1993-1997 Dodge Intrepid - Front Brake Pad

1993-1997 Dodge Intrepid | Moderate | 60-90 minutes | $90 DIY

TOOLS

Floor jack and two jack stands Lug wrench or breaker bar with correct socket
3/8-inch drive ratchet and socket set
C-clamp or brake caliper piston tool Wire brush Bungee cord or mechanic’s wire
Torque wrench Dust mask, gloves, and safety glasses

PARTS

Front ceramic brake pad set (1993-1997 Intrepid) $71.00
Brake cleaner spray $10.00
High-temperature silicone brake grease $9.00
Replacement stainless pad hardware clips (if corroded)

STEPS

1. **Secure the car on jack stands - Park level, parking brake on, rear wheels chocked. Break** the front lug nuts loose on the ground, then raise the front under the subframe with a floor jack and set it on jack stands at the pinch-weld or subframe points.
2. **Remove the front wheel and inspect - Pull the front wheel off to expose the caliper and** rotor. Photograph the hardware orientation for reference. Check the rotor face for deep grooves or a pronounced lip at the edge - either means the rotor needs replacement too.
3. **Unbolt and hang the caliper - Remove the two guide-pin bolts and hang the caliper from** the coil spring with a wire - never by the hose. Slide the old inner and outer pads out, noting which had the wear indicator tab.
4. **Clean and re-grease the slide pins - Pull the bracket off for rotor work and wire-brush** the pad channels to bare metal. Pull the slide pins from their boots, wipe off the dried grease, inspect the boots for tears, and re-coat the pins with high-temp silicone grease.
5. **Compress the caliper piston - Compress the piston slowly with a C-clamp until flush with** the caliper bore. Open the reservoir cap first and watch that it doesn’t overflow as the piston retracts. Dark, contaminated fluid means it’s time to plan a full fluid flush.
6. **Install the new pads and hardware - Fit the new clips into the bracket channels, greasing** only the metal-to-metal contact points - never the friction surface. Slide the pads in with the wear-indicator tab on the inboard pad as before. Confirm both pads move freely without...
7. **Reinstall the caliper and wheel - Set the caliper over the pads and rotor, threading the** guide-pin bolts in by hand. Reinstall the wheel, lower the car, and torque the lugs in a star pattern. Top off the reservoir if the level dropped.
8. **Pump the pedal and road-test - Pump the brake pedal until firm - this seats the pistons** against the new pads. Confirm the pedal stays firm with the engine running, then bed the pads with several stops from 25-35 mph. Recheck the lugs after 50 miles.

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