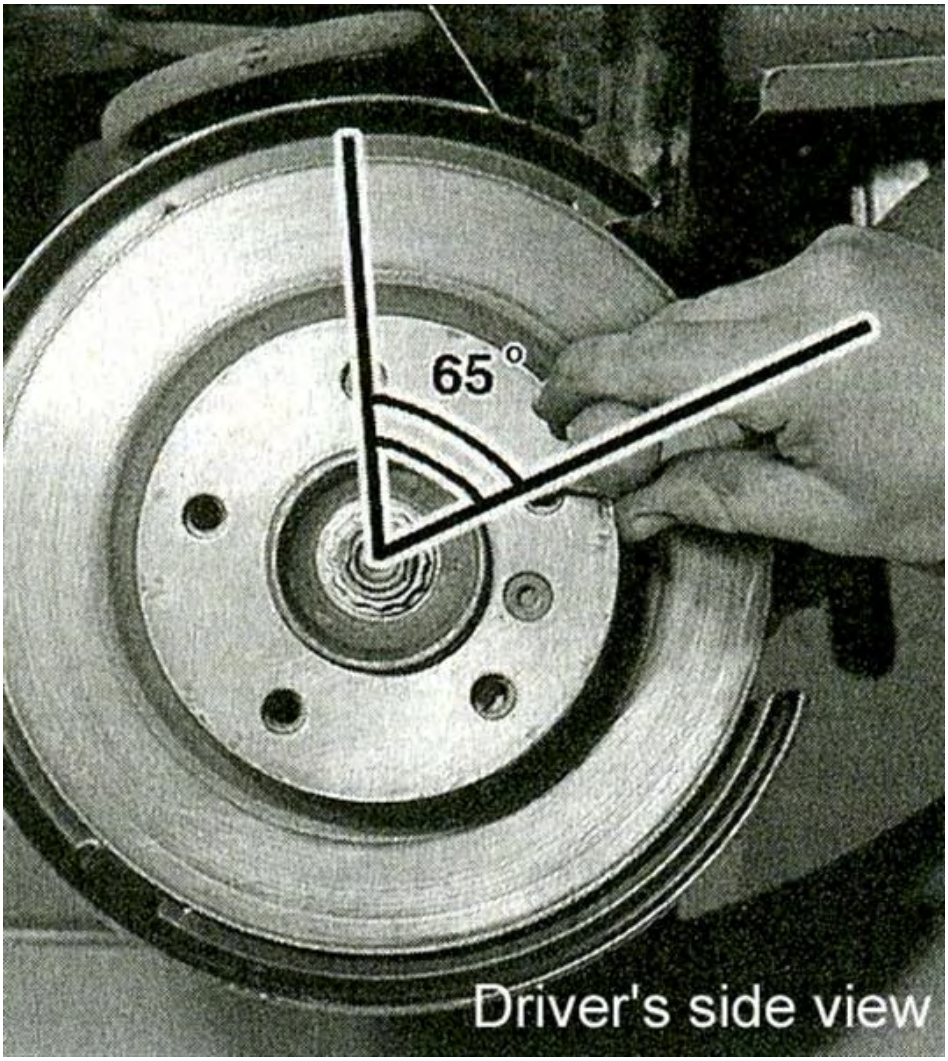
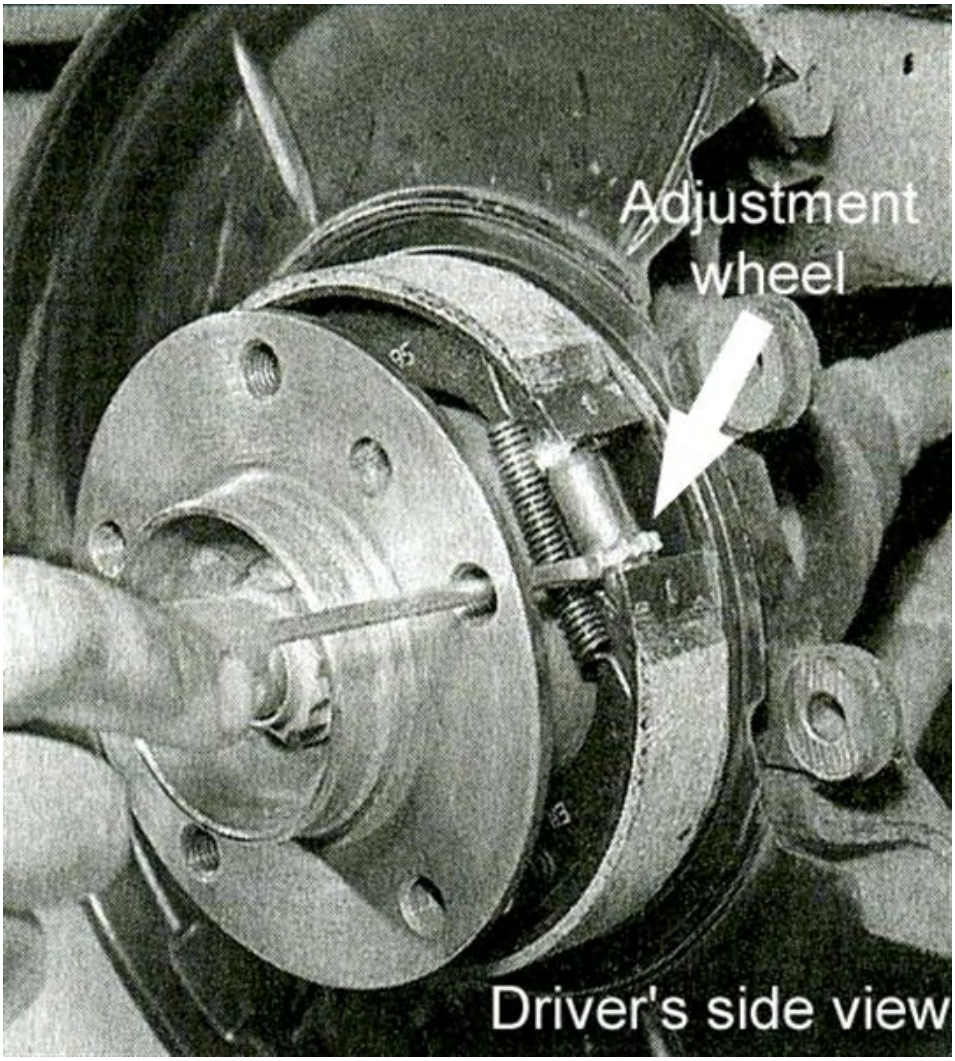



**Step iii:** Insert a flat screwdriver into the hole and spin the adjusting wheel as follows:

* On the passenger side of the car, spin the adjusting wheel downwards
* On the driver side of the car, spin the wheel upwards




**Step iv:** Continue spinning the adjusting wheel until it cannot be turned any more. At this stage, the parking brake adjustment for that wheel should be fully expanded and the rotor should not turn if you try to. If the rotor spins, the adjusting wheel is not expanded to its fullest position.

**Step v:** Turn the adjusting wheel in the opposite direction 4 times.

**Step vi:** Do the same procedure on the other wheel (noting the difference in directions from the opposite wheel). This assumes that you have similarly disassembled the brake on the other side of the car.

**Step vii:** When these steps are completed, both rotors should spin freely (as much as is normal) and the parking brake handle should only "click" about 4-5 times when lifted.

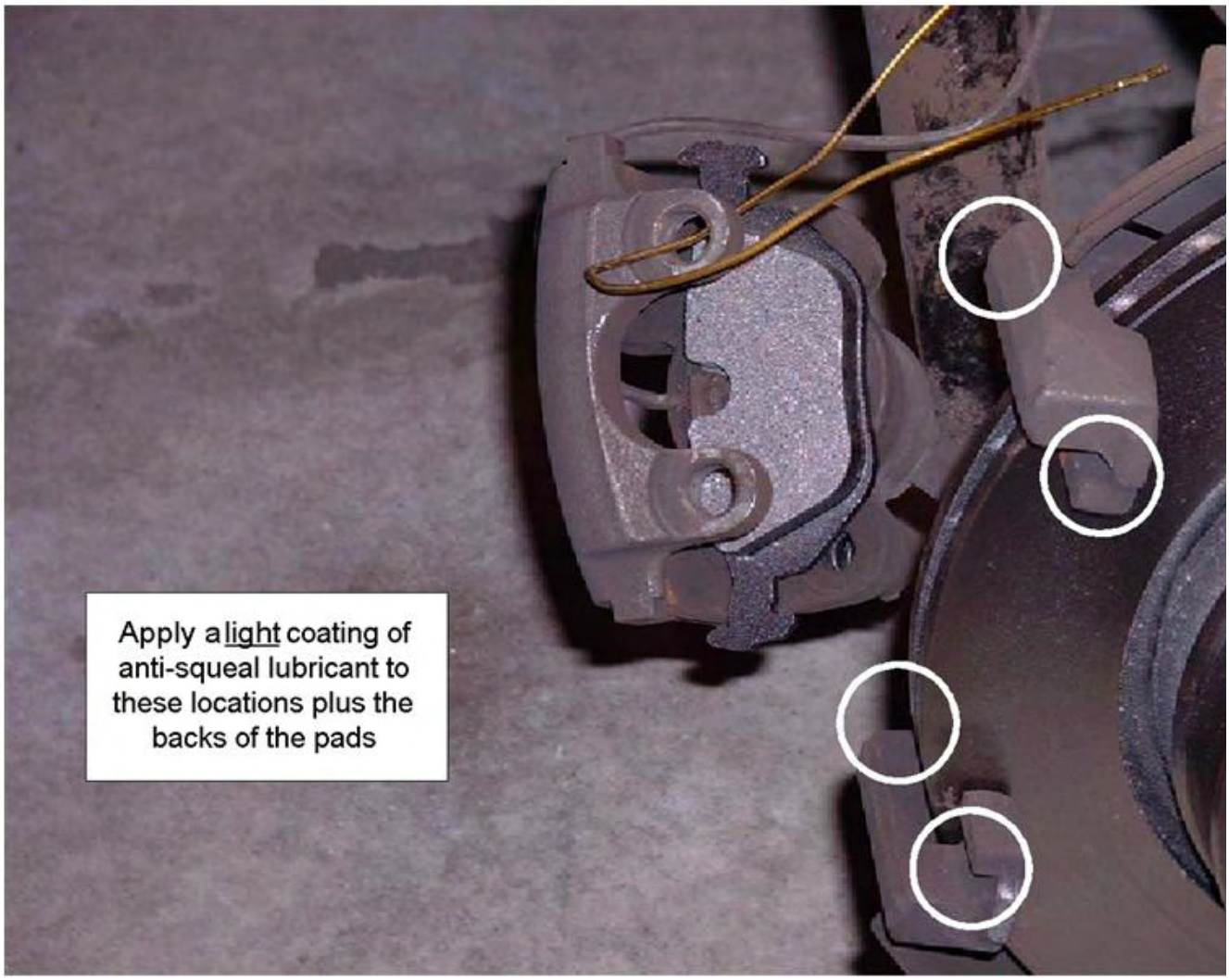
**Step viii:** Keep the parking brake engaged.

**Reinstallation (continued)**

**Step 30:** Reinstall the brake pad carrier. Tighten bolts to 67 Nm.

**Step 31:** Apply anti-squeal lubricant to the areas of the brake pad carrier where the pads will touch. Also apply this to the back of the new brake pads.

Caution: Under no circumstances should any foreign materials such as grease get onto the rotor surface. If necessary, remove any excess anti-squeal lubricant or clean the rotor with brake cleaner.




**Step 32:** Insert the clips of the inner brake pad into the caliper piston making sure not to touch the brake pad surface material.

**Step 33:** Insert the outer brake pad into the outer slot in the brake pad carrier.

**Step 34:** Unclip the wire hanger from the caliper then move the caliper assembly into it's original position and over top of both brake pads.

**Step 35:** Reinstall the upper and lower caliper guide bolts. Torque to 30 Nm.

**Step 36:** Reinstall the anti-rattle clip.

**Step 37:** Reinstall the plastic caliper bolts caps.

**Step 38:** Re-attach the brake wear sensor cable to the sensor cable clip.

**Step 39:** Perform the same procedure on the other side.

**Step 40:** Reinstall both wheels (torquing the lug bolts to 110 Nm).

**Step 41:** Remove the jack stands from both sides and return the car to the ground.

**Step 42:** Start the car and pump the brakes several times to ensure that the pads are seated properly.

**Step 43:** Take the care for a test drive and ensure that the brakes operate smoothly.

For the first few hundred kilometres, the brakes will seems somewhat less effective than usual - this is normal. During this break in period, avoid sudden, hard stops if possible. Normal braking performance will return after the break in period.

**Step 44:** Clean up your tools.

# About The Author

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