

HOW TO CHANGE BRAKE PADS (FRONT AND REAR) ON C6 CORVETTE Base & Z51

This procedure will not be disconnecting any brake lines or brake hoses, so no fluids will be spilled, added or needed. This will be dealing with removing the pads, and replacing them with new ones.

- 1) Jack up the car, and put on jack stands on all 4 corners.
- 2) Remove the wheels.



- 3) Tools Needed: 2 flat head screwdrivers, 18mm Open End wrench, 15mm socket and "C" Clamp, Torque wrench

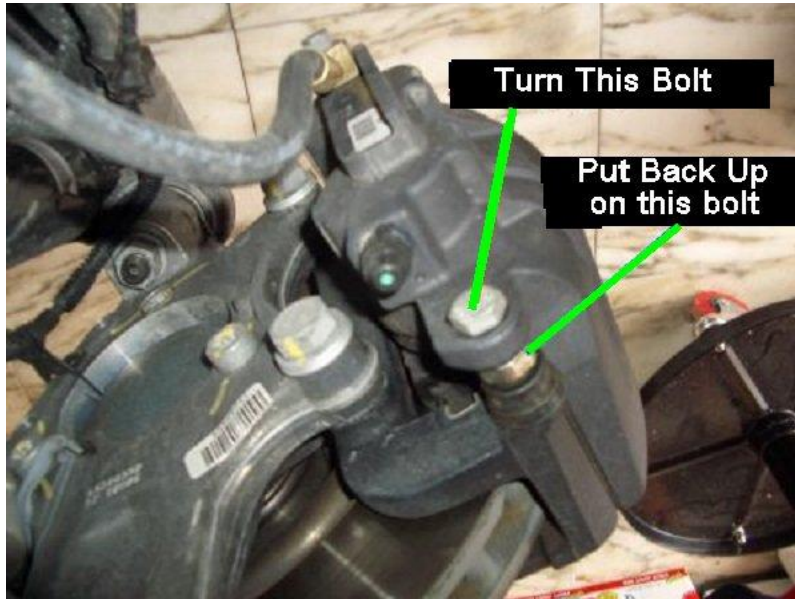
Here is a pic of the front rotor and caliper.



- 4) To make it easy to remove the caliper from the rotor, use 2 flat head screwdrivers and pry as per the picture. This will compress the pistons into the housing, and make the caliper easy to swing off the rotor. To prevent chipping the caliper paint, wrap electrical tape on the screwdriver shafts.



Now, find the bolt at the top and back of the caliper. You will need a back up wrench to hold it steady, while you remove the front bolt as per the pics below. The back- up bolt is 18mm and the front bolt is 15mm



This is looking from behind the wheel



Remove the bolt shown above, by keeping the wrench on the back up bolt, and turning against it. Do not remove any lines, hoses, etc.

With the bolt removed, simply pivot the caliper downward. It will swing down until the travel of the hose is reached. You can tie it up to keep the pressure off the hose as per the picture.



Now, remove the pads by pulling out perpendicular to the rotor. They are not identical, take note of which came from the front and back. The back pads have the thickness indicator attached to it.



Remove the Clips from top and bottom as below pic show.





Clips have been removed:



Now, re-install the new clips that came with the new brake pads.

The top and bottom clips are identical, and they just snap into place.

Using one of the old pads, place it on the piston side, and using a “C” clamp, tighten the clamp until the pistons are compressed flush with the caliper.



Put some silicone grease on the backside of the new pads, then slide them into place on the clips.

Swing your caliper up and bolt your caliper back into place. The tightening torque value of the caliper bolts is 125 ft-lb



Replacing the rear pads are exactly the same technique, except the shape of the caliper is different.

Use the screwdrivers to compress the pistons as was done in the front calipers.



Replace the clips, grease and install the pads, and pivot back into place and torque the caliper holding bolts to 125 ft-lb.

Replace your wheels, take your car off the jack stands and you are “ALMOST” done.

MAKE SURE YOU PUMP UP THE BRAKES, before you drive on them. Check to make sure nothing is hitting or binding.

It is recommended to “bed in” your new brake pads to assure maximum efficiency of the pads for stopping.

After installing your new set of brake pads, follow these simple steps:

BEDDING IN YOUR BRAKES

- Find an open stretch of road that will allow you to safely stop your vehicle multiple times
- Accelerate to 35 mph and apply moderate brake pressure to reduce your speed to 5-10 MPH
- Repeat this process 3-4 times, the goal is to warm up your brake pads
- Now turn up the heat even more by increasing your speed to 45 mph and braking down to 10 mph
- Repeat this process 3-4 times
 - **Pro Tip:** It’s important to avoid coming to a complete stop during this stage as it’s possible to melt brake pads against hot rotors. Of course, should a deer, pedestrian run onto the road, feel free to mash the brake pedal. Safety first!
- Your stop-and-go session is now complete. Park the car and allow the brakes to fully cool for an hour. For best results, avoid pressing down on the brake pedal when parked

While bedding in your brakes can sound like a sensitive procedure, one funky stop isn’t going to ruin your efforts. There’s no need to stress out, just drive safely and avoid emergency stops if at all possible.

NOTE: Pictures from the internet were found and used for illustration purposes. That is why the calipers are different colors on some pictures in this DIY instruction.