2017-2022 Toyota Prius Prime - Brake Pad

2017-2022 Toyota Prius Prime | 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

PARTS

Front or rear brake pad set for 2017-2022 Toyota Prius Prime; 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 the front brake package and inspect - Confirm the FRONT axle (XW50 plug-in** hybrid). Floating single-piston calipers, but the hybrid system demands extra care. Regen does most of the stopping, so check whether you need pads or just have rusty rotors and sticky pins.
2. **Disable the brake actuator: 12V battery off, doors closed - First, disconnect the 12V** auxiliary battery in the rear before touching the brakes. Do NOT open the driver's door with the caliper apart; it wakes the actuator pump, which can push the piston out. Keep the doors closed. Chock the rear whee...
3. **Remove the wheel and caliper - Remove the two caliper guide bolts; hang the caliper from** the strut, never by the hose. Do NOT open the bleeder valve or loosen any hydraulic fitting: air in this system cannot be bled conventionally and requires dealer-level diagnostic eq...
4. **Remove the old pads and hardware; inspect everything - Remove the old pads and hardware.** Check the slide pins: light use plus road salt seizes them, a common cause of uneven wear. Pull both pins, clean them, check the boots. Check rotors for rust scaling; heavy pitting means replacement.
5. **Service the pins and retract the piston - Grease the cleaned slide pins with silicone** brake grease. Retract the piston straight back with a C-clamp on the old pad; do not twist it. Watch the reservoir; it can overflow, so siphon a little fluid beforehand if full.
6. **Reinstall the caliper and wheel; torque to spec - Torque the two guide bolts to spec.** Refit the wheel, lower the car, and torque the lugs to factory spec in a star pattern. Check the brake hose has no twists. Only now, with everything assembled, reconnect the 12V battery.
7. **Pump the pedal, bed the pads, and test drive - Pump the pedal until firm. Test-drive with** several normal friction-brake stops to bed the pads and clean light rust off the rotors. Verify straight, quiet stops with no warning lights; if a brake warning appears, have the car scanned first.

TORQUE

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