2011-2016 Honda CR-Z - Brake Pad Replacement

2011-2016 Honda CR-Z | Advanced | 1-3 hours | $205 DIY

TOOLS

Floor jack, rated jack stands, and wheel chocks Lug wrench and calibrated torque wrench Brake piston compressor or suitable spreader Socket set, wire brush, brake cleaner, gloves, and eye protection 12mm Socket 14mm Socket 17mm Socket

PARTS

Front or rear brake pad set for 2011-2016 Honda CR-Z; verify axle, brake package, and VIN fitment $180.00

Replacement pad hardware or wear sensor only if the kit requires it $25.00

STEPS

1. **Confirm axle, parts, and brake condition - Single-piston floating front calipers. Confirm** the front axle; match pads with correct shim set. Check rotor thickness against the rotor-hat minimum. Hybrid: ignition fully off so booster pump can’t pressurize. 12mm, 14mm, 17mm; look up to...
2. **Lift and secure the vehicle - Park level; Park; brake set; ignition fully off. Loosen the** lugs on the ground; lift one corner onto a stand under the pinch weld - never the jack alone. Chock the rears. Remove the wheel; steer toward the working side.
3. **Remove the caliper and old pads - Unbolt the caliper; slide it off; hang it from the** strut - never by the hose. Slide pads and shims out, noting the wear-indicator position. Pull the slide pins; inspect boots and hose. Doing rotors? Use an impact screwdriver.
4. **Install pads and hardware - Wire-brush the bracket lands; fit the stainless shims. New** pads in, wear indicator original. Push the piston back with a C-clamp and an old pad; watch the reservoir. Re-grease the slide pins; seat the boots; slide the caliper back.
5. **Torque, pump, and bed in - Torque caliper and bracket hardware to Honda’s values; refit** wheel; torque the lugs star-pattern. Remove fluid above the MAX line; refit the cap. Pump the pedal until firm. Bed with moderate stops from 35 mph; recheck lugs after 50 miles.

TORQUE

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