

## Mazda Miata NC Disc Pad Replacement

This is an easy job for someone with moderate mechanical skills and some basic hand tools.

Tools/materials you will need:

- floor jack
- jack stands
- 12 mm box end wrench
- 14 mm box end wrench
- 17 mm tappet wrench (mine is a Park bicycle cone wrench)
- 12 mm socket
- 14 mm socket
- 6", 3/8 drive extension
- 3/8 drive ratchet
- 21 mm socket (or lug wrench)
- channel lock pliers
- high temperature disc brake grease
- turkey baster (or other fluid transfer device)
- shop rags
- torque wrench (optional)
- Lisle 28600 disc brake piston tool (optional)

### **Front:**



1. After placing the vehicle on jack stands remove the front wheels.



2. Using the 14 mm box end wrench and the 17 mm tappet wrench remove the lower caliper bolt.



3. Swing the caliper up and ease the upper slider pin out of the mount bracket.



4. Lubricate upper and lower slider pins. Make sure you get the rubber boot seated in its keeper groove.



5. Lubricate the contact area of the caliper piston.



6. Remove the disc pad backing plate (inner and outer).



7. Remove the disc pads (inner and outer) by sliding straight out of their slots.



8. Pay attention to the “squealer” wear indicator clip and replace on the proper pad. Mine was on the inside pad, passenger side.



9. Place new disc pads in their proper slots in the mount bracket.





10. Put a very light coating of brake grease on the inside of the backing plates and position them on the back of the new pads.



11. Place the upper slider pin back in the mount bracket upper hole and use the channel lock pliers to press the piston back into the caliper body so the caliper will clear the new disc pads. Make sure the brake fluid does not overflow the master cylinder. Use turkey baster to remove brake fluid as necessary.



12. Swing the caliper back into position on the bracket, replace the lower caliper bolt and torque to 16-23 ft. lbs.

13. Replace wheels and torque to 80-85 ft. lbs.

## **Rear:**

*Replacing the rear pads is much like the front, so I have been more brief with photos.*

1. After placing the vehicle on jack stands remove the rear wheels
2. Using the 12 mm box end wrench and the 17 mm tappet wrench remove the upper and lower caliper bolts.



3. Remove the caliper from the mount bracket. You may have to fuss with it a bit because of a small locating pin on the inside disc pad that likes to get hung up on the caliper piston grooves.



4. Remove the upper and lower slider pins from the caliper mount bracket and lubricate.



5. Replace the slider pins and make sure you get the rubber boot seated in its keeper groove.
6. Remove the disc pad backing plate (inner and outer).
7. Remove the disc pads (inner and outer) by sliding straight out in their slots.



8. Pay attention to the pad with the “squealer” wear indicator clip and replace in the proper position. Mine was the inside pad, passenger side.
9. Place new disc pads in the mount bracket.

10. Put a very light coating of brake grease on the inside of the backing plates and position them on the back of the new pads.



11. Check master cylinder fluid level and remove fluid as necessary.
12. Using the caliper piston tool, screw the piston back into the caliper (right hand thread).



13. Lubricate the contact area of the caliper piston.





14. Place the caliper back in the mount bracket and install the caliper bolts.
15. Torque the caliper bolts to 15-18 ft.lbs.
16. Exercise the emergency brake handle as many time as necessary to restore proper travel and ensure positive engagement of the emergency brake.
17. Check master cylinder to ensure proper fluid level.
18. Replace wheels and torque to 80-85 ft. lbs.
19. Follow your disc pad manufacturer's guidelines for proper bedding of the new pads.