# 2007-2013 Chevrolet Avalanche - Brake Pad

2007-2013 Chevrolet Avalanche | Advanced | 1-3 hours | $205 DIY

**TOOLS**

Floor jack, rated jack stands, and wheel chocks  Lug wrench and calibrated torque wrench  Brake piston compressor or suitable spreader  Socket set, wire brush, brake cleaner, gloves, and eye protection

**PARTS**

Front or rear brake pad set for 2007-2013 Chevrolet Avalanche; verify axle, brake package, and VIN fitment $180.00 Replacement pad hardware or wear sensor only if the kit requires it $25.00

## STEPS

1. **Confirm the front brake package and inspect - Confirm the FRONT axle (GMT900).** Dual-piston calipers, two 51mm phenolic pistons, 13-inch (330mm) vented rotors, 6-lug hubs. Check pad thickness; inspect for scoring, heat cracks, or heavy lip. Uneven wear across the pistons suggests a sti...
2. **Park, chock, loosen lugs, and lift safely - Park level; Park; brake set; chock rears.** Break the six front lugs loose on the ground; jack the front onto heavy-duty stands under the frame rails. Remove lugs and wheel. Shake the truck hard - never under a jack alone.
3. **Remove the caliper guide bolts and hang the caliper - Remove the two guide bolts. The** caliper is heavy - support it coming off. Slide straight off; hang from the frame with a sturdy hook. Never by the hose; keep its natural curve so it doesn’t kink.
4. **Remove the old pads and hardware; inspect everything - Slide the old pads out; remove the** clips. Examine both 51mm phenolic pistons for cracks, chips, swelling; check the boots. A cracked phenolic piston means a new caliper. Check the rotor for scoring; measure for a wear lip.
5. **Service the pins, retract both pistons, install pads - Pull the pins; clean and** re-grease. Seat the new clips. Lay the OLD pad across BOTH pistons; compress evenly with a C-clamp - never press metal on a phenolic piston. Watch the reservoir; install new pads clean and grease-free.
6. **Reinstall the caliper and wheel; torque to spec - Slide the heavy caliper over the new** pads; torque guide bolts to spec. Wheel on; hand-start all six lugs; lower; torque star-pattern to factory spec. Verify the hose keeps its natural curve, clear of wheel and suspension through full lock.
7. **Pump the pedal, bed the pads, and test drive - Pump the pedal firm before driving - the** first push sinks low with both pistons retracted. Bed per maker’s procedure with moderate stops and cooling time; bedding prevents judder. Test for straight, quiet stops; recheck lug torque after...

**TORQUE**

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