1998-2004 Dodge Intrepid - Front Brake Pad

1998-2004 Dodge Intrepid | Moderate | 60-90 minutes | $71 DIY

TOOLS

Floor jack and two jack stands Lug wrench with correct socket Ratchet and socket set C-clamp or brake piston retractor Wire brush and brake cleaner Bungee cord or mechanic’s wire Torque wrench Gloves, safety glasses, dust mask

PARTS

Front ceramic brake pad set (1998-2004 Intrepid) $52.00
Brake cleaner spray $10.00
High-temperature silicone brake grease $9.00
Replacement caliper pin boots (if torn)

STEPS

1. **Lift and support the front of the car - Park on a flat surface, set the parking brake,** and chock the rear wheels. Crack the front lug nuts loose, jack up the front, and set it on stands under the subframe rails. Shake the car to confirm it’s stable.
2. **Remove the wheel and inspect the brakes - Remove the front wheel to expose the disc brake** assembly. Inspect the rotor for scoring, heat spots, or a raised lip, and check the pads through the caliper window. Photograph the hardware for reassembly.
3. **Unbolt the caliper and hang it safely - Remove the two guide-pin bolts and wiggle the** caliper off the rotor. Hang it from the strut coil spring with a bungee cord - never stretch or kink the hose. Pull the worn inner and outer pads from the bracket.
4. **Service the caliper slide pins - Wire-brush the caliper bracket’s pad abutment areas** until they shine. Extract each slide pin, clean off old grease and corrosion, check the boots, and repack with fresh silicone brake grease - seized pins eat pads in a year.
5. **Retract the caliper piston - Remove the reservoir cap and check the fluid level. If the** reservoir is already full, siphon some out with a turkey baster first. Then push the caliper piston squarely into its bore with a C-clamp, going slowly.
6. **Fit the new pads and hardware clips - Install new or cleaned stainless clips with a** whisper of brake grease on sliding contact points only. Seat the pads with the wear-squealer tab in the original inboard position - both should slide freely with finger pressure.
7. **Reassemble the caliper and wheel - Lower the caliper over the pads, hand-start the** guide-pin bolts, and tighten evenly. Mount the wheel and snug the lugs in a star pattern; lower the car and final-torque them. Top the brake fluid to the full line if needed.
8. **Seat the pads and verify the repair - Pump the brake pedal until high and firm; it must** not sink with the engine running. Bed the pads with about five moderate 40-to-10-mph stops with cooling between, on an empty road. Re-torque lug nuts after 50 miles.

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