

Front pads replacement

- First, remove the pins and punch out the 2 rods from behind; careful that the retaining plate will spring out!



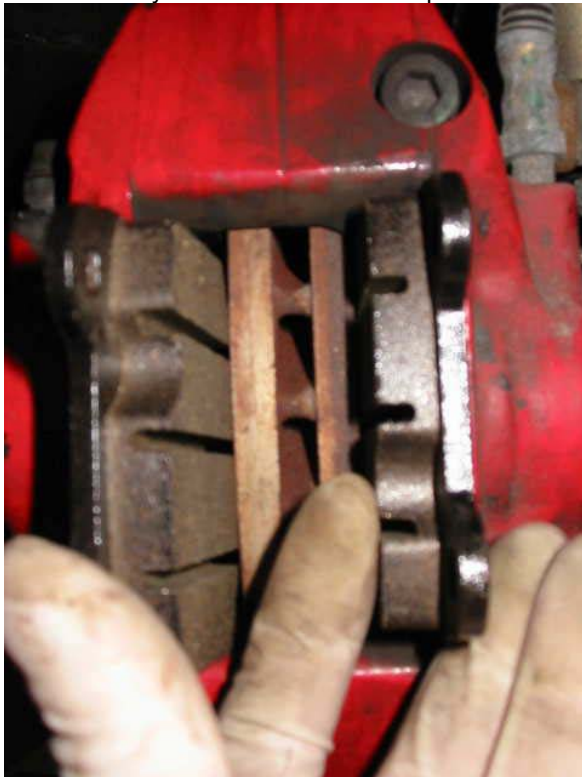
- Then the 2 pads will easily slide out, at the most you can pry'em out gently...



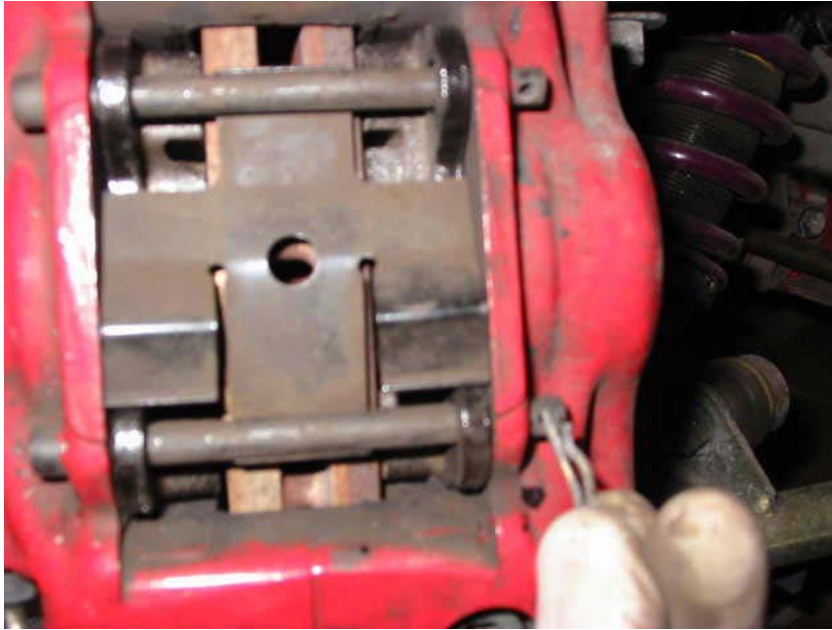
- Now its time to pry the calipers as wide as they go....use any tool as long as its not sharp, since you could cut the rubber sleeve. Before that, open the cap of brake fluid reservoir, but don't forget to close it afterward!



- Now you can slide in the new pads!



last thing needed is to reinstall the 2 rods, keeping the retaining plate below, and don't forget to re-apply the 2 clips!



Note:

The retaining plate is not mandatory, its purpose is to limit pads rattling/squealing/clicketing....track boys keep it out, since there is better cooling w/out it....so is a personal choice to re-install it or not. So, track-days addicts might wanna try w/out.

Job done! 😊

While there, you can bleed the system too, but you need a partner to depress the brake pedal.

It's easy, isn't it?
no bolts to undo whatsoever.

Now take it easy for the first miles, the pads will have to bed-in.....after a few days, you can prep'em right....do 4-5 medium braking sessions on an empty stretch, so to get the pads to temp.

Then, w/out cooling time, go for 3-4 emergency stops from 60 to 20mph. beware of temporary fading, since brake resins might evaporate in the process. Discs should look purple-ish after that.

A note about pads wear:

Wear is higher on the inner pad, and even more on the bottom half.

Pads can be rotated easily, so you can swap interior/exterior pads for a more even wear; a bit of pads-beading has to be allowed again, when rotating pads.

Front Brake Disk Renewal

Renewing the front disks is a little more difficult than the rears, in that you have to undo 2 bolts.

First remove the front brake pads as described above.

Next remove the 2 socket head bolts that hold the caliper on using an 8mm Allen key



The caliper can then be rotated and rested with the steering rack down the centre of the caliper.

Next 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



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 reattach the caliper and then follow the above procedure for replacing the brake pads.

Disclaimer

This is offered as a guide to an experienced person only. Don't attempt this if you are not sure!!