

- Remainder of installation is reverse of removal.
 - Clean brake caliper mounting bolts (7 mm Allen). Replace ones which are not in perfect condition. Do not grease.
 - Top up brake fluid to MAX marking.
 - Before driving car, pump brake pedal several times so that brake pads contact brake rotors.
 - Check that brake fluid level is correct. Top up if necessary.
 - **Turn ignition key ON (without starting engine) for at least 30 seconds. This will clear fault memory and turn off brake pad warning light.**

Tightening torques

Brake caliper to pad carrier (7 mm Allen)

- Front caliper 30 Nm (22 ft-lb)
- Rear caliper 28 Nm (21 ft-lb)

Road wheel to hub 120 ± 10 Nm (89 ± 7 ft-lb)

Brake rotors, removing and installing

- Raise car and remove wheels.

WARNING—

Make sure that the car is firmly supported on jack stands designed for the purpose. Place jack stands beneath structural chassis points. Do not place jack stands under suspension parts.

- Remove brake caliper carrier bolts (**arrows**). Suspend brake caliper from chassis using stiff wire.

NOTE—

Hydraulic brake line remains connected.

- Remove brake rotor mounting screw (**arrow**) and remove rotor.
- Inspect rotor for cracks, signs of overheating and scoring.
- Minimum allowable thickness (MIN TH) is stamped on rotor hub. Measure rotor braking surface with a micrometer at eight to ten different points and use the smallest measurement. Compare to specifications in table below.
- If rotor does not pass minimum thickness requirements or is damaged, replace rotor.

