

# Workshop 21

## Rear Brake & Handbrake Adjustment Terrano 2.7TDI 1998

- 1: Jack up rear of car (both sides) and place on axle stands. Both tyres need to be off ground. Remove both rear wheels
- 2: Remove 6 screws from centre consul, the two front, two middle & two back screws. Refer to pictures.
- 3: Lift up centre consul for access to handbrake cable adjuster. Take care of electric window wiring. You only need to lift consul up for access, no need to remove.
- 4: Using a 10mm ring spanner, take all the tension off the handbrake cable. This is important, if not done; it will be more difficult to remove brake drums.
- 5: Remove Brake Drum from shoes (one side only). It should slide off without much resistance! If it won't come off and you have removed the tension from the handbrake cable, use 2 x 8m bolts and screw them evenly in the two threaded holes in the front of the drum to jack the drum from the shoes/ hub.
- 6: Spray brake adjusters with release oil, taking care not to contaminate brake shoes.
- 7: Get a flat headed screw driver and slowly adjust the auto adjusters. You push the screw driver down. Please count the threads showing on the adjusters, and only adjust out a couple of threads at a time.
- 8: After a few turns, try too re-fit the drum over the brake shoes. If it will not go on you've adjusted too much, so back it off until the drum goes on without too much resistance. Turn Drum to make sure brake is not binding.
- 9: Move to the other rear wheel and repeat steps 5 to 8.
- 10: Once you've done both sides and the drums are on both sides. Pump brake pedal at least 10 times and then turn both drums to make sure there is no binding
- 11: Next tighten handbrake cable, until handbrake lever comes up 6 clicks. Pull handbrake on/off a few times then again check there is no binding of rear brakes.
- 12: Refit wheels and centre consul. Jack up car and remove axle stands, Lower jack and job done.

If you wish too grease the universal joints on both prop shafts, do this BEFORE you refit wheels and remove axle stands. It is easier to grease the prop as you can turn the rear prop shaft when both wheels are off the ground. You will not be able to turn the front prop shaft much before it engages front auto hubs.



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