

Changing / removing / refitting of front brakes pads.

The first thing you need to do is jack up the car and remove the wheel.



After you have done that, you will be left with this.



Now the first step in removing the caliper is to take off the spring on the front side.

You do it using some pliers.

The yellow arrow shows the spring.

The second pic shows the caliper with the spring removed.

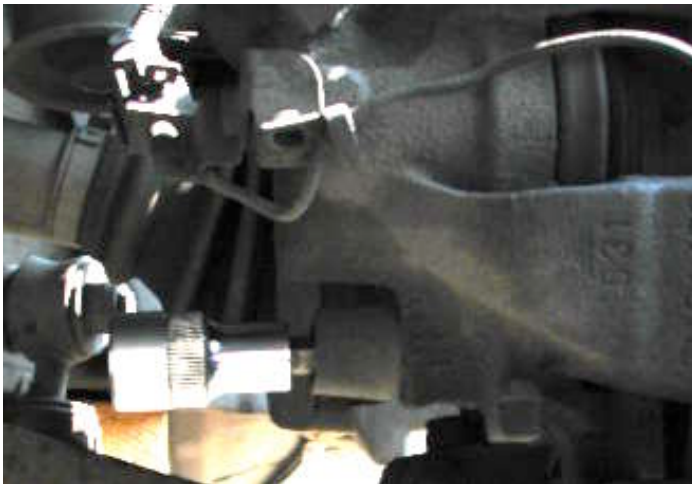




The next step is to remove the corks (red arrows) and unscrew the two 7mm allen (imbus) screws that hold the caliper.

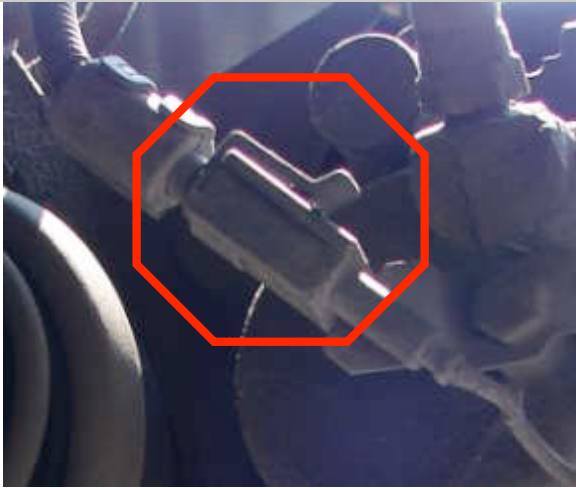
The screws are under the corks - pic2

To get the screws out, insert the 7mm allen key in and unscrew them out.



This is how the screws looks like.
The white arrow points where the other one is.





When the screws are out, you need to disconnect the pad wear cable. It is on one of the sides of the car (HGT-both sides). Connector is circled red.



After that is done, pull the caliper toward you by hand.



Next step is to remove the pad wear cable from its holder on the caliper. After you remove it, it should dangle freely like this.



Then pull off the caliper in the yellow arrow direction.



After you have pulled the caliper off, you will be left with one pad on the caliper holder and one on the caliper piston.

Pic 1 - the pad on the holder.

Pic 2 - the pad on the piston.





Before putting the new pads on, clean the places marked with arrows. Both sides of the caliper holder.

AND

You need to press in the piston.

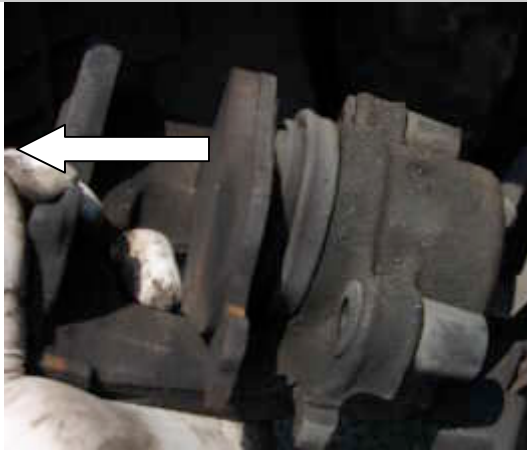
To press the piston use some big pliers or a carpenter press.

Pic 2

I used the carpenter press and some wood so the piston is pressed in with even force. You can also leave the old pad and use it to even the force.

The piston is in when its aligned with the outside rim of the caliper body.





To remove the pad on the piston, just pull it in the arrow direction.

Pic 2 - the pad spring



After the above is done, put on / in the new pads. Return the caliper on, tighten the bolts and put on the spring again. Put on the corks and connect the pad wear connector.

Put the wheel on and tighten the screws **X** wise and lower the car. Do the other side.

And your done ☺

WARNING !!!!!

After you have done both sides, go in the car and pump the brake pedal till it gets hard. The pistons need to travel to press the pads !!!

If you don't do this, you wont have brakes for the first few presses of the pedal.