2005-2010 Scion tC - Front Brake Pads Replacement

2005-2010 Scion tC | Advanced | 60-90 minutes | $67 DIY

TOOLS

Jack and jack stands Lug wrench 14 mm and 17 mm sockets C-clamp or brake piston tool Torque wrench

PARTS

Front brake pads (correct for 2005-2010 Scion tC) $43.00
Brake cleaner $7.00
High-temp brake grease $17.00

STEPS

1. **Loosen the lug nuts and lift - Break the lug nuts loose on the ground, then raise the** front onto jack stands at the pinch-weld points - never work under a jack alone. Chock the rear wheels and set the parking brake. Remove the front wheels.
2. **Remove the caliper - Unbolt the caliper and lift it off the rotor - note the guide pins.** Hang it from the strut, never by the hose. Check for scoring and measure against the minimum stamped on the rotor hat.
3. **Remove the old pads - Slide the worn pads out, noting the wear-indicator tabs and shim** arrangement - the new pads must go back the same way. If the inner pad is much thinner than the outer, the caliper slides were sticking.
4. **Compress the piston - Open the reservoir cap, press the piston back with a C-clamp.** Siphon fluid out first if near full - the piston pushes fluid back up. Press slowly; if it resists, confirm the cap is open and the hose isn't kinked.
5. **Install the new pads - Clean the pad channels with brake cleaner and a wire brush so the** pads slide freely. Fit the pads with their shims as the old ones sat. Grease the pad backs; keep grease off the friction surfaces.
6. **Reinstall the caliper - Refit the caliper over the pads and rotor, torque the bracket** bolts to the repair-manual spec - don't guess. Confirm pads and shims sit squarely, the hose routes without twists or wheel contact, then spin the rotor for drag.
7. **Reinstall the wheels - Refit the wheels, hand-starting every lug nut to avoid** cross-threading, then snug them in a star pattern. Lower the car and torque the lugs to spec - about 76 ft-lb (103 N-m) for the wheels. Recheck after 50 miles.
8. **Bed the pads - Pump the brake pedal until firm - it sinks near the floor on the first** pump while the piston seats; that's normal. Bed the pads with several moderate 30-mph stops, cooling between. Avoid hard stops for the first 200 miles.

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