











Disassembling The Brake System



1. Remove Lug nuts
19mm Lug Nuts -- 6-point socket recommended  



2. Remove nuts from knuckle bolts
13mm nuts  

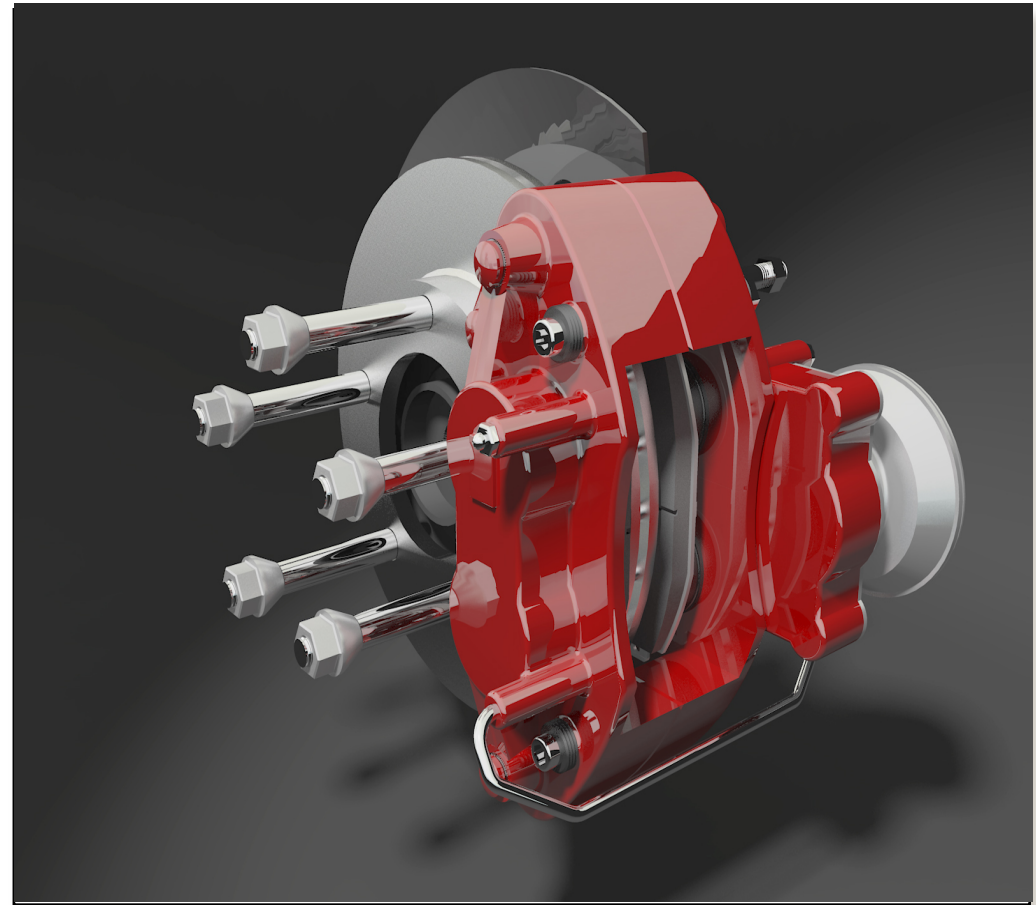
3. Slide Dust cover off of Knuckle bolts
Wear a mask to avoid inhaling loose brake dust  

4. Remove Knuckle
Use a hammer to loosen if parts are rusted together  

5. Remove Caliper assembly
Do not allow caliper assembly to hang from brake hose  

6. Slide apart Rotor and Hub
Again, a hammer might be needed, use a thick rag or towel to prevent denting either part  

- [Reset Animation](#)  



NOTE: Assembly is the reverse of Dissassembly

Warning: If brake system has been in use, there will likely be some residual brake fluid in the hoses and in the pistons which will leak out with handling. Brake fluid is a category 4 corrosive and will severely damage paint. Brake fluid is also a eye/skin irritant and this procedure should always be done with AEC approved gloves. If fluid is ingested, get to an emergency room immediately.