

2001 BRAKES

Disc - MDX, 3.2CL, 3.2TL & 3.5RL

DESCRIPTION

Acura MDX, 3.2CL & 3.2TL and 3.5RL are equipped with front and rear disc brakes. A cable operates parking brake at rear wheels. Parking brake uses drum brake shoes mounted inside rear disc brake rotor.

WARNING: DO NOT use air pressure or a dry brush to clean brake assemblies. Avoid breathing brake dust. Use OSHA-approved vacuum cleaner for cleaning and collecting dust. Avoid contaminating brake pads and discs with brake fluid or grease.

BLEEDING BRAKE SYSTEM

BLEEDING PROCEDURE

CAUTION: Use only clean DOT 3 brake fluid. Ensure no dirt or other foreign matter contaminates brake fluid. DO NOT mix different brands of brake fluid, as they may not be compatible. Avoid spilling brake fluid on car, as it will damage paint. If brake fluid contacts paint, immediately flush with water.

1. Ensure master cylinder reservoir is full before performing bleeding procedure. Refill reservoir after bleeding each wheel. Have an assistant slowly pump brake pedal several times, then apply steady pressure. Loosen brake bleed screw at each wheel to allow air to escape from system. Tighten bleed screw to 80 INCH lbs. (9 N.m). Repeat procedure until air bubbles no longer appear in fluid.
2. Bleed brakes in following sequence: left front, right front, right rear, left rear. Ensure master cylinder reservoir is full. Road test vehicle and check brake performance.

ADJUSTMENTS

BRAKE PEDAL HEIGHT & FREE PLAY

1. Measure pedal height from right side center of pedal pad to floor panel, with carpet cutout turned up. See **BRAKE PEDAL HEIGHT & FREE PLAY** table. See **Fig. 1** .
2. To adjust brake pedal height, disconnect stoplight switch. Loosen stoplight switch lock nut and back off switch until it no longer touches brake pedal. Loosen power brake booster push rod lock nut. Rotate push rod to adjust pedal height. Tighten lock nut to specification. See **TORQUE SPECIFICATIONS** .
3. Turn ignition switch to OFF position. Adjust stoplight switch. See **STOPLIGHT SWITCH** . See **BRAKE PEDAL HEIGHT & FREE PLAY** table.

BRAKE PEDAL HEIGHT & FREE PLAY

Application	In. (mm)
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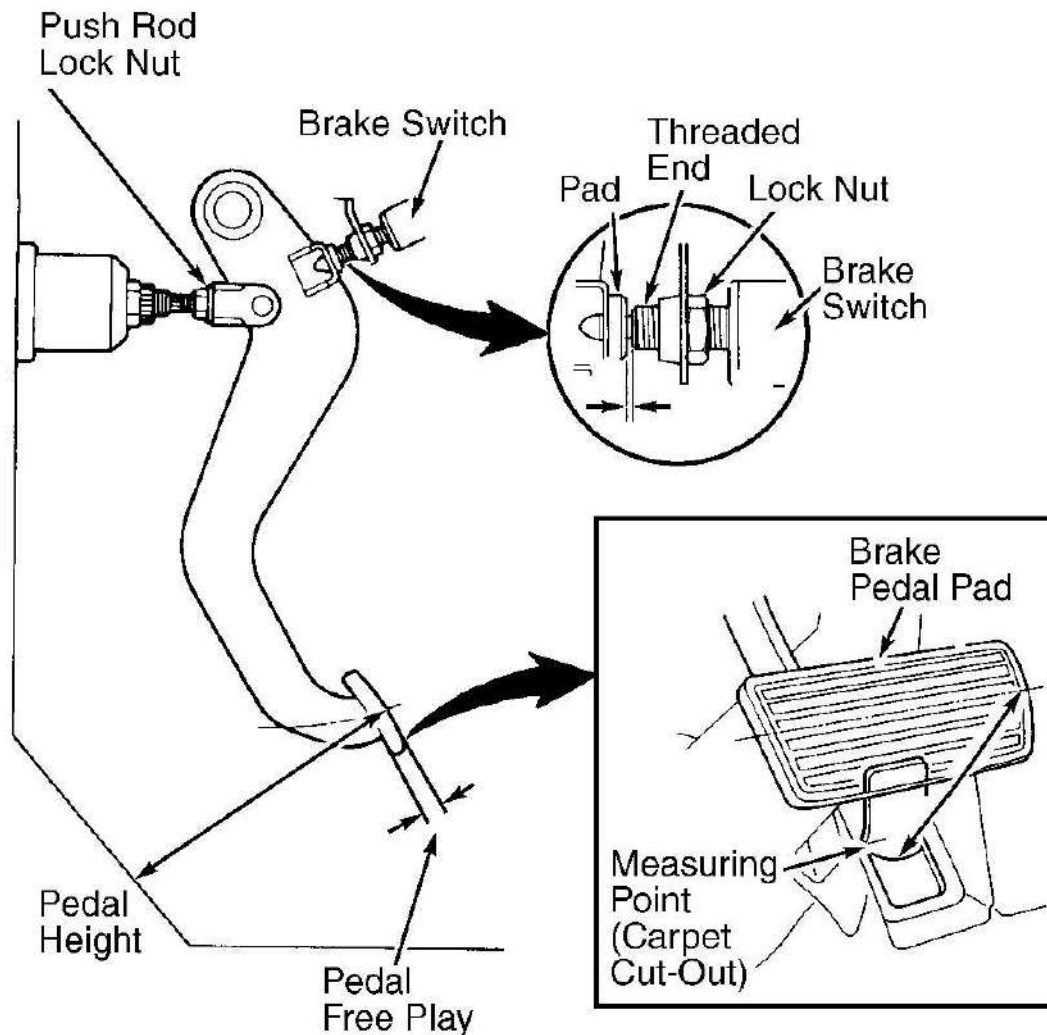
Brake Pedal Free Play

MDX	.04-.20 (1.0-5.0)
3.2CL & 3.2TL	.04-.20 (1.0-5.0)
3.5RL	.02-0.08 (0.5-2.0)

Brake Pedal Height ⁽¹⁾

MDX	6.44 (164.0)
3.2CL	6.63 (168.0)
3.2TL	6.65 (169.0)
3.5RL	7.17 (182.0)

(1) With carpet cutout turned up.



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Fig. 1: Adjusting Brake Pedal Height & Free Play
Courtesy of AMERICAN HONDA MOTOR CO., INC.

BRAKE SYSTEM INDICATOR LIGHT

1. Brake system indicator light comes on when parking brake is engaged and/or brake fluid level is low. Parking brake switch is located above parking brake pedal. Ensure BRAKE SYSTEM indicator light comes on when parking brake is engaged or brake fluid reservoir float is lowered.
2. To adjust parking brake switch operation, turn ignition on. Increase or decrease parking brake switch plate contact with parking brake switch until brake system indicator light comes on when parking brake is applied one click and goes out when parking brake is released.

MASTER CYLINDER PUSH ROD CLEARANCE

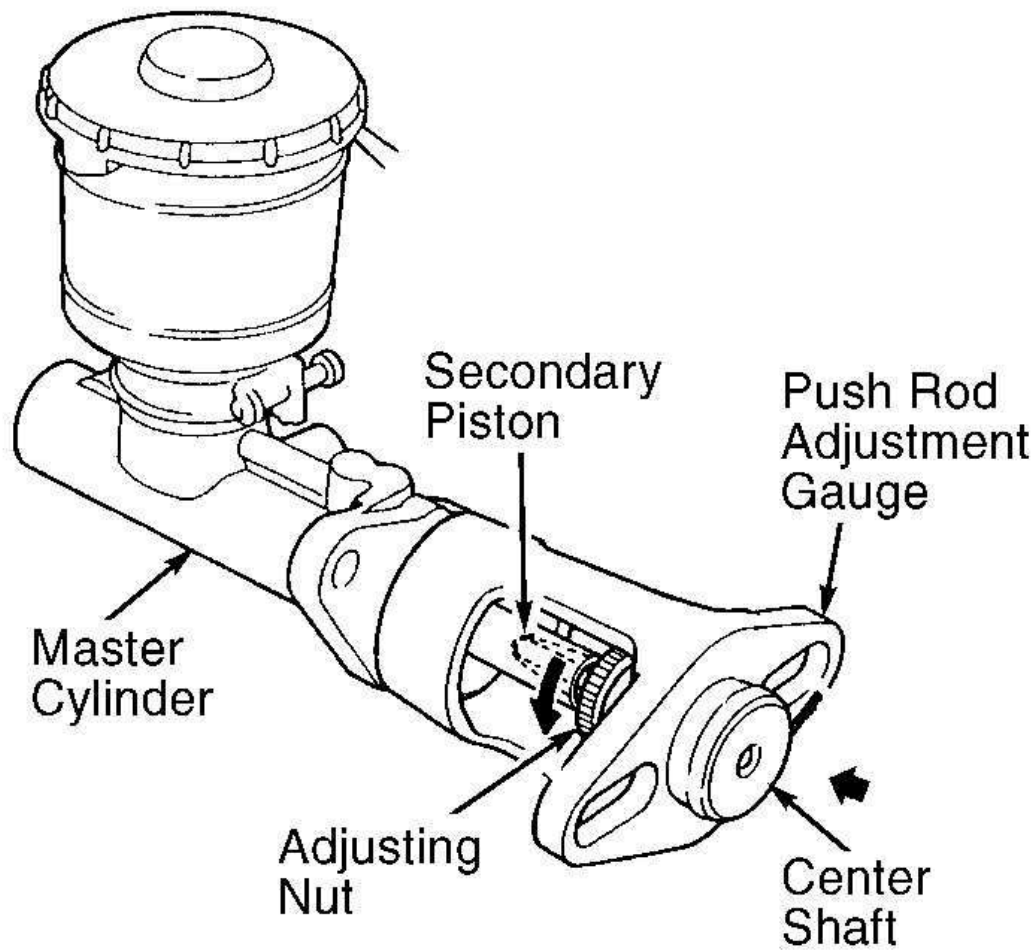
NOTE: Master cylinder push rod-to-piston clearance must be checked and adjusted before installing master cylinder.

NOTE: Master Cylinder Push Rod Clearance Adjustment procedures are not available for MDX models.

1. Mount Push Rod Adjustment Gauge (07JAG-SD40100) on master cylinder. Rotate adjuster nut until top of center shaft contacts end of secondary piston without changing piston position. See **Fig. 2**.
2. Remove push rod adjustment gauge from master cylinder, and install on brake booster. Tighten master cylinder nuts to specification. See **TORQUE SPECIFICATIONS**. Using engine or outside vacuum source, apply a continuous 20 in. Hg, on 3.5RL & 3.2TL models, or 30 in. Hg on 3.2CL models, vacuum to brake booster.
3. Using a feeler gauge, ensure clearance between gauge body and adjusting nut is 0-.016" (0-.40 mm) on 3.2CL & 3.2TL, or 0-.008" (0-.20 mm) on 3.5RL. See **Fig. 3**. If clearance is not as specified, go to next step.
4. On 3.2TL, loosen star lock nut and rotate adjuster nut in or out to adjust clearance. On 3.2CL & 3.5RL, remove adjustment gauge. Hold push rod, and rotate adjuster on booster push rod in or out to adjust clearance. DO NOT pull push rod out of brake booster. Tighten star lock nut securely.

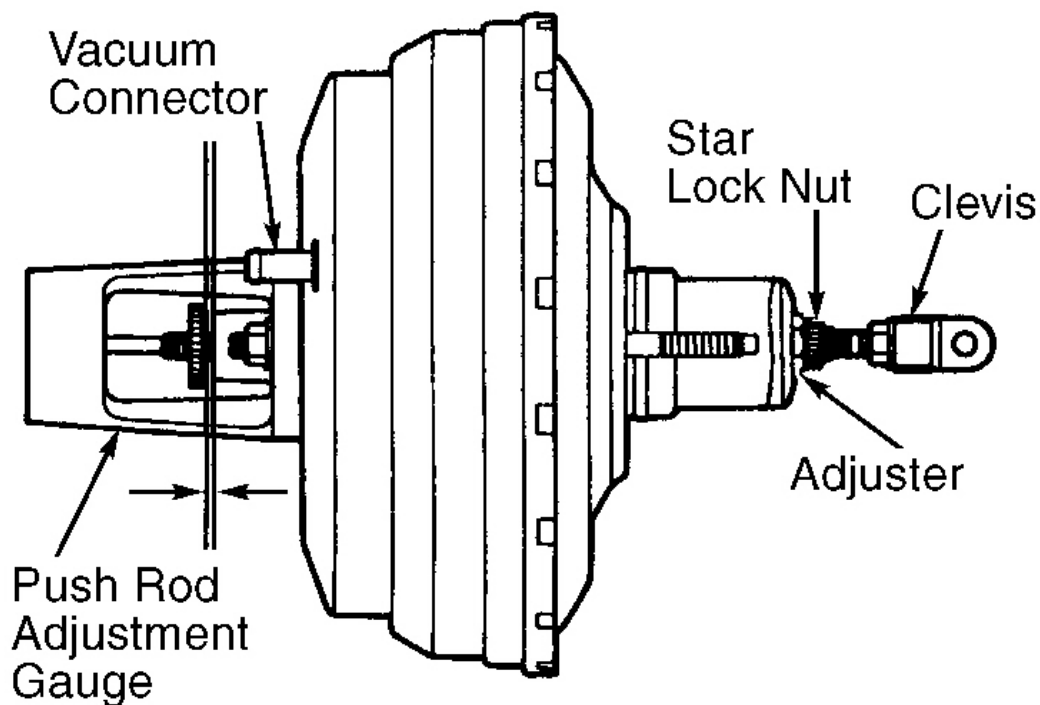
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Fig. 2: Setting Push Rod Adjustment Gauge (Typical)
Courtesy of AMERICAN HONDA MOTOR CO., INC.



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Fig. 3: Measuring Push Rod Clearance (Typical)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

BRAKE BOOSTER PUSH ROD

NOTE: Brake Booster Push Rod adjustment procedures are not available for MDX models.

If brake booster is removed, measure push rod length between center of clevis hole and mounting surface at back of booster. Adjust push rod length to 4.6" (116.0 mm). See **Fig. 4** . Check pedal height and free play after installing master cylinder. See **BRAKE PEDAL HEIGHT & FREE PLAY** .

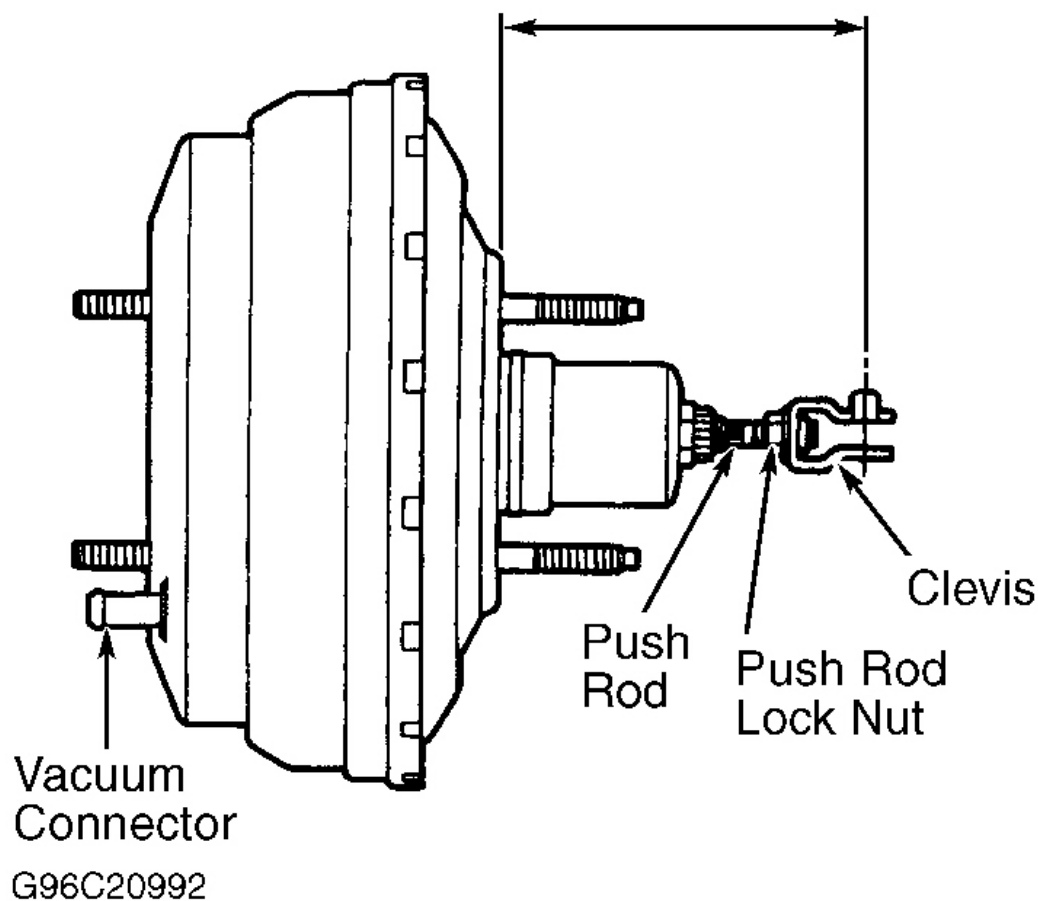


Fig. 4: Measuring Booster Push Rod Length (Typical)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

PARKING BRAKE

NOTE: Ensure parking brake linings are not worn beyond service limit of .04" (1.0 mm). Replace brake shoes as a set if lining is worn beyond limit. When brake linings are replaced, perform parking brake lining break-in procedure. See **PARKING BRAKE LINING BREAK-IN**.

1. Raise and support vehicle. Apply 66 lbs. (30 kg) to parking brake pedal. Rear wheels should be locked after parking brake pedal clicks 4-6 times for MDX, or 2-4 times for 3.2CL & 3.2TL, or 6-8 times for 3.5RL. If number of clicks to fully set brake is excessive, inspect parking brake linings located inside rear disc brake rotors. See **Fig. 5**. If parking brake linings are serviceable, minor adjustments (1-2 clicks) can be made by adjusting equalizer nut. For minor adjustment, go to next step. For major adjustment, go to step 4.

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2. On 3.2CL & 3.2TL, adjuster nut is located under dash near top of parking brake pedal. Turn clockwise to tighten parking brake cable. Turn adjuster nut until slight drag is felt on rear wheels. Back off adjusting nut in half turn increments and check for proper adjustment. Parking brake should be fully applied when parking brake pedal is depressed 2-4 clicks.
3. On 3.5RL, remove rear console end cover. Depress parking brake pedal one click. Tighten equalizer adjusting nut until slight drag is felt when wheels are turned. Release parking brake lever and ensure wheels do not drag. Readjust equalizer nut, if necessary. With equalizer nut properly adjusted, parking brake should be fully applied when parking brake pedal is depressed 6-8 clicks.
4. Raise and support rear of vehicle. Remove rear wheels. On MDX, 3.2CL & 3.2TL, release parking brake and back off adjuster nut. On 3.5RL, remove rear console end cover. Release parking brake. Loosen equalizer adjusting nut. On all models, remove parking brake adjuster access plug. Using flat-blade screwdriver, turn adjuster up until parking brake shoes lock, and then back off 10 stops (MDX) or 8 stops (3.2CL, 3.2TL & 3.5RL).
5. Tighten adjuster nut (MDX, 3.2CL & 3.2TL) or equalizer adjusting nut (3.5RL) so parking brake is fully applied when parking brake pedal is depressed 2-4 clicks (3.2CL & 3.2TL), or 4-6 clicks (MDX) or 6-8 clicks (3.5RL). Install rear wheels. Rear wheels should not drag when parking brake pedal is released. Readjust if necessary. Install rear console end cover.

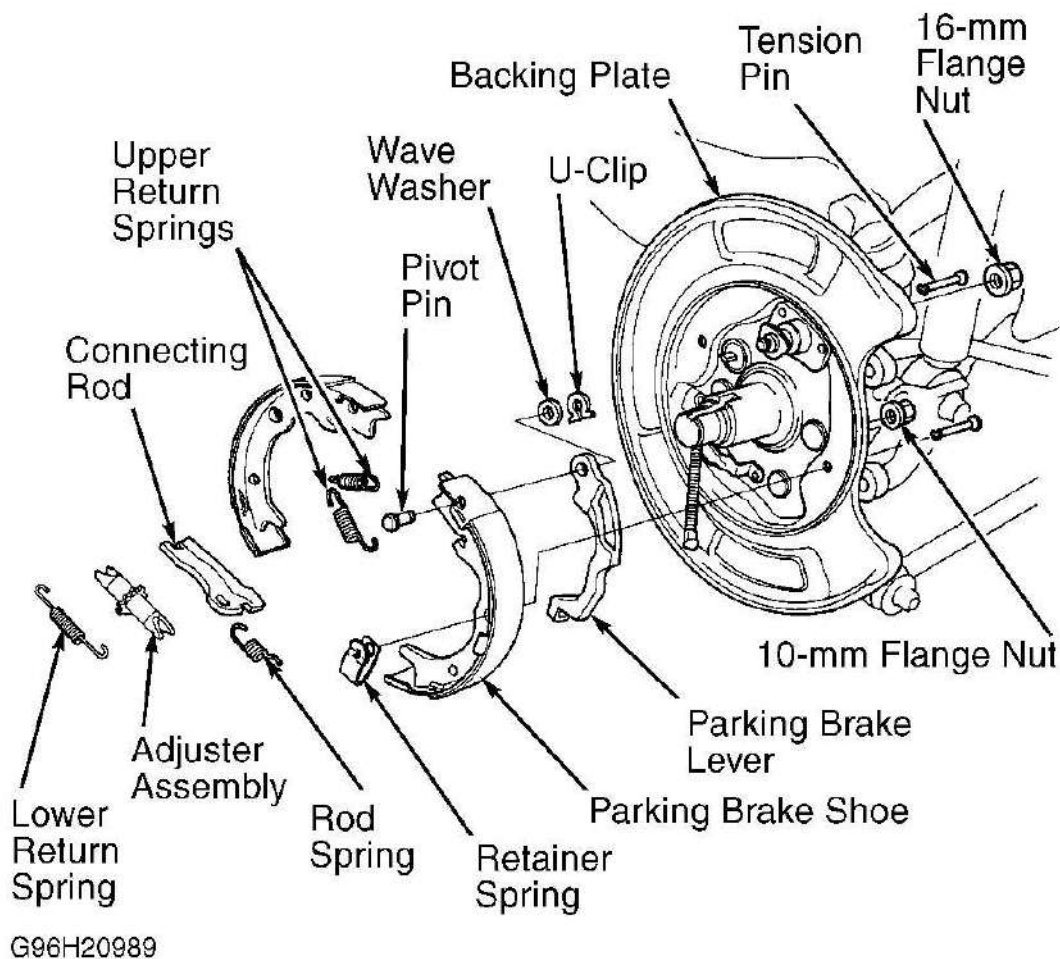


Fig. 5: Exploded View Of Rear Parking Brake Assembly (3.5RL Shown; MDX, 3.2CL & 3.2TL Are Similar)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

PARKING BRAKE LINING BREAK-IN

1. Perform this procedure only when new parking brake shoes or new rear brake discs (drums) have been installed. Depress parking brake pedal while counting number of clicks. If number of clicks to fully set parking brake is not 2-4 (MDX, 3.2CL & 3.2TL) or 6-8 (3.5RL), adjust parking brake. See **PARKING BRAKE**.
2. With parking brake adjusted correctly, park car on firm, level surface. Pull parking brake release lever up so parking brake is released. Hold lever in up position for testing.
3. Apply 66 lbs. (30 kg) to parking brake pedal. Drive vehicle about 30 MPH for 1/4 mile. Release parking brake and park vehicle for 5-10 minutes to allow brake discs to cool.
4. Repeat step 3. Check and adjust parking brake as necessary. See **PARKING BRAKE**.

STOPLIGHT SWITCH

1. Locate stoplight switch, above brake pedal. Turn ignition switch to OFF position. Using hand pressure, check brake pedal free play. See **BRAKE PEDAL HEIGHT & FREE PLAY** table. If brake pedal free play is not as specified, go to next step.
2. Loosen stoplight switch lock nuts. Turn stoplight switch inward until plunger threaded end is touching pedal arm pad. See **Fig. 1** . Back off switch 1/4 turn, until clearance between threaded end and pedal end is 0.01" (0.3 mm). Tighten lock nuts. Ensure brakelights go off when pedal is released.

TESTING

POWER BRAKE UNIT

CAUTION: DO NOT disassemble brake booster. Replace booster assembly if faulty.

Functional Test

1. Turn ignition off. Press brake pedal several times. Press and hold pedal firmly for 15 seconds. If pedal sinks, master cylinder, brakeline, or caliper piston is faulty.
2. Start engine with pedal depressed. If pedal sinks slightly, vacuum unit is working properly. If pedal height does not change, booster or check valve is faulty.
3. With engine idling and transmission in Drive, depress brake pedal enough to hold back transmission creep. If brake pedal sinks more than .38" (10 mm) on MDX models or 1.0" (25 mm) on 3.2CL, 3.2TL and 3.5RL models in 3 minutes, master cylinder is faulty. There should be a slight pedal height change when A/C compressor cycles on and off.

Leak Test

1. Press brake pedal with engine running. Turn ignition off. If pedal height does not change with pedal pressed for 30 seconds, vacuum booster is okay. If pedal rises, vacuum booster is leaking.
2. With engine stopped, press brake pedal several times with normal pressure. Pedal should be low when first pressed. On consecutive applications, pedal height should gradually increase. If pedal height does not change, check power brake booster check valve.

PARKING BRAKE SWITCH

Remove instrument panel lower cover and knee bolster. Disconnect parking brake switch connector. Check for continuity between switch terminal and ground. Continuity should exist with parking brake applied. Continuity should not exist with parking brake released. If continuity is not as specified, check parking brake switch plate adjustment with parking brake switch. If adjustment is okay, replace parking brake switch.

BRAKE FLUID LEVEL SWITCH

Remove brake fluid reservoir cap. Ensure brake fluid float moves up and down freely. If float does not move

freely, replace brake fluid reservoir cap. If float moves freely, check for continuity between brake fluid level switch connector terminals. Continuity should exist with float down. Continuity should not exist with float up. If continuity does not exist as specified, replace brake fluid reservoir cap.

REMOVAL & INSTALLATION

WARNING: DO NOT use air pressure or a dry brush to clean brake assemblies. Avoid breathing brake dust. Use OSHA-approved vacuum cleaner for cleaning and collecting dust. Avoid contaminating brake pads and discs with brake fluid or grease.

FRONT DISC BRAKE PADS

Removal

1. Raise and support vehicle. Remove front wheels. Remove brake hose bracket from knuckle. Remove lower caliper bolt, and pivot caliper up out of the way.
2. Remove pads, pad shims, and pad retainers. Measure thickness of brake lining. Minimum brake pad thickness is .06" (1.60 mm). Clean caliper and bracket, and check for cracks or grooves. Check disc rotor for damage and cracks. Repair or replace as necessary. See **Fig. 6** or **Fig. 7**.

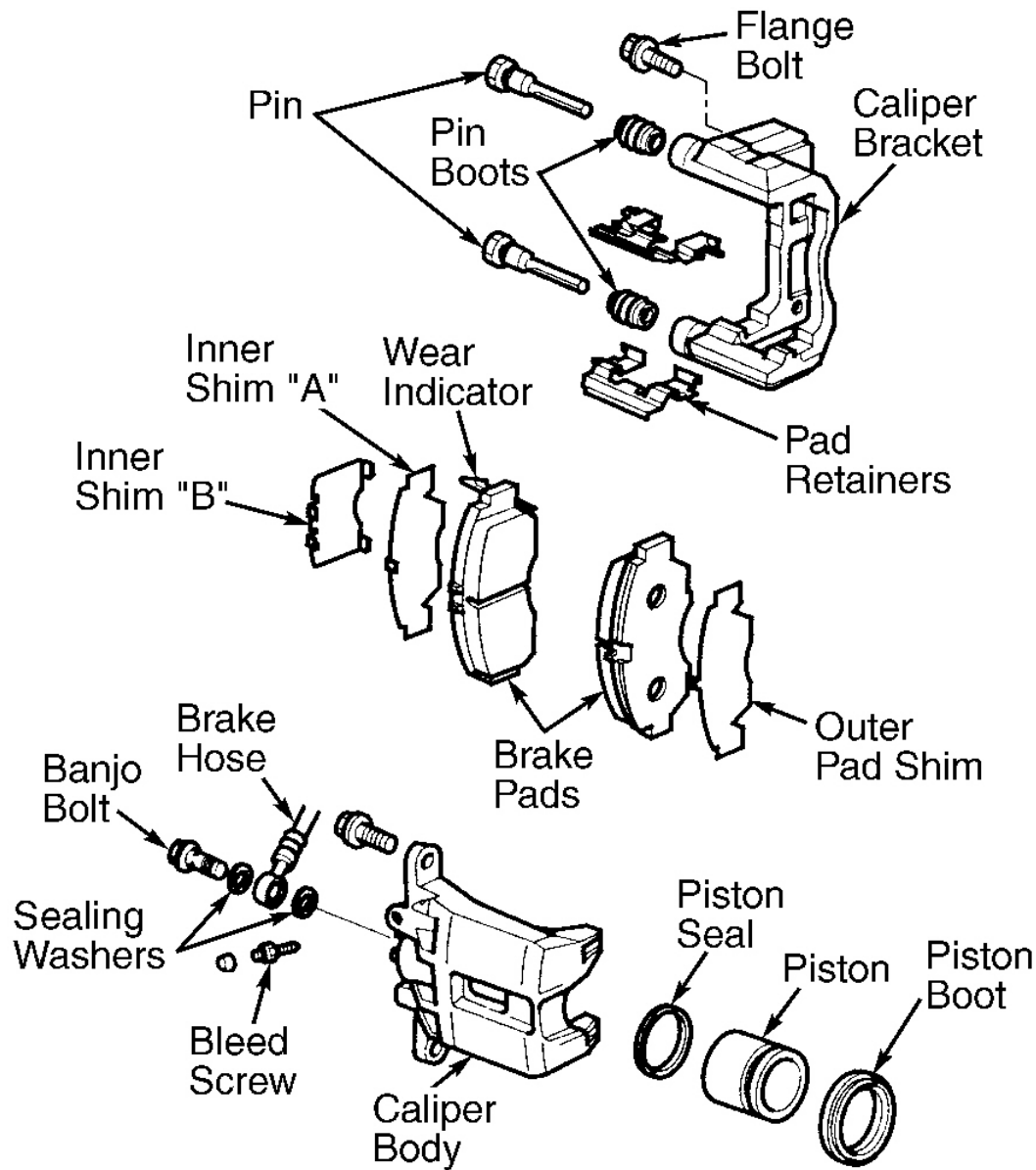
NOTE: Replace brake pads in axle sets. DO NOT allow grease, brake fluid, or other contaminants to contact lining surface. Inspect, clean, and resurface rotor as necessary.

Installation

1. Lubricate shim and sliding surfaces with high-temperature silicone grease. Install pad retainers. Apply Molykote(R) M77 (or equivalent) compound to both sides of pad shims and back of pads.
2. Install inner and outer pad shims. Install brake pads in brackets. Install inner brake pad with pad wear indicator on the inside. Push piston into caliper bore with finger pressure so caliper will fit over pads.
3. Pivot caliper down and install lower caliper bolt. Tighten bolts to specification. See **TORQUE SPECIFICATIONS**. Depress brake pedal several times to restore normal brake pedal stroke. If necessary, bleed brakes. See **BLEEDING BRAKE SYSTEM**.

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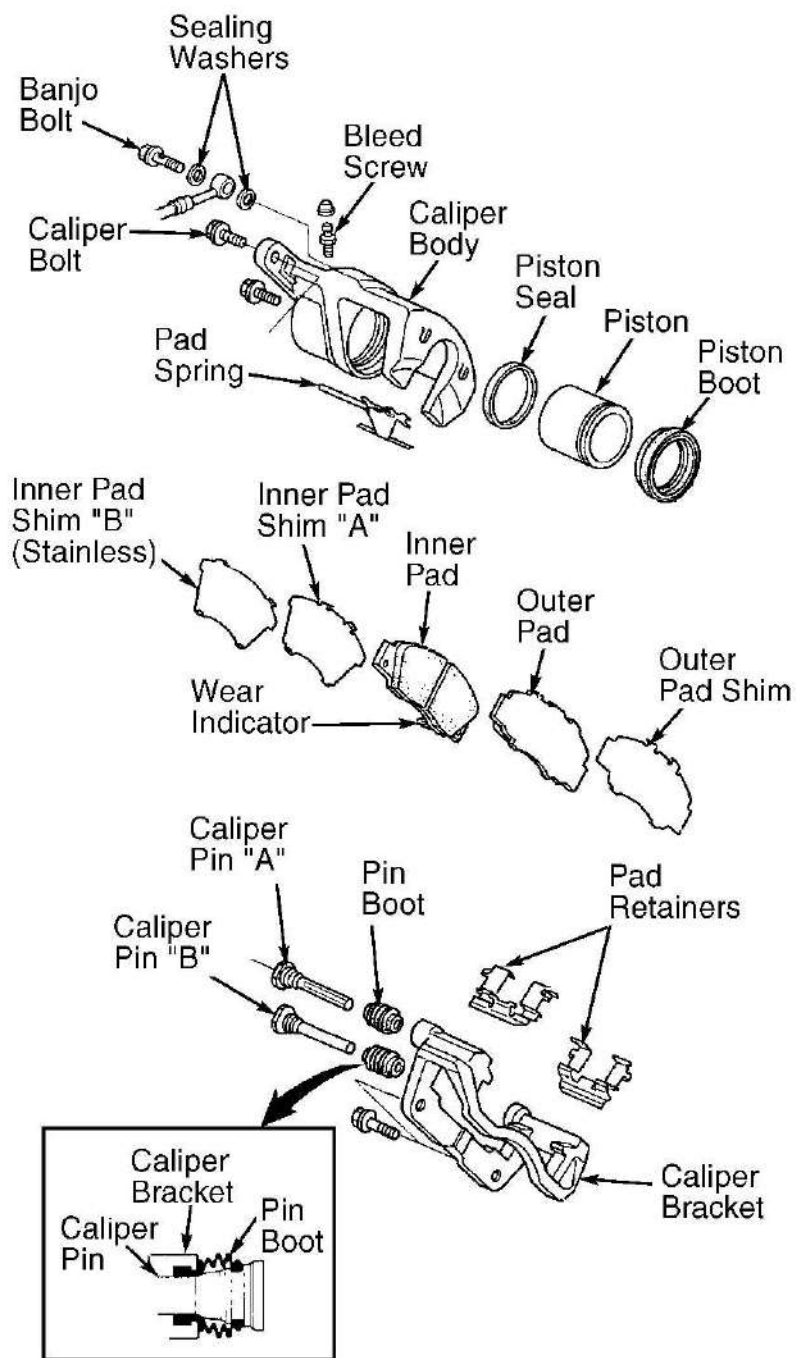


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Fig. 6: Exploded View Of Front Brake Caliper (MDX, 3.2CL & 3.2TL)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

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2001 BRAKES Disc - MDX, 3.2CL, 3.2TL & 3.5RL



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Fig. 7: Exploded View Of Front Brake Caliper (3.5RL)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

FRONT DISC BRAKE CALIPER

2001 Acura MDX

2001 BRAKES Disc - MDX, 3.2CL, 3.2TL & 3.5RL

Removal

Raise and support vehicle. Remove wheels. Remove banjo bolt and disconnect brake hose from caliper. Plug hydraulic line and caliper. Remove caliper mounting bolts and caliper. Remove pads, pad shims, and pad retainers. See [Fig. 6](#) or [Fig. 7](#).

Installation

To install, reverse removal procedure. Replace copper banjo bolt washers when connecting brake hose. Install brake pads. See **FRONT DISC BRAKE PADS**. Bleed brake system. See **BLEEDING BRAKE SYSTEM**.

REAR DISC BRAKE PADS

Removal (MDX, 3.2CL & 3.2TL)

Raise and support vehicle. Remove wheels. Remove caliper mounting bolts and caliper from caliper bracket. Remove brake pad shims, brake pads and retainers. Measure friction pad thickness. Service limit is .06" (1.60 mm).

Installation

1. Clean caliper thoroughly. Remove rust and check for grooves or cracks. Install pad retainers in correct positions. Apply Molykote(R) M77 (or equivalent) compound to pad side of pad shims. Install brake pads and shims. See [Fig. 8](#).
2. Rotate caliper piston clockwise in caliper to position piston, if necessary. Align cut-out in piston with tab on inner pad. Apply a rubber lubricant to piston boot to keep boot from twisting. Install brake caliper and caliper bracket. Pump brake pedal several times to seat pads. If necessary, bleed brakes. See **BLEEDING BRAKE SYSTEM**. Depress brake pedal several times to restore normal brake pedal stroke. Adjust parking brake if necessary. See **PARKING BRAKE** under ADJUSTMENTS.

Removal (3.5RL)

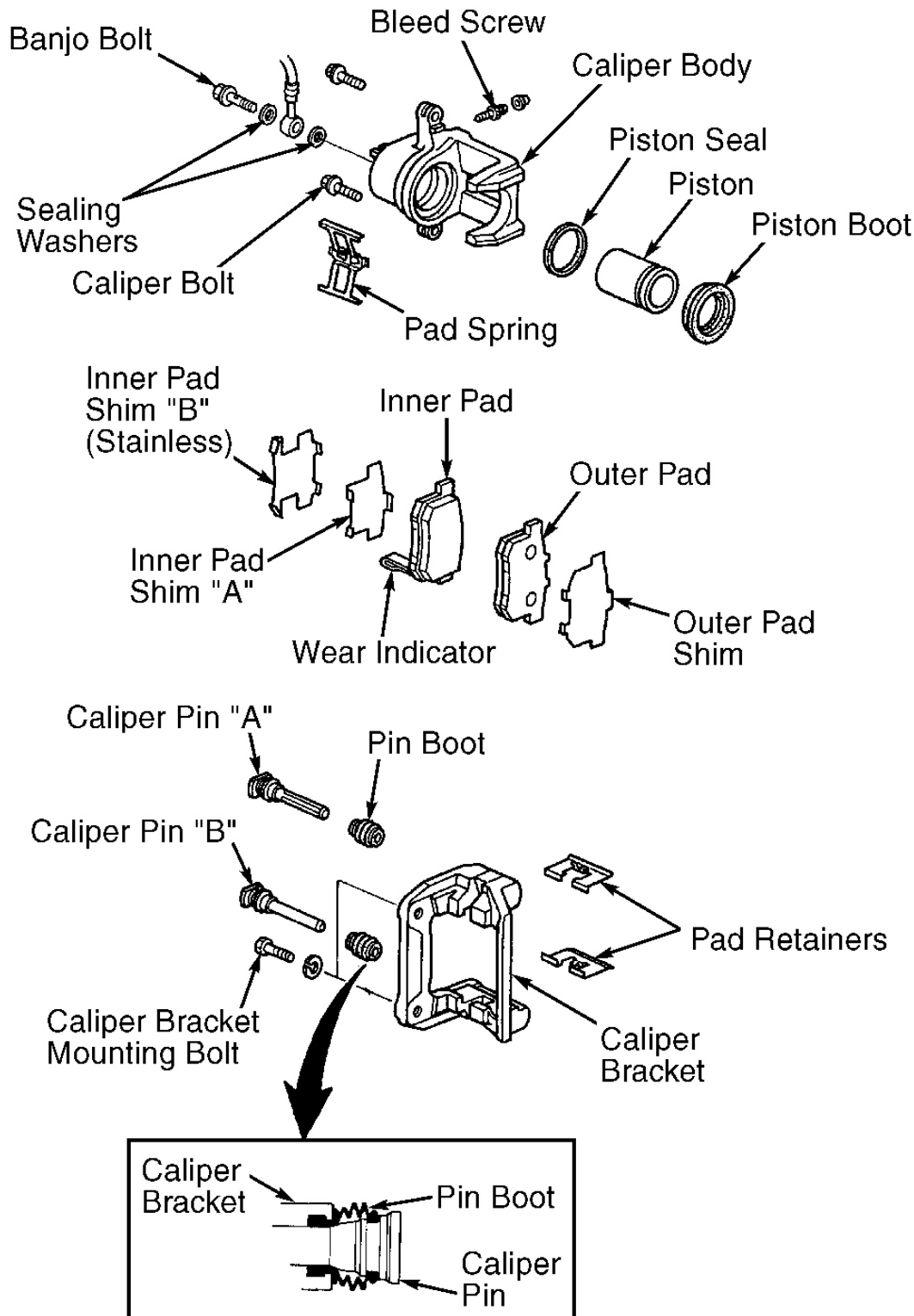
Raise and support vehicle. Remove rear wheels. Remove brake hose bracket from trailing arm. Remove lower caliper mounting bolt, and pivot caliper upward. Remove shims, pads, and retainers. Measure thickness of pad lining. Service limit is .06" (1.60 mm). See [Fig. 8](#).

Installation

1. Install caliper bracket and mounting bolts. Tighten bolts to specification. See **TORQUE SPECIFICATIONS**. Install pad retainers. Apply Molykote(R) M77 (or equivalent) compound to both sides of inner and outer pad shims. Install brake pads and shims on caliper bracket. Install inner pad with wear indicator downward.
2. Push in piston so caliper will fit over brake pads. Install brake caliper and mounting bolt. Tighten caliper mounting bolt to specification. See **TORQUE SPECIFICATIONS**. Pump brake pedal several times to seat pads. Check for leaks at hose and line joints or connections. Retighten or repair as necessary. Bleed brakes if necessary. See **BLEEDING BRAKE SYSTEM**.

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Fig. 8: Exploded View Of Rear Brake Caliper (3.5RL Shown; MDX, 3.2CL & 3.2TL Are Similar)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

REAR DISC BRAKE CALIPER

Removal

Raise and support vehicle. Remove wheels. Remove banjo bolts. Disconnect brake hose from caliper. Plug hydraulic line and caliper. Remove caliper mounting bolts and caliper. Remove pads, pad shims and pad retainers. See [Fig. 8](#).

Installation

To install, reverse removal procedure. Replace copper banjo bolt washers when connecting brake hose. Install brake pads. See [REAR DISC BRAKE PADS](#). Bleed brake system. See [BLEEDING BRAKE SYSTEM](#).

DISC BRAKE ROTOR

Removal (Front & Rear)

1. Raise and support vehicle. Remove wheels. Remove caliper assembly, and wire aside. See [FRONT DISC BRAKE CALIPER](#) or [REAR DISC BRAKE CALIPER](#). Remove disc brake pads. Remove caliper mounting bracket. Before removing rotor, inspect rotor runout and rotor surfaces for cracks or damage. Using wheel lug nuts and washers, secure rotor to hub. Measure rotor runout 0.4" (10 mm) from edge of rotor. Refinish rotor if runout exceeds specification. See [DISC BRAKE SPECIFICATIONS](#).

NOTE: Manufacturer recommends front rotors be resurfaced using on-vehicle disc brake lathe.

2. Remove 6-mm rotor retaining screws. Install two 8 x 12 mm bolts into existing holes. To prevent warpage, turn bolts alternately 2 turns at a time until rotor can be removed from hub.
3. On all models, clean rust from rotor. Inspect rotor surfaces for cracks or grooves. Resurface or replace rotor as necessary.

Installation

To install, reverse removal procedure. Tighten retaining screws and bolts to specification. See [TORQUE SPECIFICATIONS](#). Bleed brake system if necessary. See [BLEEDING BRAKE SYSTEM](#).

PARKING BRAKE SHOES

Removal

1. Raise and support vehicle. Remove rear wheels. Remove rear caliper and disc/drum brake rotor. See [DISC BRAKE ROTOR](#).
2. Remove brake shoe upper return springs. Remove hold-down springs and tension pins. Remove upper

connecting rod and rod spring. Lower parking brake shoes and remove lower return spring and adjuster. Disconnect parking brake cable from parking brake lever. Remove "U" clip, wave washer, parking brake lever, and pivot pin from brake shoes. See **Fig. 5** .

Inspection

Check brake linings for cracking, glazing, wear and contamination. Replace brake linings as a set if thickness is less than .04" (1.0 mm). Check inside of disc/drum brake rotor for scoring, grooves and cracks. Replace disc/drum brake rotor if drum inside diameter is more than 8.307" (211 mm) on MDX or 6.732" (171 mm) on 3.2CL, 3.2TL & 3.5RL models.

Installation

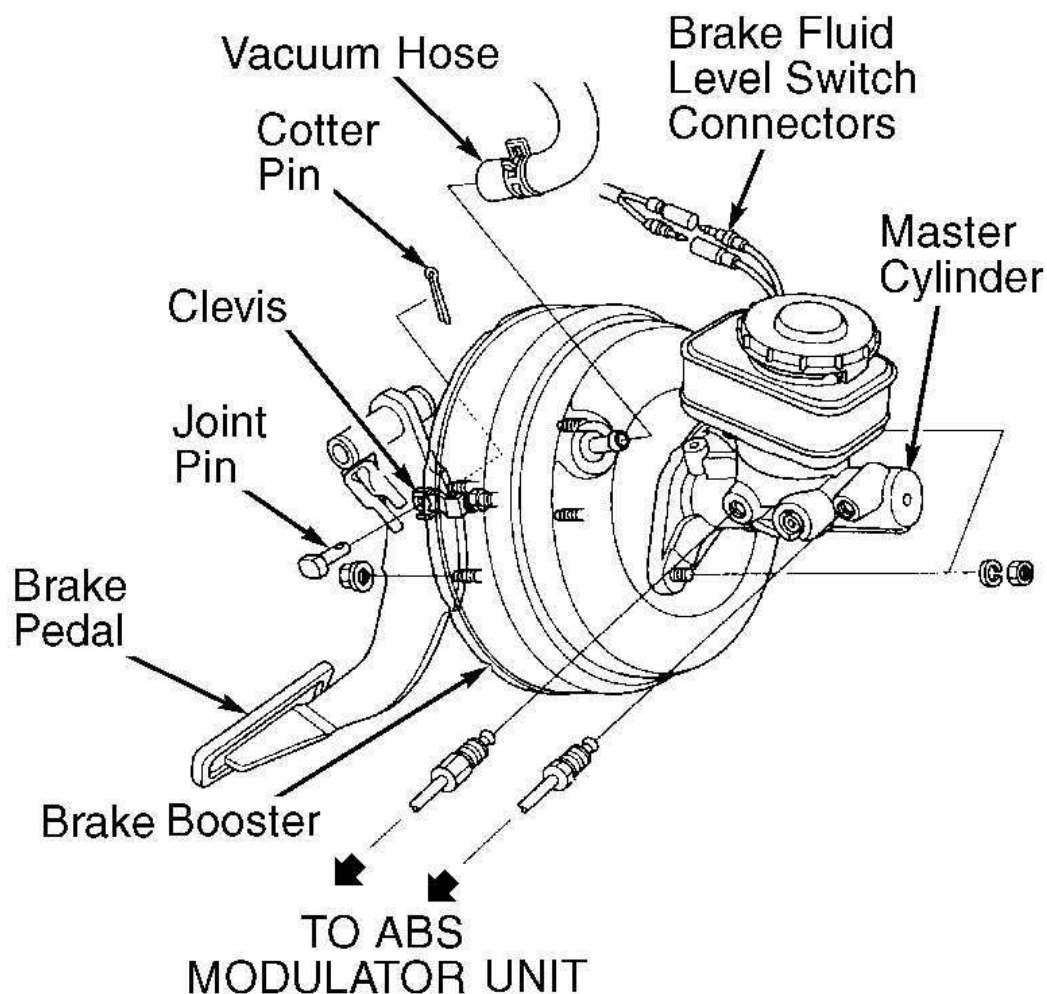
1. Apply Molykote(R) M44 (or equivalent) grease to sliding surface of pivot pin. Install pivot pin into brake shoe. Install parking brake lever and wave washer onto pivot pin, and secure using NEW "U" clip. Connect parking brake cable to parking brake lever. Apply Molykote(R) M44 (or equivalent) grease to brake shoe contact points. See **Fig. 5** .
2. Clean threaded portions of adjuster assembly clevis, and coat with grease. To shorten clevis, turn adjuster bolt. Install adjuster assembly and lower return spring. Connect rod spring to connecting rod with hook pointing downward. Install tension pins and hold-down springs. Install upper return springs.
3. Install disc and 6-mm screws. Adjust parking brake. See **PARKING BRAKE** under ADJUSTMENTS. Install rear brake caliper. Bleed hydraulic system if necessary. See **BLEEDING BRAKE SYSTEM** . If new parking brake shoes or new brake discs have been installed, perform brake shoe lining break-in procedure. See **PARKING BRAKE LINING BREAK-IN** under ADJUSTMENTS.

MASTER CYLINDER & BOOSTER

CAUTION: DO NOT disassemble master cylinder or booster. Service these components as complete assemblies.

Removal & Installation

1. Disconnect brake fluid level switch connectors. Remove brake fluid from master cylinder. On 3.2CL & 3.2TL, remove necessary hoses, clamps and strut brace. Disconnect brakelines from master cylinder. Remove master cylinder mounting nuts and master cylinder. Disconnect booster vacuum hose.
2. Remove clevis pin from booster push rod located under instrument panel. If clevis is loosened or removed from booster push rod, push rod length must be adjusted. Remove booster mounting nuts and booster. See **Fig. 9** .
3. To install, reverse removal procedure after checking push rod clearance and length. See **MASTER CYLINDER PUSH ROD CLEARANCE** and **BRAKE BOOSTER PUSH ROD** under ADJUSTMENTS. Tighten retaining nuts to specification. See **TORQUE SPECIFICATIONS** . After installation, check and adjust pedal height and free play. See **BRAKE PEDAL HEIGHT & FREE PLAY** under ADJUSTMENTS. Fill and bleed brake system. See **BLEEDING BRAKE SYSTEM** .



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Fig. 9: Locating Master Cylinder & Booster Components (3.5RL Shown; MDX, 3.2CL & 3.2TL Are Similar)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

OVERHAUL

FRONT DISC BRAKE CALIPER

CAUTION: DO NOT put hand in front of piston when using air pressure to remove piston.

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NOTE: Ensure brake fluid does not spill on painted surfaces, as damage to finish will result.

Disassembly

1. Disconnect brake hose from caliper. Remove caliper. See **FRONT DISC BRAKE CALIPER** under REMOVAL & INSTALLATION. Remove pad spring from caliper. See **Fig. 6** or **Fig. 7** . Place wooden block or shop towel in caliper, opposite piston.
2. Slowly apply 30 psi (2.1 kg/cm²) air pressure to brake fluid inlet port to force piston from caliper bore. Remove piston boot and piston seal. Ensure caliper bore is not scored or damaged during removal of seal. Discard rubber components.

Reassembly

1. Clean piston and caliper bore with clean brake fluid. Inspect for wear or damage. Apply silicone grease to NEW piston seal and piston boot. Install piston seal and piston boot into cylinder groove.
2. Lubricate caliper cylinder and piston with clean brake fluid. Install piston into cylinder with dished end facing inward. To complete reassembly, reverse disassembly procedure. Replace washers when installing brakeline. Bleed system after installation. See **BLEEDING BRAKE SYSTEM** .

REAR DISC BRAKE CALIPER

Disassembly

1. Disconnect brake hose from caliper. Plug end of brake hose. Remove caliper mounting bolts. Remove caliper from bracket. See **Fig. 8** . Remove pad spring from caliper. Place wooden block or shop towel into caliper, opposite piston.
2. Slowly apply 30 psi (2.1 kg/cm²) air pressure to brake fluid inlet port to force piston from caliper bore. Remove piston boot and piston seal. Ensure caliper bore is not scored or damaged during removal of seal. Discard rubber components.

CAUTION: DO NOT place hand inside caliper between caliper piston and wood block when using air pressure to remove piston.

Reassembly

Coat NEW piston seal and boot with silicone grease, and install into caliper. Lubricate caliper bore and piston with brake fluid. Install piston into cylinder with dished end facing inward. To complete reassembly, reverse disassembly procedure. Replace copper banjo bolt washers when installing brakeline. Bleed system after installation. See **BLEEDING BRAKE SYSTEM** .

MASTER CYLINDER

Disassembly & Reassembly

DO NOT disassemble master cylinder. Replace master cylinder if defective.

POWER BRAKE BOOSTER

Disassembly & Reassembly

DO NOT disassemble power brake unit. Replace power brake booster if defective.

TORQUE SPECIFICATIONS

TORQUE SPECIFICATIONS

Application	Ft. Lbs. (N.m)
Brake Booster	
Push Rod Lock Nut	11 (15)
Mounting Nut	
3.2CL & 3.2TL	10 (13)
3.5RL	9 (12)
Brakeline-To-Flex Hose	11 (15)
Brakeline-To-Master Cylinder	
3.2CL & 3.2TL	14 (19)
MDX & 3.5RL	11 (15)
Brakeline-To-ABS Modulator Unit	
3.2CL & 3.2TL	14 (19)
MDX & 3.5RL	11 (15)
Caliper Mounting Bracket Bolt	
Front	80 (108)
Rear	29 (39)
Caliper-To-Bracket Mounting Bolt	
Front	36 (49)
Rear	17 (23)
Flex Hose-To-Caliper Banjo Bolt	25 (34)
Master Cylinder Mounting Nut	
MDX	17 (23)
3.2CL & 3.2TL	11 (15)
3.5RL	10 (13)
Wheel Lug Nut	80 (108)
	INCH Lbs. (N.m)
Brake Bleed Screw	80 (9)
Rotor Retaining Screws	89 (10)

DISC BRAKE SPECIFICATIONS

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DISC BRAKE SPECIFICATIONS

Application	In. (mm)
Brake Disc	
MDX	
Parallelism	.0006 (.015)
Maximum Runout	(1) .004 (.10)
Standard Thickness	
Front	1.10-1.11 (27.9-28.1)
Rear	.43-.44 (10.9-11.1)
Minimum Refinish Thickness	
Front	1.02 (26)
Rear	.35 (9)
Discard Thickness	(2)
3.2CL & 3.2TL	
Parallelism	.0006 (.015)
Maximum Runout	(1) .004 (.10)
Standard Thickness	
Front	1.10-1.11 (27.9-28.1)
Rear	.350-.358 (8.9-9.1)
Minimum Refinish Thickness	
Front	1.02 (26)
Rear	.30 (7.5)
Discard Thickness	(2)
3.5RL	
Parallelism	.0006 (.015)
Maximum Runout (1)	
Front	.004 (.10)
Rear	.004 (.10)
Original Thickness	
Front	.83-.91 (21-23)
Rear	.30-.35 (7.5-9.0)
Minimum Refinish Thickness	
Front	1.02 (26)
Rear	.39 (10)
Discard Thickness	(2)
Parking Brake Drum (Rear)	
MDX	
Diameter	
Standard	8.264-8.267 (209.9-210.0)
Service Limit	8.307 (211.0)

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Lining Thickness	
Standard	.16 (4.0)
Service Limit	.04 (1.0)
3.2CL, 3.2TL & 3.5RL	
Diameter	
Standard	6.693-6.689 (169.9-170.00)
Service Limit	6.732 (171.00)
Lining Thickness	
Standard	.075-.098 (1.90-2.50)
Service Limit	.04 (1.00)
Disc Pad Standard Thickness	
Front	.41-.45 (10.5-11.5)
Rear	
MDX	.37-.41 (9.5-10.5)
All Others	.33-.37 (8.5-9.5)
Limit	.06 (1.6)
(1) Measured 0.4" (10 mm) from outer edge of rotor. Resurface rotor if runout exceeds specification.	
(2) Use discard thickness stamped on rotor if different from minimum refinish thickness shown in table.	