1995-2000 Chrysler Cirrus - Front Brake Pad

1995-2000 Chrysler Cirrus | Moderate | 60-90 minutes | $88 DIY

TOOLS

Floor jack and two jack stands Lug wrench Ratchet, sockets, and extensions
C-clamp Wire brush Brake cleaner spray Bungee cord Torque wrench Gloves, safety glasses, dust mask

PARTS

Front ceramic brake pad set (1995-2000 Cirrus) $69.00
Brake cleaner spray $10.00
High-temperature silicone brake grease $9.00
Stainless pad hardware clip kit (if originals are corroded)

STEPS

1. **Raise the car onto jack stands - Park on level ground, set the parking brake, and chock** the rear wheels. Break the front lug nuts loose about a half-turn, then raise the front under the subframe onto jack stands at the subframe or reinforced rocker points.
2. **Remove the wheel and assess the brakes - Remove the front wheel to expose the** single-piston floating caliper. Check the rotor for scoring or blue heat discoloration and note pad thickness - a photo now helps match the hardware layout later.
3. **Free the caliper and remove the old pads - Unbolt the two slide-pin bolts and lift the** caliper off the rotor. Support it with a bungee looped around the strut spring - never dangle it from the brake hose. Pull the pads and set the hardware aside for comparison.
4. **Clean the bracket and service the pins - Scrub the bracket's pad surfaces with a wire** brush until rust-free, then wipe with brake cleaner. Slide the pins out of their boots, remove the old grease, check the boots for splits, and lubricate the pins with silicone brake grease.
5. **Push the piston back into the caliper - Pop the reservoir cap, then press the piston back** into its bore with a C-clamp, keeping it square. Watch the reservoir level. Dark brown fluid needs a future flush - never mix fluid types when topping off.
6. **Install new pads with fresh hardware - Press new stainless clips into the cleaned bracket** channels and grease the pad ears, keeping grease off friction faces. Install pads with the squealer tab inboard, mirroring the original layout - each should glide without sticking.
7. **Reinstall the caliper and road wheel - Swing the caliper over the pads and tighten the** slide-pin bolts evenly. Refit the wheel; snug lugs in a star pattern while raised, then finish the torque lowered. Top off the reservoir with DOT fluid if below full.
8. **Break in the new pads and test - Pump the pedal with the engine off until firm, then** start the engine and confirm pedal feel. Bed the pads with stops from 35 mph. Avoid hard stops for the first couple hundred miles; recheck lug torque after 50 miles.

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