IMPORT SERVICE

NISSAN REAR DISC BRAKE SERVICE

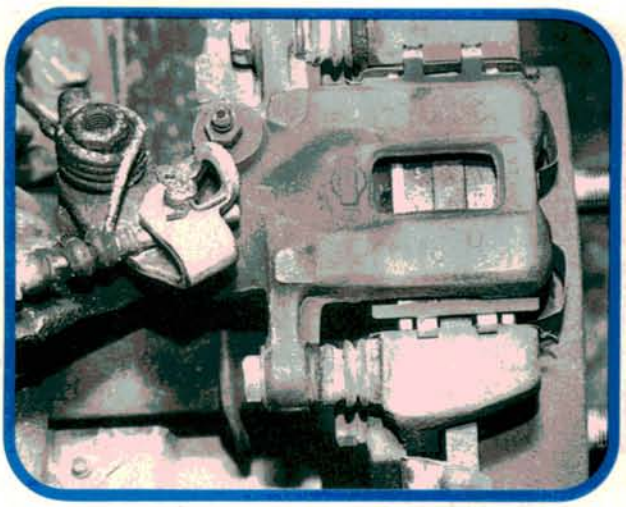
The single-piston rear disc setups Nissan uses on later-model Maximas, Z-cars, and 200SXs are all nearly identical to each other. Learn one and you can service them all.

Whenever you tackle a Nissan rear disc job, always inspect—and where necessary—adjust the parking brake cable. Parking brake cable problems are fairly common on these cars. Encourage the customer to use the parking brake daily. Using the parking brake often helps keep the rear pads adjusted up and helps keep the cable itself and the rear caliper pistons free. Be aware, however, that rear disc pads have been known to freeze on after a driver who never used the parking brake finally began using it! When that happens, you know the rear calipers were coming due for an overhaul anyway.

If you find that the rear rotors are rusted onto the axle hubs, coat two bolts with penetrating oil and thread them into the two holes on the outside of the rotor. Then tap the rotor with a dead-blow hammer to loosen it from the axle hub. The next guy who removes that rotor could be you, so treat the center hole of that rotor to some anti-seize before you reinstall it.

After you've installed the new pads, press the brake pedal a few times and then apply and release the parking brake six or eight times to adjust up the pads.

Overhauling the rear calipers on these cars is certainly a story in itself. Keep your eyes peeled for a blow-by-blow caliper overhaul feature in a future issue of *Import Service*.



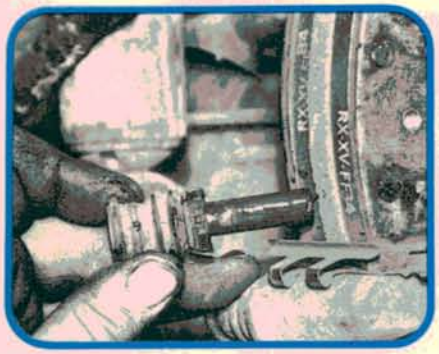
1 LOOK MA, NO GROOVES

Unlike Nissan front disc pads, the rear pads don't have those neat wear inspection grooves in them. However, OE inboard Nissan pads have little sheet-metal squeakers—wear indicators—riveted to them.

2

LEVER FREE 'N EASY

Before you touch another thing on that brake job, verify that this parking brake lever moves freely. If it doesn't move freely, check the parking brake cable movement and/or the lever pivot first. If this doesn't move, the pads won't adjust up.



3

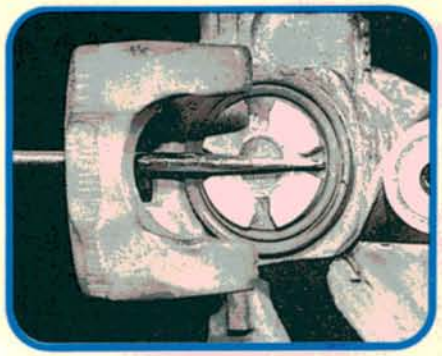
REMOVE SLIDER BOLTS

Remove the two caliper slider bolts and carefully position the caliper so it doesn't hang down by its brake hose. Replace any torn or cracked caliper bolt boots.

4

DON'T PUSH IT, THREAD IT

Use a retractor tool or needle-nose pliers to turn this piston inward until it's lightly seated. If the piston doesn't thread in smoothly and freely, it's probably caliper-overhaul time. Snap-on, Mac, and Schley Products offer retractor tools.



5

INDEX PISTON NOTCHES

See how we're holding this screwdriver across the piston? When you retract the piston, position the notches as shown here. Then the pad and piston will be correctly indexed when you reinstall the caliper.

6

THE ABRASIVE APPROACH

Because the pad maker recommended a swirled finish, this technician chose to spin each good-condition Nissan rotor in his lathe at show speed. Then he swirl-polished each rotor with an air drill and a 3M abrasive disc. Don't re-use thin rotors!

7

CHECK RETAINER SPRINGS

Clean up these disc pad retainer springs and inspect them closely. If the spring is bent, damaged, or corroded, replace it.

8

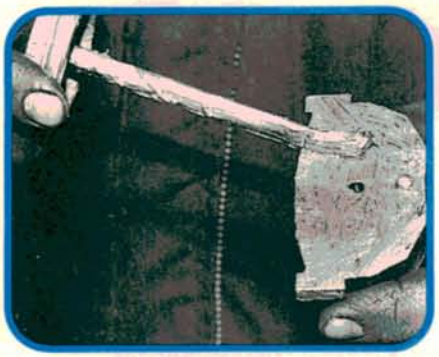
HEY, BEND MY EAR

Be sure the ears of the pad retainer springs fit snugly onto the caliper mounting brackets. If the retainer spring feels sloppy on the bracket, carefully pinch the ears inward just enough to make the spring fit snugly again.

9

LUBE SLIDING SURFACES

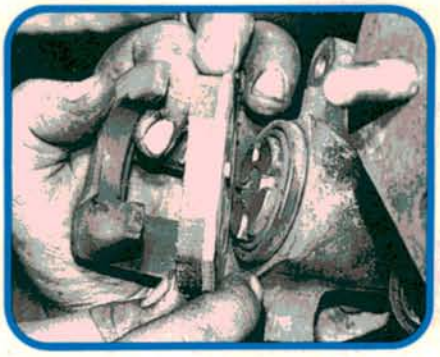
If you want this pad to live long and prosper, remember to lube the pads' sliding surfaces thoroughly with something such as anti-seize paste or PBC grease.



10

OUTER PADS HAVE THREADS

Lube backside of pad and both sides of shim that snaps onto the pad. Always install pad with the threaded hole on the outside of the rotor. Some brands have a threaded hole inside all four pads, others only have it inside two of four rear pads.



11

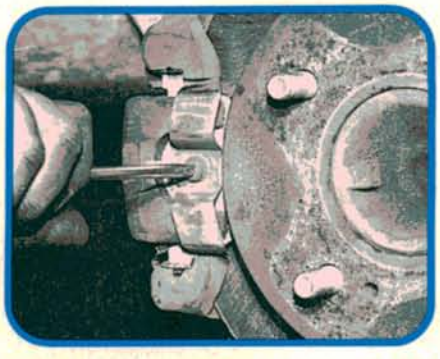
PAD PIN FITS IN NOTCH

Always fit the pin or bump on the back of the pad into a notch in the piston. All four piston notches are same size. You're right—some jerk discarded this car's pad shims. We had to chase down a new set the morning after we shot these photos!

12

LUBE 'N TORQUE

Lube the caliper slider bolts, drop the caliper over the pads, and torque the bolts to 20 ft/lbs. Before you reinstalled the rotors, did you remember to clean up each rotor's center hole and then coat the center hole with anti-seize paste?



13

DON'T FORGET THIS CLIP

Why do you install the pad with the threaded hole in it on the outside of the rotor? So you can install the retaining screw for this anti-rattle clip in it, that's why.

—By Dan Marinucci