1992-1996 Ford E-Series - Front Brake Pad

1992-1996 Ford E-Series | Moderate | 1-2 hours per side | $74 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 $39.00
Front brake rotors (replace if scored, cracked, or under minimum thickness) $136.00
Brake cleaner $7.00
High-temperature brake grease $15.00
Brake fluid for top-off $13.00

STEPS

1. **Set up on level ground - Park the van on flat pavement, set the parking brake, and chock** the rear wheels. Loosen the front lug nuts half a turn before lifting so the wheel doesn't spin.
2. **Lift and support the front - Raise the front with a floor jack under the frame or axle** and set two heavy-duty jack stands. These are heavy vans - confirm the stands are rated for the weight and the van is rock-solid before continuing.
3. **Remove the wheel - Remove the lug nuts and pull the wheel and tire away from the hub. Set** it aside flat so it can't roll away.
4. **Remove the caliper - Unbolt the caliper from its bracket and lift it clear of the rotor.** Support it with a wire or bungee from the suspension - the rubber brake hose must never carry the caliper's weight.
5. **Pull the pads and check the rotor - Slide the old pads out and compare inner versus outer** wear - uneven wear means the caliper wasn't sliding freely. Check the rotor for scoring, heat spots, or cracks, and measure against the minimum thickness stamped on it.
6. **Retract the piston - Use a C-clamp against an old pad to push the piston squarely back** into its bore. Keep an eye on the master cylinder reservoir and remove excess fluid if the level rises near the top.
7. **Service the slide points - Clean rust from the pad abutment surfaces in the bracket with** a wire brush and apply brake grease sparingly to the contact points. Make sure the caliper slide pins move freely and their boots are intact.
8. **Fit the new pads - Install the new pads with the friction material facing the rotor and** any anti-rattle clips seated correctly. Both pads should slide in their channels without force.
9. **Reassemble and torque the wheel - Reinstall the caliper over the pads and tighten the** caliper bolts securely, then remount the wheel. Lower the van and tighten the lug nuts in a crisscross star pattern.
10. **Bed the brakes in - Pump the pedal until firm with the engine off and verify the fluid** level. Drive gently at first, then make a series of controlled moderate stops to bed the pads to the rotors. Recheck the lug nuts after 50 miles.

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