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### Pad and Disc Fitting

- 1) jack up car (but make sure you do it as per the manual)
- 2) Remove wheel
- 3) Remove 2 x brake location pins from caliper
- 4) Remove anti-squeal spring (which doesn't work, but has to be there anyway)
- 5) Remove old pads (you may need to lever the pads away from the disc if the disc has a lip on the outer edge)
- 6) Push pistons back into the calipers using suitable lever (you'll need to do it one at a time, but with something in the way of the piston you're NOT pushing, as otherwise, as you push one in, the other comes out) NOTE: if you have to push the pistons back a fair way, put a rag around the brake fluid reservoir, as you may end up pushing fluid out of it (not good for paintwork)
- 7)
  - a) prise off the spring clip that holds the brake hose to the suspension strut (big screwdriver is sufficient)
  - b) Undo 2 x 19mm bolts that hold the caliper to the hub - will probably be VERY tight. NOTE - before you actually remove the caliper off its mounting, make sure you have a suitably-high box or tin to rest the caliper on (about 250mm tall) - this ensures the caliper doesn't dangle on the brake line, which could bend the solid brake pipe - trust me - it WILL bend
  - c) Undo 2 x 12mm location pin bolts that hold the disc to the hub (if they're still there - most have sheared off by now)
  - d) Remove disc
  - e) Clean face of hub with wire brush and apply small amount of copper grease evenly across the surface
  - f) fit new disc to hub, being especially careful about orientation if you have grooved discs (some manufacturers allow fitting either way round, others only one way)
  - g) refit location pins, but if they've sheared off, don't bother - they're not all that important
  - h) refit caliper to hub
  - i) refit brake hose to suspension strut and locate spring clip
- 8) thoroughly clean the stainless steel pad guides (old toothbrush is good for this) Check if the stainless guides are perfectly at right angles with the inner face of the caliper - if they're not, they probably have corrosion under them which lifts them slightly - you could try to remove the guides to clean up the corrosion (VERY difficult, the allen screw is nearly always seized) or easier, file the edges of the pads until they fit EASILY in the caliper (if you don't file them enough, they'll bind when they get hot)
- 9) While you're there, check the condition of the piston rubber seal - ANY holes or damage will let moisture in, which will seize the pistons in the calipers. You can put it back together for now, but you will REALLY need to get them sorted ASAP

- 12) Without engine running, pump brake pedal until it goes firm, then with engine running, do the same again
- 13) Do the same for the other side of the car
- 14) **WARNING** - even if you have super-friction Pagid pads, they will feel naff for the first few miles, as the new pads will have to wear to the exact contours of the disc surface created by the old pads. Even new pads on new discs will require a short period of gentle bedding in before the whole of the pad surface is in contact with the disc.