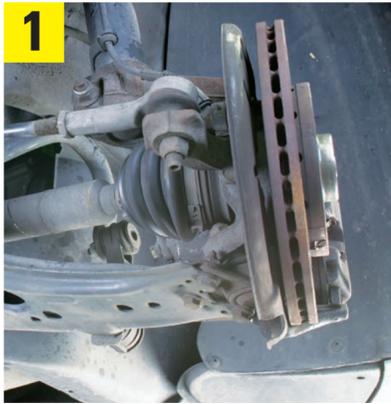


# HOW IT'S DONE

## DISC BRAKE REPAIR



1

### Start of brake repair

Check that brake discs and/or pads have reached the wear limit. Before starting the brake repair, all relevant components in the area of the axle and the hydraulic system must be checked.

► **It is important to replace any defective parts.**



6

### Greasing the guide surfaces of the caliper bracket

Grease the cleaned guide surfaces of the caliper bracket with a non-conductive, heat-resistant and solids-free (non-metallic) agent (Textar CERA TEC).

► **Do not use copper paste!**



2

### Measuring the brake disc thickness

Measure brake disc thickness with an appropriate measuring gauge

► **Attention: Observe minimum thickness!**

Brake disc must not fall short of the minimum thickness up to the end of the service life of the new brake pad.

Depending on the version, wheel bearing and/or sensor rings should also be replaced.



7

### Fitting the brake disc

Fit the new brake disc on the wheel hub and – depending on the type and system – fasten with the retaining screws.

We recommend measuring the newly fitted brake discs for lateral run-out approx. 15 mm below the the outer edge using a dial gauge. Ideally, this measurement is performed with a properly mounted wheel.



3

### Remove rust from the contact surface and hub

After dismantling the old brake discs, remove rust from the contact surface and the hub edge using appropriate tools (e.g., wire brush, Emery paper etc.).

► **Attention: Do not damage the wheel hub!**

The caliper, which is still connected to the hydraulic system, must be fastened so that no tensile load is exerted on the brake hose.



8

### Moving back the brake piston

The brake piston must always be moved back using appropriate adjusting tools in order to prevent the piston jamming or twisting.

In doing so, attention is to be paid to the different versions of the caliper and/or the brake system, as well as to the manufacturer-specific requirements and special tools.



4

### Cleaning the contact surface and hub

Use Textar brake cleaner to clean the metallic-bright contact surface.

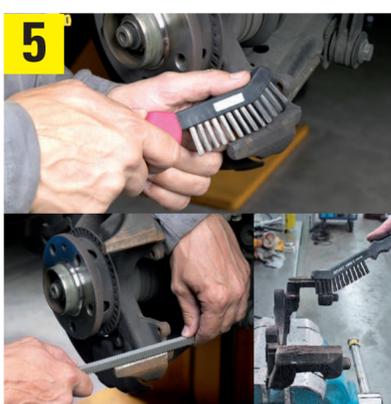
We recommend checking the cleaned hub with an appropriate measuring gauge (dial gauge with stand) for possible lateral run-out. Check backing plate for damage and clean.



9

### Greasing the contact points

Metal-free anti-squeal lubricant is not required on the backing plates of pads with so-called secondary measures, such as **damping lacquer coatings** or **dampening shims**. Lubrication is only vital in the area of the **contact points** of the pad and on the guide shafts. The torques settings and specifications/guidelines of the vehicle and system manufacturers are to be observed in all steps of the repair process.



5

### Remove rust from the guide shafts of the caliper bracket

Depending on the design, remove rust and residues from the guide shafts of the dismantled caliper bracket using a wire brush and/or caliper file.

► **Attention: Do not damage the caliper bracket!**

Visually check the bracket for damage.



10

### Wheel mounting

To prevent wheel hub damage and / or lateral run-out of the brake discs, the wheel bolt / nut must be tightened according to the manufacturer's specifications (sequence and torque).

► **Attention: when using impact wrenches always use a torque limiter, then finish installation with torque wrench.**

Wheels must be fitted to the correct torque setting to avoid damage.

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