

Rear Pad Replacement.

- Take the top of the fluid reservoir.
- Loosen the wheel nuts.
- Jack up the car and make it safe.
- Take off the wheel.

Here's the rear assembly:-



- Fully undo the 17mm bolt at the top of the caliper assembly:



- Tap out the retaining pin using a pin punch from the rear (or a nail or something).



- Make sure you look to see how the spring-clip is orientated as you remove the pin. Don't loose it!
- Gently tap down the outer shoe.



- Lean the caliper backwards on its mount, and you can then remove the other shoe (sorry pad, showing my age!)



- With a pair of large long-nosed pliers, push the caliper piston back **WHILST ROTATING IT CLOCKWISE** until it's fully retracted.



- If you like, copper-ease up the 17mm bolt, and refit the caliper loosely.
- Fit the new pads, replace the pin and spring.
- Tighten up the 17mm bolt fully
- Refit everything else, etc.
- Pump up the brakes before moving the car.

- Its a good idea to replace the brake fluid as well, and bleed it all.
- This is offered as a guide to an experienced person only. Don't attempt this if you are not sure!!

Rear Disk Renewal

Once you've done the above, remove the disk retaining bolt from the front of the disk, if your lucky and the disks haven't been on that long this will come undone using a 5mm allen key. However it's best to use an impact drive to start it off, if it's seized then you risk rounding the socket



(Yes it's the front disk but they are the same)

I found one of mine had been rounded at some point and after trying different methods of extraction I had to take it off with a 12mm drill. Although the disk is held on by the wheel bolts so structurally it's not actually required it just holds the disk while you reassemble everything.

Next is to remove the disk.

As you may have noticed I used axle stands this is because if the disks have been on for a while the chances are the disks will have rusted around the hub.

To get the disk off the hub took a good 10 minutes of gentle persuasion with a lump hammer, rotating the disk by 90 degrees after each hit. Be careful to make sure the caliper is secured before starting to hammer.

It's also a good idea to use some kind of eye protection as a piece of rust flew off and hit me in the face.

Now fit the new disk, most disk come packaged in thin oil to stop them rusting so make sure you wipe them down before fitting. When replacing the disk retaining bolt don't do it up too tight.

Next follow the above procedure for replacing the brake pads.

Disclaimer

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