CAUTION: After installing NEW brake pads, keep in mind that braking effectiveness might be somewhat reduced during the first brake applications.

When NEW brake pads are installed on a vehicle, this procedure must be used to correctly burnish (seat) the brake linings to the brake rotor discs.

1. Accelerate the vehicle to a steady speed of about 40 mph (65 km/h).

2. Using light brake pedal pressure, slow the vehicle from 40 mph to 0 mph in approximately 6 seconds.

3. Accelerate back up to 40 mph for approximately one minute to allow the brakes to cool down.

4. Repeat this procedure 15 to 20 times to correctly seat the brake lining material.

REMOVAL

NOTE: Review all Warnings and Cautions.

1. Raise and support vehicle.

   NOTE: Perform Step 2 through Step 8 on each side of vehicle to complete pad set removal.

2. Remove wheel mounting nuts (3), then tire and wheel assembly (1).
3. Using hammer (4) and pin punch (3) on outboard end, tap lower brake pad support pin (2) out of caliper (1).

4. Remove brake pad spring clip (2) out from under the upper support pin (1) still in caliper.
5. Using pin punch (3) and hammer (4), remove upper brake pad support pin (2) in same manner used on lower support pin.

**CAUTION:** When pushing pistons back into caliper bores, if hand pressure is not sufficient, use only a trim stick as shown or other suitable soft tool to do so. Never use a screwdriver or other metal pry bar due to potential damage to braking surface of rotor or pads.

6. Using hand pressure, pull pads back to seat caliper pistons into bores if possible. If not possible, perform the following to do this correctly without damaging the caliper, pistons, dust boots or brake rotor disc.
a. Place trim stick (3) between inboard brake pad and outer edge of rotor (1).
b. Using trim stick (3), apply pressure against the inboard brake pad until both pistons are completely bottomed in bores of inboard caliper half. Leave trim stick in place to hold pistons in place.
c. Place second trim stick between outboard brake pad and rotor, then repeat above step on outboard pad and pistons.

7. Remove inboard brake pad (2) through opening in caliper (1). Remove outboard brake pad in same manner.
8. Once brake pads are removed from caliper (1), inspect all four caliper pistons (3) and dust boots (2) for evidence of brake fluid leakage. Also inspect dust boots on all caliper pistons for any cuts, tears or heat cracks and brake pad supports (4) (if equipped) for excess wear or damage. If caliper fails inspection, it should be replaced.

CLEANING

**WARNING:** Dust and dirt accumulating on brake parts during normal use may contain asbestos fibers from production or aftermarket brake linings. Breathing excessive concentrations of asbestos fibers can cause serious bodily harm. Exercise care when servicing brake parts. Do not sand or grind brake lining unless equipment used is designed to contain the dust residue. Do not clean brake parts with compressed air or by dry brushing. Cleaning should be done by dampening the brake components with a fine mist of water, then wiping the brake components clean with a dampened cloth. Dispose of cloth and all residue containing asbestos fibers in an impermeable container with the appropriate label. Follow practices prescribed by the Occupational Safety And Health Administration (OSHA) and the Environmental Protection Agency (EPA) for the handling, processing, and disposing of dust or debris that may contain asbestos fibers.

INSPECTION

Visually inspect brake pads for uneven lining wear. Also inspect for excessive lining deterioration. Check the clearance between the tips of the wear indicators (if equipped) on the pads and the brake rotors.

If a visual inspection does not adequately determine the condition of the lining, remove the disc brake pads from the calipers and perform a physical check.

**NOTE:** It is important to inspect both front and rear brake pads during the same inspection. Typically, front and rear brake pads wear out at the same time.

When servicing, replace both disc brake pads (inboard and outboard) for each caliper. It is necessary to replace the pads on the opposite side of the vehicle as well as the pads failing inspection.

If the brake pads do not require replacement, be sure to reinstall the brake pads in the original position they were removed from.

INSTALLATION

**NOTE:** Perform Step 1 through Step 10 on each side of vehicle to complete pad set installation before proceeding with Step 11.

1. Make sure all caliper pistons are fully seated (bottomed) in bores.

2. Slide NEW inboard (2) and outboard brake pads into opening (1) in disc brake caliper. If installing rear brake pads, make sure beveled end of each pad lining is directed against the direction the rotor is rotating in when vehicle is moving forward, in other words, the
rear pads need to have beveled end facing upward.

3. From inboard side, slide upper brake pad support pin (2) through caliper (3) and upper holes in both brake pads (1). Ensure that small end of support pin is in hole (4) in outboard half of caliper.

4. Install upper end of brake pad spring clip (2) under upper brake pad support pin (1).
5. Press on lower end of spring clip (5) until it touches brake rotor.
6. Slide lower brake pad support pin (2) through caliper (1) and lower holes in both brake pads (3) in the same manner the upper pin was installed. Ensure small end of support pin is in hole (4) in outboard half of caliper.
7. Release the spring clip allowing it to engage lower support pin.

8. From inboard side, seat upper and lower support pins (4) into caliper (3) using pin punch (1) and hammer (2). Support pins must be driven into caliper until support pin retaining rings are locked into place.
9. Once support pins are fully installed into caliper, inspect assembled caliper to make sure spring clip (2) is centered in opening (1) of caliper, correctly engaging upper and lower support pins, and is resting against both brake pads (3).

10. Install tire and wheel assembly (1). Tighten wheel mounting nuts (3) to **150 Nm (110 ft. lbs.)** torque.

11. Lower vehicle.

12. Pump brake pedal several times to set pads to caliper and brake rotor.
13. Check and adjust brake fluid level in reservoir (1).

**CAUTION:** When NEW brake pads have been installed, keep in mind that braking effectiveness might be somewhat reduced during the first brake applications following installation.

**NOTE:** When NEW brake pads are installed, they must be burnished (seated) to the rotor. This must be done to ensure the proper performance of the replacement brake pads.

14. Road test vehicle making several stops to wear off any foreign material on brakes and to seat brake pad linings. NEW brake pads need to be burnished properly.

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