1997-2002 Ford Expedition - Front Brake Pad

1997-2002 Ford Expedition | Moderate | 1-2 hours per side | $78 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 $43.00
Front rotors (as needed) $247.00
Brake cleaner $7.00
High-temperature brake grease $15.00
Brake fluid $13.00

STEPS

1. **Secure the SUV - Park on level concrete, engage the parking brake, and chock the rear** wheels. Break the front lug nuts loose before you lift the vehicle.
2. **Lift onto stands - Jack the front from the frame rail and lower it onto two high-capacity** jack stands. The Expedition is heavy, so verify the stands are rated accordingly and the truck does not rock.
3. **Remove the front wheel - Unthread the lug nuts and pull the wheel off the hub. Lay it** flat nearby where it cannot roll.
4. **Free the caliper - Remove the caliper mounting bolts and work the caliper off the rotor.** Suspend it from the upper control arm with wire; the brake hose should hang with slack, never taut.
5. **Extract the pads and judge the rotors - Slide both pads out of the bracket and inspect** for tapered or one-sided wear, which points to sticky slides. Look the rotor over for heat checking, deep scoring, or warping felt as pulsing - replace rotors showing any of these.
6. **Compress the piston - Bridge an old pad across the piston and drive it back into the bore** with a C-clamp, going slowly so fluid has time to return to the reservoir. Siphon fluid out of the reservoir if it climbs too high.
7. **Prep the bracket - Wire-brush the stainless abutment clips and bracket lands until clean,** then butter the pad contact points with high-temp brake grease. Confirm the caliper slide pins glide smoothly in their bores.
8. **Install the fresh pads - Seat the new pads into the bracket with the wear indicators** positioned as the originals were. Check that each pad can shift slightly in its channel by hand.
9. **Bolt it back together - Lower the caliper over the pads, reinstall the bolts and tighten** them properly, then remount the wheel. Lower the SUV and finish the lug nuts in a star pattern.
10. **Break-in drive - Pump the pedal to restore a firm feel, top off the brake fluid, and take** a careful test drive. Bed the pads with repeated moderate slowdowns and avoid panic stops for the first couple hundred miles.

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