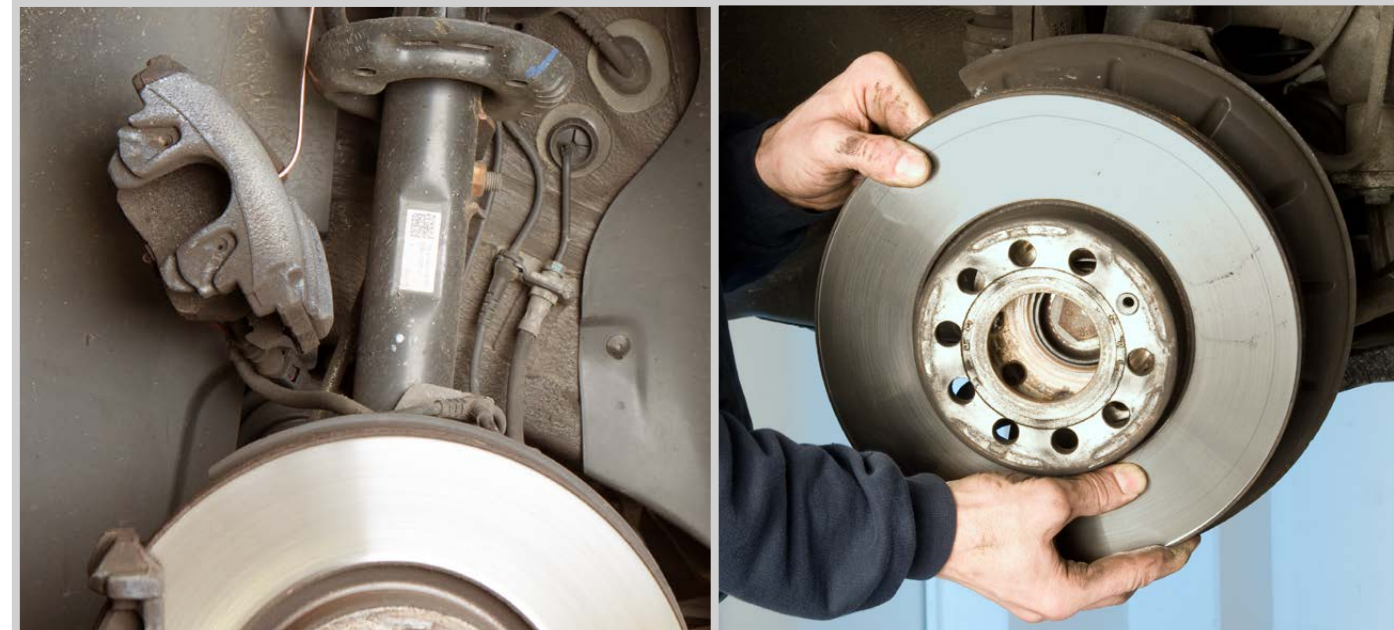


Disc Brake

1. Removing the Disc Brake

- Check suspension and brake components for damage.
- **Replace defective parts!**
- Unbolt the calliper and remove.
- **Ensure no tension load is applied on the brake hose.**
- Uninstall calliper bracket, if required.
- Remove brake disc.



2. Derusting and Cleaning the Wheel Hub

- Thoroughly remove surface rust from wheel hub mounting face.
- Use appropriate wheel hub grinder.
- **Do not damage wheel hub!**
- Clean derusted surfaces using brake cleaner.
- Check brake anchor plate and wheel hub mounting face for damage.

We recommend checking the mounting faces for true running using a dial gauge and stand.



3. Installing the New Brake Disk

CAUTION: Always replace the brake pads along with the brake discs.

- Remove corrosion inhibitor from new brake disc using suitable cleaning agent.
IMPORTANT: MEYLE PD brake discs come as ready-to-be-installed assemblies. They do not require cleaning and/or degreasing.

CAUTION: Do not remove the anti-corrosion coating of the MEYLE PD brake disc.

- The new brake disc must be entirely free of residual grease!
- Position new brake disc on wheel hub and secure, if necessary.



4. Post-Installation Testing

- Measure brake disc for lateral run-out at approx. 15mm from outer disc edge.
- Use appropriate tooling.

CAUTION: Always replace all brake discs and pads per axle! Always replace brake pads along with brake discs (for instructions see right-hand column).



Brake Pad

1. Removing the Brake Pads

- Unbolt the calliper and remove.
- **Ensure no tension load is applied on the brake hose.**
- Uninstall worn brake pads.



2. Derusting Mounting and Guide Surfaces

- Thoroughly remove surface rust from brake pad mounting face.
- Depending on brake design, also derust and clean calliper bracket guide surfaces.
- Use appropriate brush.
- **Do not damage calliper bracket!**
- Also check brake calliper, anchor plate, tightening screws, guide plates and other small system parts for rust and damage and replace, if necessary.

WARNING: Do not use compressed air to clean brakes, as this will stir up fine dust which, when inhaled, is a serious health hazard.



3. Retracting the Brake Piston

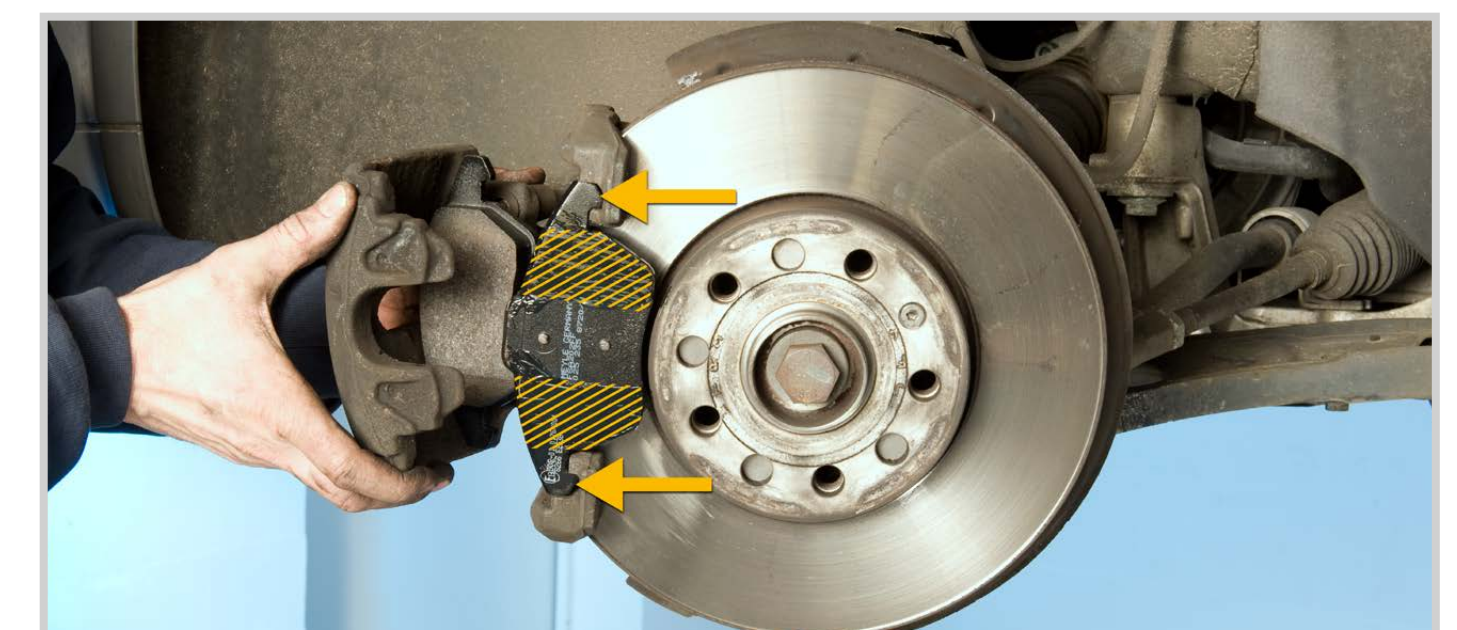
CAUTION: Have an electric parking brake and pull-away assistant replaced by an expert using suitable electronic tooling to ensure proper functioning and prevent damage.

- Prior to proceeding, check brake fluid level and drain some fluid, if necessary.
- Wind back brake piston using suitable retraction tool. Adhere to manufacturer's specifications!
- Take care not to tilt the brake pistons.



4. Installing New Brake Pads

- Lubricate mounting and guide surfaces on calliper bracket and brake pad using high-temperature-resistant, metal-free for-life grease.
- **Keep brake pad friction surfaces free of grease!**
- Lubrication of the MEYLE brake pad back plates is not required, as they are fitted with a damping sheet.
- Mount new brake pads and ensure they move freely.
- Reinstall calliper.



SYSTEM FUNCTION CHECK

- Pump brake pedal until it becomes stiff.
- After pedal has been depressed several times pedal travel must not vary at constant pedal load.
- Check wheels for free rotation.
- Check brake fluid level in expansion tank and top up, if required.
- Perform test stops.

CAUTION:

- Always replace brake pads along with brake discs.
- Always replace all brake discs and pads per axle! When replacing the brake pads only, follow the instructions in the right-hand column.
- These repair instructions are for information purposes only and do not substitute the specifications of the vehicle and brake manufacturers.
- Brake system repairs may only be performed by adequately skilled and trained personnel.
- Break-in new brake discs and pads carefully.
- Avoid unnecessary heavy braking on the first 200 kilometres.
- Brake performance can be lower on the first 200 driven kilometres.

To learn more about MEYLE premium-grade brake parts visit www.meyle.com.

