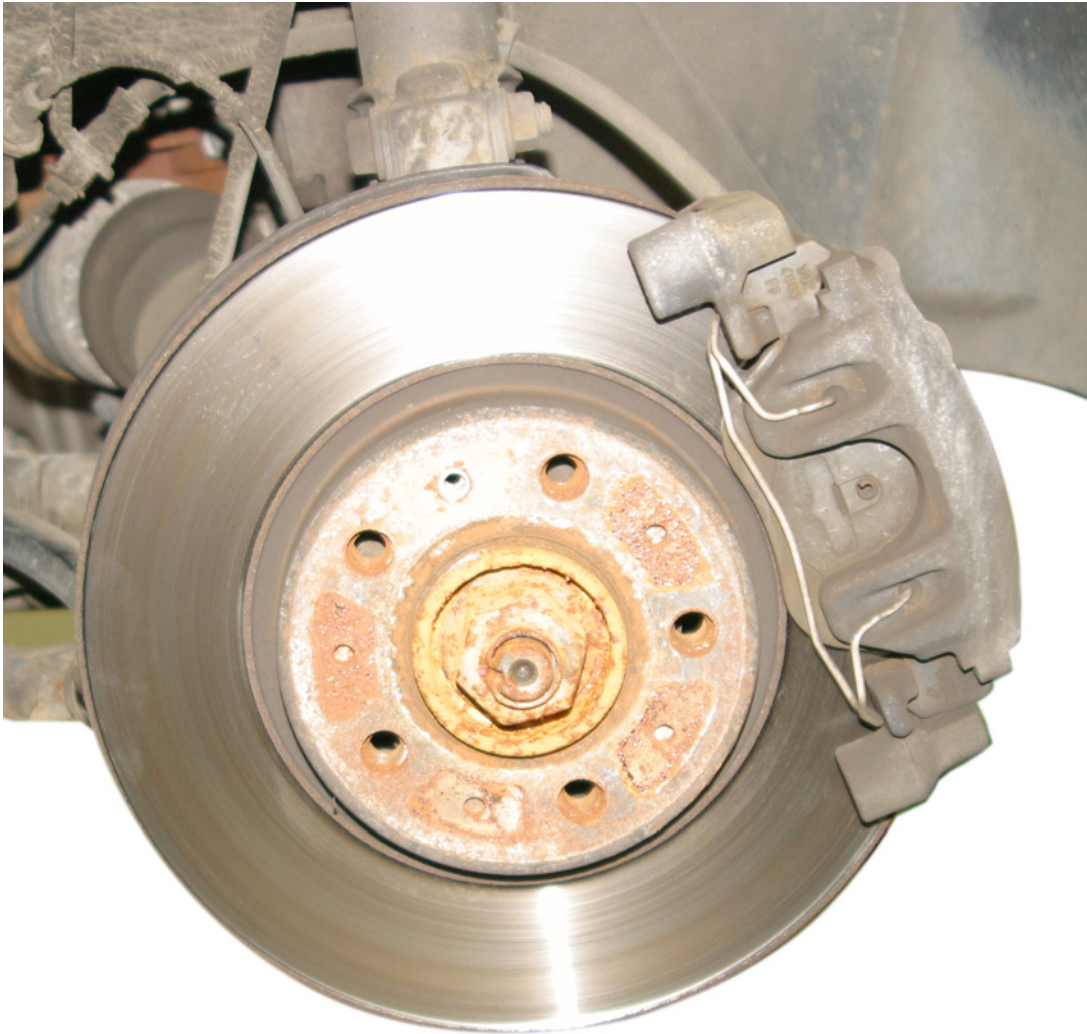


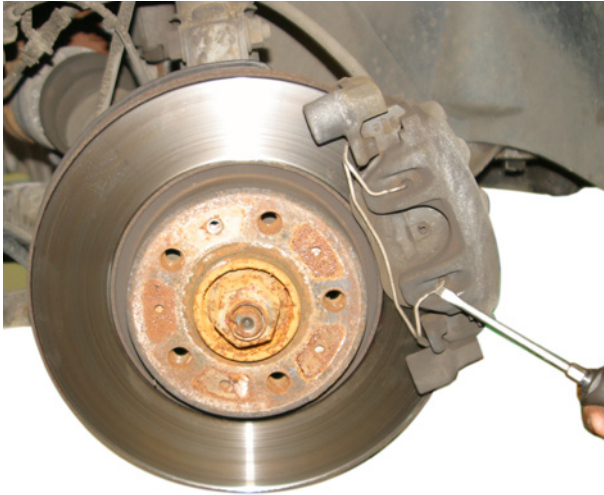
Disc and Pad Replacement TEVES FN



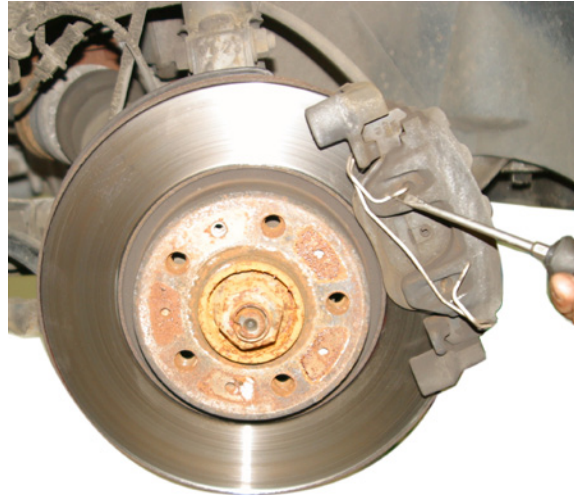
A generic example how to change discs and pads on a front application incorporating the TEVES FN-type Caliper



Disc and Pad Replacement TEVES FN



Carefully remove the pad bias spring from one of its location points with suitable pliers or a standard screw driver. **IMPORTANT:** Take care when removing the spring, tension could cause it to fly from the brake causing injury.



Release the spring from the second location point and remove from the caliper.



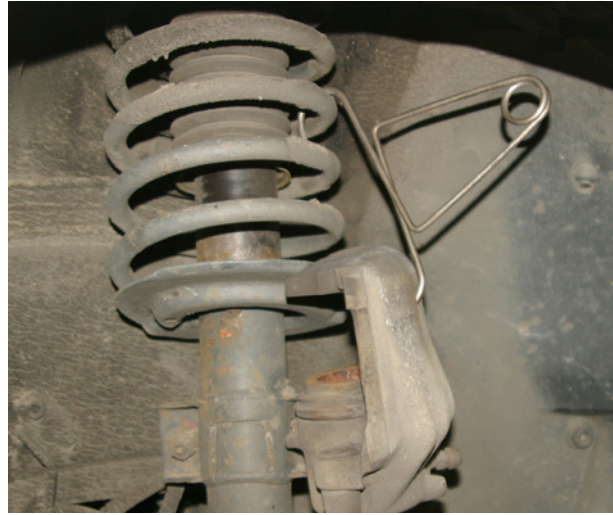
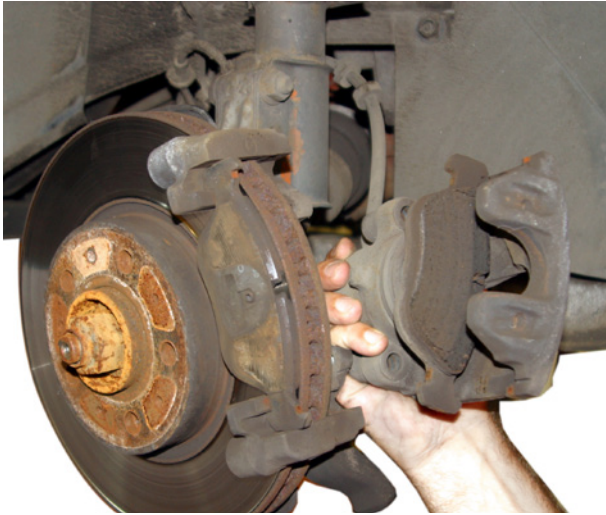
Remove both guide pin dust caps and check their condition. It is vital for the correct function of this brake system that the dust cap is not damaged. Water and dust ingress will lead to corrosion, which will affect the brake sliding ability. This can result in poor braking efficiency, overheating or disc damage.



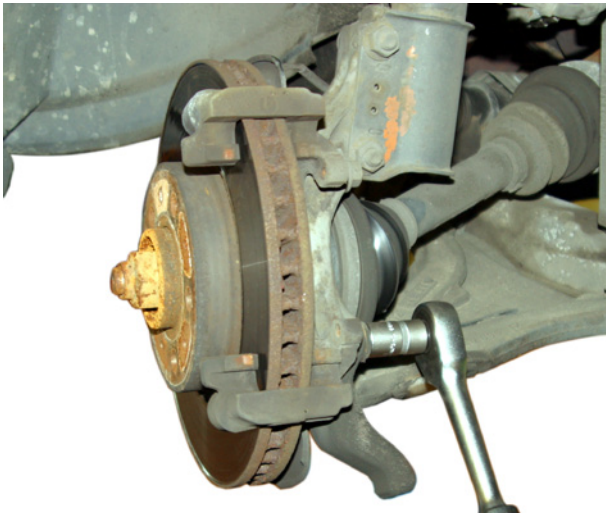
Remove both guide pins. Typically a 7 mm hexagon Allan key will be required.



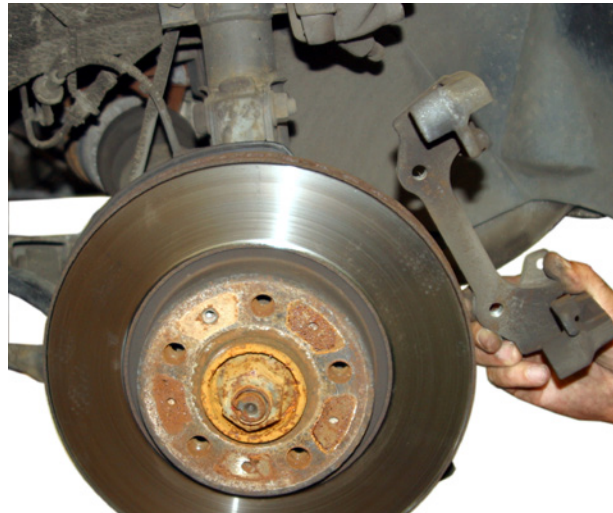
Disc and Pad Replacement TEVES FN



Lift the housing from the carrier and support from the suspension to prevent damage/strain of the brake hose. Check the condition of the brake pipes and hoses. If there is doubt in the suitability for further use, replace with new parts. Remove the worn brake pads from the carrier.



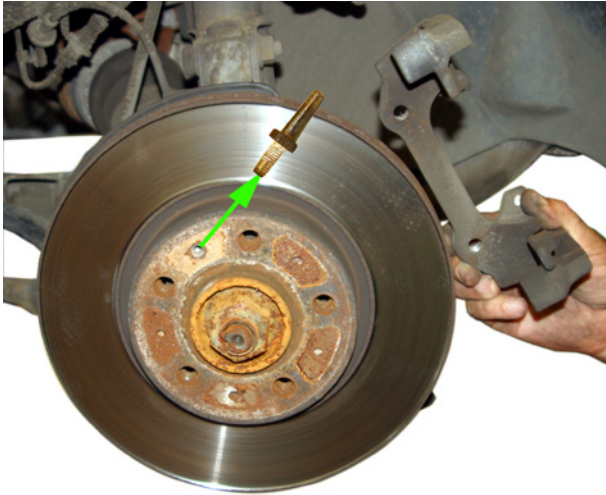
Remove both carrier retaining screws. Typically 17 mm or 19mm hexagon screws are used.



Remove the carrier and inspect for damage and corrosion.



Disc and Pad Replacement TEVES FN



Where applicable, remove the disc retaining screw. Remove the disc.



Examine the disc mounting face on the hub for corrosion or damage, including the threads.



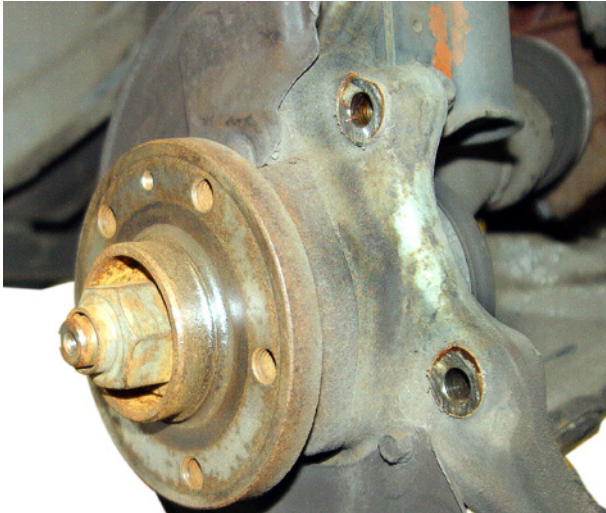
Clean the wheel hub with a wire brush. TRW Brake Cleaner will help to prevent brake dust. Always wear safety glasses to prevent injury.



In some cases it may be necessary to use abrasive paper to remove corrosion from the hub. Take care not to remove metal from the hub face. Never use grinding tools. They will destroy the surface of the hub



Disc and Pad Replacement TEVES FN



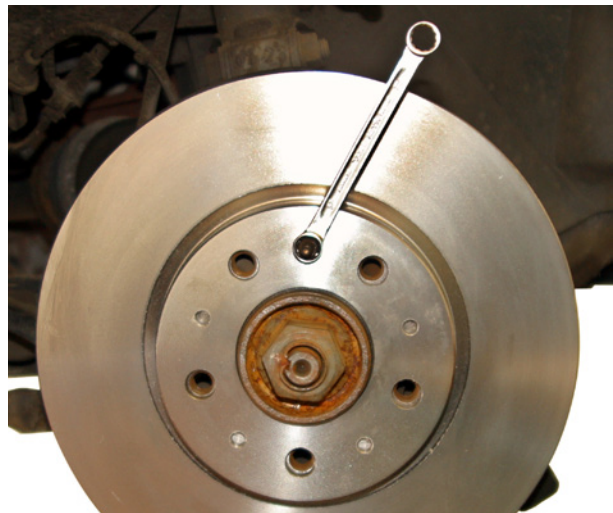
The hub should look like that shown above if correctly cleaned.



Clean the carrier following the procedure detailed for the wheel hub. Pay particular attention to the pad abutment faces.



Degrease all surfaces of the new disc. Take care when handling the clean disc and ensure no grease/dirt is transferred to the clean surfaces.



Align the new disc correctly onto the hub and, where applicable, fit the disc retaining screw. Tighten to the torque level specified by the Vehicle Manufacturer.



Disc and Pad Replacement TEVES FN



Refit the carrier and ensure the retaining bolts are tightened to the torque level specified by the Vehicle Manufacturer.



Fit the new outer/inner brake pads into the carrier. For some applications the positioning of the pads is dependant on the direction of disc rotation. If in doubt refer to the Vehicle Manufacturers recommendation.



Using TRW Brake Cleaner, clean and examine the guide pins. Dirty, corroded or worn guide pins will affect the sliding ability of the caliper housing. A seized or partially seized Caliper can result in poor braking efficiency, overheating or disc damage.



Disc and Pad Replacement TEVES FN



Locate the housing correctly on the carrier, ensure the pads remain correctly located. Fit the guide pins and tighten to the torque level specified by the Vehicle Manufacturer.

Fit new bias spring.



Clean the hub contact surface of the road wheel. Clean the wheel inside and outside, this will help prevent vibrations due to imbalance. Avoid heavy braking for the first 200Km, 125 miles

