

Front Brakes

Had to eliminate a few pics to get this all in but think I left enough to Get r done?

May be some lubricant differences here that some do different than I? I'm not a fan of putting grease or anything that attracts dust and dirt on the slide pins. I use a dry silicone spray to keep the dirt from sticking and causing the brake pads to hang up. Others may do it differently I'm basically showing the technique. Comments in the pics. Add your comments and ideas in the comments. Thanks



(left) Remove the cover screw

(right) It's a little plastic cover that gets hung up sometimes and has to be drilled out. I read somewhere that you could use old brake slide pins and cut the Allen head Part off the pin and use those instead for easier removal? But if you use some never-seize on the threads when you reassemble it you shouldn't have a problem.



(left) After the cover screw is removed you'll find an Allen head you need to clean the head out real good so your Allen wrench will fit all the way into the head nice and tight.

(right) After the plug is out And the Allen head is cleaned out I shoot a little PB Blaster up in the hole to try and help it free up. This pin can be a bugger to remove if the last guy didn't use some never-seize on the treads when he reinstalled it?



(left) Hold in tightly on the Allen wrench and give the wrench a wack to break it free. I don't remove it yet just make sure it's broke loose. Easy to have the bikes hold it while you are trying to loosen it then trying to hold it and twist it.(right) Next remove these 2- 12mm bolts and hold the caliper from falling when you remove them.



(left) Pull the caliper out from behind the mounts.

(right) finish removing the Allen head slide pin.

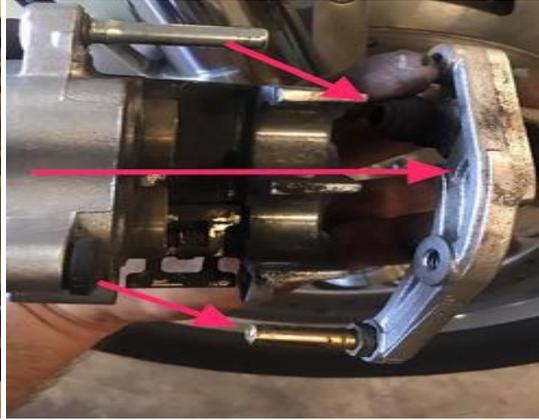


Left) hang onto the pads cause you're setting them free when you pull the pin out

(right) These still have plenty of life left.



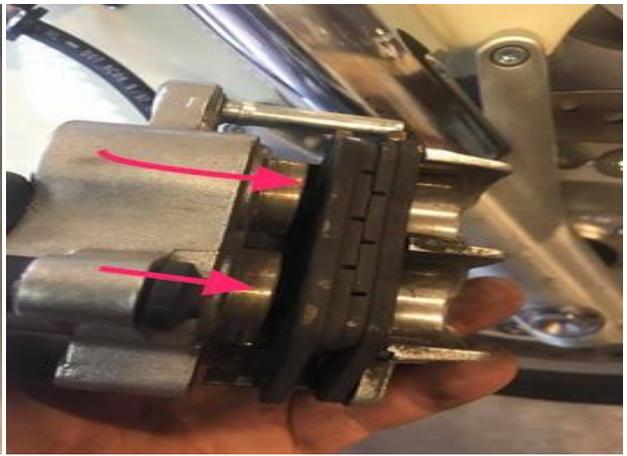
(left) Separate the 2 pieces of the caliper



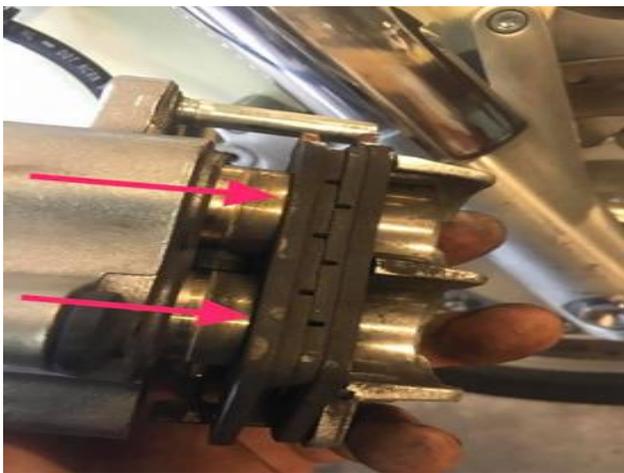
(right) Slide it all the way off the pins



(left) Remove the rubber boot and pad clip



(right) I put the pads back in the caliper as a stop so I can squeeze the brake handle and force the pistons out a little for cleaning the ridges off them



(left) Squeeze the front brake handle slowly to push the pistons out. Don't go so far you pop the pistons out but you can see the ridges where they are setting most the time about center of what you have pushed out here.

(right) Here you can see the ridges better.



(left) use a strip of 1500 grit extra fine sand paper and make a loop around the pistons to clean them up.

(right) I do all the pins also to make them nice and smooth.



(left) After using some brake cleaner and compressed air to blow out the holes and dirt I spray some dry silicone spray in the holes and on the slide pins

(right) I spray anything that slides.



(left) Including the Allen head pin. The stuff I'm using is made by WD-40 and you have to shake it up. Seems to work pretty good?

(right) Next I stick the pads back in the caliper loosely just like I did when I pushed the pistons out. Now we have to push them back in. I use a pair of welding clamp vise grips, but you could use a couple small C clamps would work well too. I put something wood on the face of the caliper just to keep it from being damaged. Using the wood handle of a wire brush here.



(left) If your using 2 clamps you can just tighten them down evenly as it squeezes back together but I'm using only one so have to alternate back and forth between the 2 pistons.

(right) Squeeze till the pistons are all the way compressed.



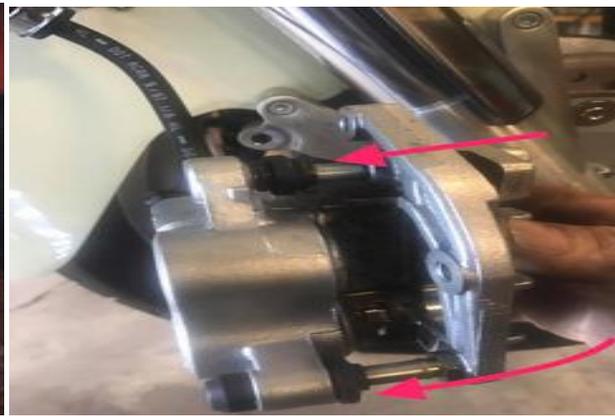
(left) Put a dab of silicone grease or dielectric grease on the end of the rubber plug so it will seal the dirt and moisture out.



(right) Put the clip back in.



(left) Should look like this when in correctly.



(right) Slide the 2 caliper parts back together.



(left) Put the first pad in with the metal against the pistons, pad Part facing out and the hole where the pin came out.



(right) Make sure the end goes into the clip like this.



(left) Then slide the other pad in so both pad parts are facing each other

(right) Then insert the pin back in and thru the holes of the pads.



(left) Put a little never-seize on the threads (right) important to use when you if you have to disassemble



(left) Slide the caliper back into place. Be sure one pad goes on each side of the rotor so it will squeeze the rotor and you will have brakes



(right) I use a drop of blue loctite on these 2 bolts. Some may say no but I don't want them falling out when I need brakes the most. I'll give that extra grunt to remove them.



(left) Tighten the bolts



(right) Tighten the Allen head slide pin bolt up.



(left) Reinstall the plastic plug cap



(right) And ready to move to the other side which is identical to this side. Easy job.