1986-1997 Ford Aerostar - Front Brake Pad

1986-1997 Ford Aerostar | Moderate | 1-2 hours | $226 DIY

TOOLS

Floor jack Jack stands (2) Lug wrench or breaker bar with correct socket Socket and ratchet set C-clamp or brake caliper piston tool Brake cleaner spray Wire brush High-temperature brake grease Torque wrench Wheel chocks Gloves and safety glasses Drain pan or drip tray

PARTS

Front brake pad set (left and right wheels) $54.00
Brake rotors (inspect; replace if grooved or below minimum thickness) $137.00
Brake cleaner spray $7.00
High-temperature brake grease $15.00
Brake fluid (to top off the reservoir) $13.00

STEPS

1. **Park, chock, and loosen lug nuts - Park the Aerostar on flat, solid pavement and set the** parking brake firmly. Place wheel chocks behind the rear wheels and break the front lug nuts loose about half a turn while the wheel is still on the ground.
2. **Raise the front and set jack stands - Jack up the front of the van from a solid frame or** subframe point and lower it onto two rated jack stands. Give the van a firm shake to confirm it is stable before any part of you goes underneath.
3. **Remove the wheel - Finish removing the lug nuts and pull the wheel off the hub. Lay the** wheel flat under the rocker panel as an extra safety measure while you work.
4. **Unbolt the caliper - Remove the two caliper guide bolts and lift the caliper off the** rotor. Hang it from the coil spring or strut with a wire hook - never let it dangle by the brake hose, which can damage the hose internally.
5. **Remove the old pads and inspect the rotor - Slide the worn pads out and note how the wear** indicators and shims were positioned. Check the rotor face for deep grooves, cracks, or a pronounced edge lip - any of these means the rotor should be replaced or resurfaced.
6. **Compress the caliper piston - Place one of the old pads against the piston and use a** C-clamp to press the piston slowly back into the caliper bore. Watch the brake fluid reservoir and siphon some out if it threatens to overflow.
7. **Clean and lubricate the hardware - Wire-brush the caliper bracket where the pads slide,** then apply high-temp brake grease to the abutment points and pad backs. Keep all grease and oil off the pad friction surfaces and the rotor face.
8. **Install the new pads - Fit the new pads into the bracket exactly as the old ones sat,** with any wear-indicator tabs in the same position. Confirm both pads move freely in the bracket without binding.
9. **Reinstall the caliper and wheel - Set the caliper over the pads and rotor, reinstall the** guide bolts, and tighten securely. Mount the wheel, snug lug nuts in a star pattern, lower the van, and finish tightening in the same sequence.
10. **Seat the pads and test - With the engine off, pump the brake pedal slowly until it feels** firm - this seats the piston against the new pads. Check the fluid level, then road-test gently before bedding the pads with several moderate stops from 30-40 mph.

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