Brake Pad Replacement (non-vented - 1.4 IE)

When time comes for the brake warning check light to come in your dashboard, then it is high time you replaced those brake pads!. It is a simple procedure and the DIY mechanic can do it easily.

What you need is:

- brake pads
- wrenches of 13 & 15 mm
- a small piece of wood
- a carpenter's brace
- optionally moly grease (the one for CV joints)

Let's begin

Here are the brake pads out of their box along with 4 screws for the calipers. Be sure to ask your dealer to supply you with the correct number of screws as ATE pads ship only with 2 screws. It goes without saying that these screws MUST be replaced in every pads replacement.

Slightly undo the wheel bolts when the vehicle is still touching the ground

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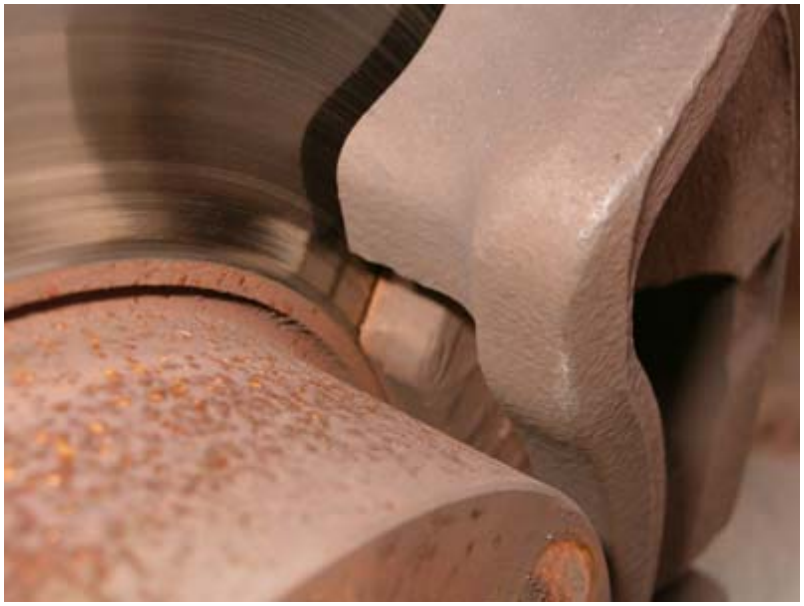
This is how the fenderwell looks without a wheel



Notice the thin layer of brake pad material that has remained

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from another view

disconnect the brake pad wear sensor connector

and loosen slightly the brake fluid reservoir cap

remove the protective cover from the bleeding nipple

remove the cable from the spacers

you don't have to remove the clip - simply remove the cable by passing it through

cable is out

Now using a 13 mm (left) and a 15 mm wrench (right) undo the upper and lower caliper bolts

Do the same for the lower bolt.

these are the screws that need to be replaced by new ones

get hold of a small piece of cord and hang the caliper from the spring - do not hang the caliper from the brake hose!!! you will end up with stretched brake hose and problematic braking will result.

remove the old brake pads ...

... and the rods along with the rubber boots

My personal experience using CV joints grease in these rods is very good. Moly grease is rubber friendly, so no harm done to the boots and in addition it offers very good lubrication for the mobile part of the caliper

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Apply a thin layer of grease and install the boots paying attention to place the dense fold towards the head of the rod

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Now we need to do something in order to push inside the brake piston

A small piece of wood and a carpenter's brace is perfect

Got it in! Pay attention here - pushing inside the piston means brake fluid level goes up in the reservoir. Keep an eye in the level and if necessary use a syringe to remove any excess fluid. If it is more practical, you can use a simple straw.

Place the new pads in their position

and pass the sensor cable through the caliper

These are the new screws that will bolt on the fixed part of the caliper

Again use the 13 mm & 15 mm wrenches to bolt everything up

Pass the sensor cable inside the clip and fasten it to the various spacers as you had done during disassembly

Finally don't forget to connect the sensor to the wiring harness of the vehicle and tighten the brake fluid reservoir cap.

Don't forget that new brake pads need a certain amount of kms in order to bed in ; do not expect their best for the first 100 kms more or less, so drive carefully !!!

Well done!

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