighten your wheel bolts once the car is back on the ground!

These fitting instructions must be followed to the letter if not your new or refurbished rear brakes will not work.

Based on original instructions by Mark Simpson and used by Caliperrefurb.com with kind permission.