

REMOVAL AND INSTALLATION (Continued)

1. Use a 10cm (4-inch) C-clamp and wood block 70mm x 25mm (2-3/4 inch x 1 inch) and approximately 19mm (3/4 inch) thick to seat caliper hydraulic piston in its bore. This must be done to provide clearance for caliper assembly to fit over rotor during installation. Extra care must be taken during this procedure to prevent damage to plastic piston.
2. Remove all rust buildup from inside of caliper legs (outer shoe contact area).
3. Install inner shoe and lining assembly in caliper piston(s). Do not bend shoe clips during installation in piston or distortion and rattles can occur.
4. Install correct outer shoe and lining assembly. Ensure clips are properly seated.
5. Install caliper as outlined.
6. Install wheel and tire assembly. Tighten wheel lug nuts to 115-142 N·m (85-105 lb-ft).
7. Lower vehicle.
8. Pump brake pedal prior to moving vehicle to position brake linings. Refill master cylinder.
9. Road test vehicle.

Brake Rotor**Tools Required:**

- 3-Jaw Puller D80L-1013-A

Removal

1. Raise vehicle on hoist. Refer to Section 00-02.
2. Remove wheel and tire assembly from rotor mounting face. Be careful to avoid damage or interference with caliper bleeder screw fitting and rotor splash shield.

CAUTION: Handle rotor and caliper assembly in such a way as to prevent deformation of rotor, and nicking, scratching or contamination of brake linings/rotor surfaces.

3. Remove caliper assembly from rotor as outlined. If caliper does not require servicing, it is not necessary to disconnect brake hose or remove caliper from vehicle. Position caliper out of the way and support it with a length of wire to avoid damaging the caliper and hose.

NOTE: If excessive force must be used during rotor removal, the rotor should be checked for lateral runout prior to installation.

4. Remove rotor from hub assembly by pulling it off the hub studs.

If additional force is required to remove rotor, apply Rust Penetrant and Inhibitor D7AZ-19A501-AA (ESR-M99C56-A) or equivalent on front and rear rotor/hub mating surfaces. First, strike rotor between studs with a plastic hammer. If this does not work then attach 3-Jaw Puller D80L-1013-A or equivalent and remove rotor.

Installation

1. If rotor is being replaced, remove protective coating from new rotor with Carburetor Tune-Up Cleaner D9AZ-19579-BA (ESR-M14P9-A) or equivalent. If original rotor is being installed, make sure rotor braking and mounting surfaces are clean. Apply a small amount of Silicone Dielectric Compound D7AZ-19A331-A (ESE-M1C171-A) or equivalent to pilot diameter of rotor.
2. Install rotor on hub assembly.
3. Install caliper assembly on rotor as outlined.
4. Install wheel and tire assembly to rotor mounting face. Tighten wheel lug nuts to 115-142 N·m (85-105 lb-ft).
5. Lower vehicle.
6. Pump brake pedal prior to moving vehicle to position brake linings.
7. Road test vehicle.

Rotor Splash Shield**Tools Required:**

- Heavy-Duty Riveter D80L-23200-A

Removal

1. Raise vehicle on hoist. Refer to Section 00-02.
2. Remove wheel and tire assembly, caliper and rotor, as outlined. It is not necessary to disconnect hydraulic connections.
3. Remove three rivets retaining splash shield to knuckle by punching out the mandrel located in the center of the rivet. With a chisel, cut off rivet at knuckle and punch out rivet remaining in hole.