

## Rear pads and discs

1. jack up car and remove wheel, with handbrake on loosen off brake disc retaining bolts with deep 12mm socket, then screw back in hand tight
2. slacken off handbrake (un-pop the gaiter, unscrew long bolt) and then remove cable from lever on caliper
3. unbolt caliper using 13mm socket on bolts at rear and 15mm (IIRC) spanner to stop caliper pins rotating
4. remove caliper and place out of way (eg: on spare axle stand making sure weight of caliper is supported and hose is not under strain) - pads will usually stay stuck on caliper frame, simply (!) pull them off
5. undo caliper housing 17mm bolts
6. remove disc retaining bolts
7. disc should just pull off, but may be stuck, if so give disc a series of sharp taps from the rear with a mallet using piece of wood to protect disc
8. clean up surface of hub where disc fits
9. clean caliper/frame as required, make sure new pads are not too tight a fit (clean/file as required)
10. wind back piston into caliper, this is easier if caliper frame and caliper is reassembled without the disc and pads, then the wind-down tool can be used with necessary brute force and ignorance, but wedge a small spanner between caliper frame and caliper to stop the floating caliper moving back too far and damaging the caliper retaining pins and/or rubber seals. When winding piston back in be careful not to twist or otherwise damage the dust seal, also watch out for the rising fluid level in brake fluid reservoir and remove surplus fluid if required, also make sure the piston is positioned with the "openings" in a + pattern rather than an X pattern so that the piston will fit over the pads OK. If you don't have the right wind-down tool it should be possible but fiddly using the above method to do it with two screwdrivers on "opposing" ridges" but be careful not to damage either the seals or your hands!
11. clean front and rear surfaces of new disc with meths/cloth
12. fit new disc, I like to smear copper grease over inside face of disc where it fits on to hub, and refit disc retaining bolts (hand tight)
13. refit caliper frame and refit pads, applying copper grease to edge of pads that fit into caliper, and to rear to pads to line up with face of piston (inners) or caliper frame (outers)
14. refit caliper making sure piston is wound back in far enough
15. refit handbrake cable, press brake pedal a few times to push piston back out, refill fluid as required
16. tighten up handbrake cable, apply handbrake and tighten disc retaining bolts and refit wheel
17. drive car and apply brakes carefully and check handbrake, cable may need adjusting