

## Changing Brake Pads

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This is an easy job and should be approached with confidence.

You will need

- Jack
- Socket Set
- 'Breaker Bar' (probably)
- Flat Screwdriver
- Copper Grease
- New Brake Pads (obviously)
- A block of wood
- A monkey wrench

The first thing you need to do is to remove your wheel. Use the block of wood to prop under another wheel so the car doesn't roll and make sure your handbrake is on and the car is in gear. Jack the car up and remove the wheel as you would normally. You can now see the caliper and brake disc.

The first thing you need to do is remove the lower of the two bolts located on the inside edge of the caliper. It will probably be easier to get at this by turning the wheels so the caliper points outwards (if they're the front wheels). It might be an idea to jack the whole of the front of the car up if you're going to do this. They are usually pretty tightly screwed in, so use the breaker bar on your socket to loosen it. Remember, you're looking at it 'the wrong way around' so make sure you're un-tightening and not tightening it up even more!

Once the bolt is unscrewed, gently ease it out and put it somewhere clean so dirt doesn't stick to the shaft. Next, move the middle part of the caliper upwards, taking care not to twist the brake hose, until the pads are exposed. You can not remove the old pads with a little help from the flat screwdriver.

You now need to remove the anti-squeel shims from the back of the old pads (again with the screwdriver) and put them onto the new pads. Apply a little copper grease with them. Apply a little grease to the lugs at the top and bottom of the pads, and put the new pads into the caliper.

If you try and put the middle part back into place you'll see that it won't fit. You need to push the piston back into its housing to fit. To do this, unscrew the white plastic cap off the top of the brake reservoir tank located at the top left of the engine bay (nearest the steering wheel). You can now ease the piston back into the housing using the monkey wrench. Once back far enough, the middle section will slide over the pads nicely.

You can now re-fit the lower bolt, making sure you re-fit the rubber 'belows' too. Tighten up and re-fit the wheel. You should really do both sides of the car at the same time when changing pads so do the other side now. Once you're done, start the engine (make sure it's outta gear!) and pump the brakes a bit. Check the level in the brake fluid reservoir and if it's within Max and Min then screw on the cap and take your car for a test drive.

**Note:** Brake pads need time to 'bed in' so drive carefully on your test drive. Also, check that the brake fluid reservoir isn't leaking or that there are any leaks from the brake hoses or calipers. Drive it carefully for a couple of days to make sure. If you notice that the reservoir is dropping or there is a leak, take it to a trained brake specialist - don't mess with your brakes if you don't know what you're doing.