

MiTo Rear Brake Pad Change

Changing your rear brake pads is a relative quick and easy task if you're confident with jacking the car and removing wheels. And even if your pads are still in good order, it is quite common on the MiTo to have rear brake squeal which can also be cured by removing the pads, cleaning everything and re-greasing them.

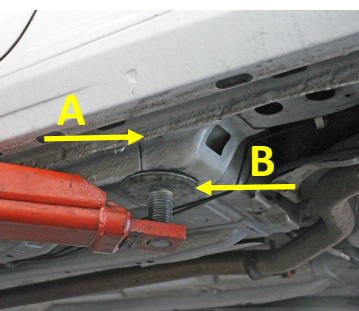
So this short guide aims to give you confidence to try it yourself, but for the rear brakes you will need a caliper wind-back tool, like the kit shown below. If you've not used one before, don't panic - they are very simple and you can get a set for under £20 and they should last a lifetime.



Step 1. Jack Up Car, Remove Rear Wheel and Take Hand-brake Off

If you are using a standard jack that came with the MiTo, you look for the jacking arrow and hook the jack onto the metalwork (point A below), or if you have a trolley jack or are using a workshop lift you can use the chassis leg (point B below).

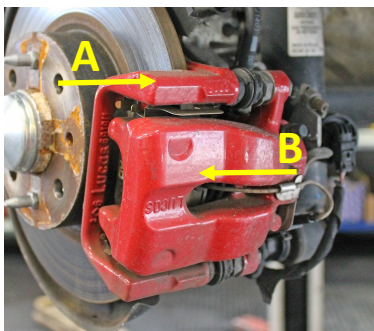
In any event, do not jack on the actual outer sill of the MiTo - that will damage it and it is not safe.



Step 2. Familiarise yourself with the caliper

If this is your first time doing this, just take a few minutes to familiarise yourself with the caliper and the constituent parts.

The image below is what it will look like, but there are actually two core parts: the carrier (part A below) and the caliper (part B).



The picture at the top/right of the page (Pic. 2a) shows the retainer and slider bolts which hold the caliper to the carrier, along with the brake pad wear indicator connection and the wire clip.

Below that in Pic. 2b, you can see what is inside the carrier: the MiTo has anti-rattle springs at the top and the bottom of the carrier, into which the brake pads fit.

Step 3. Remove Caliper Retainer Bolts to Expose the Carrier

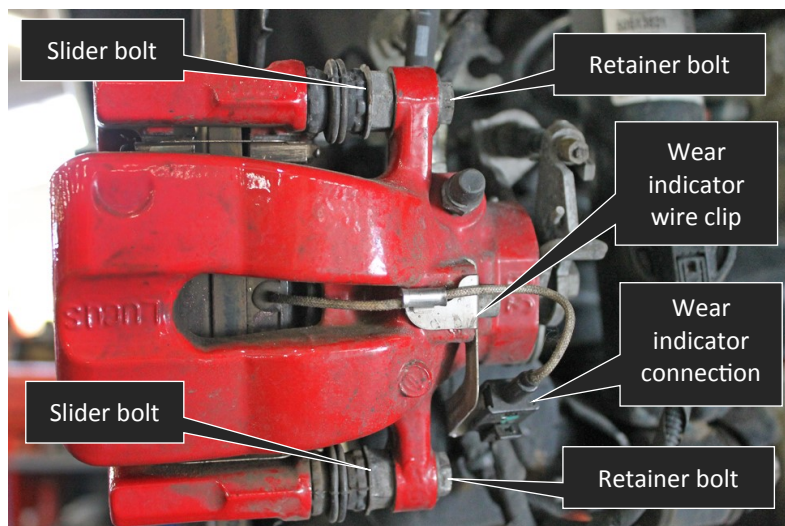
The caliper is held on to the carrier with two 13mm retainer bolts which bolt onto the carrier slider bolts. So with two 13mm spanners, use one to hold the slider bolt firm whilst using the other to loosen and remove the first retainer bolt (see Pic. 3).

Repeat this process for the other retainer bolt, freeing the caliper from the carrier.

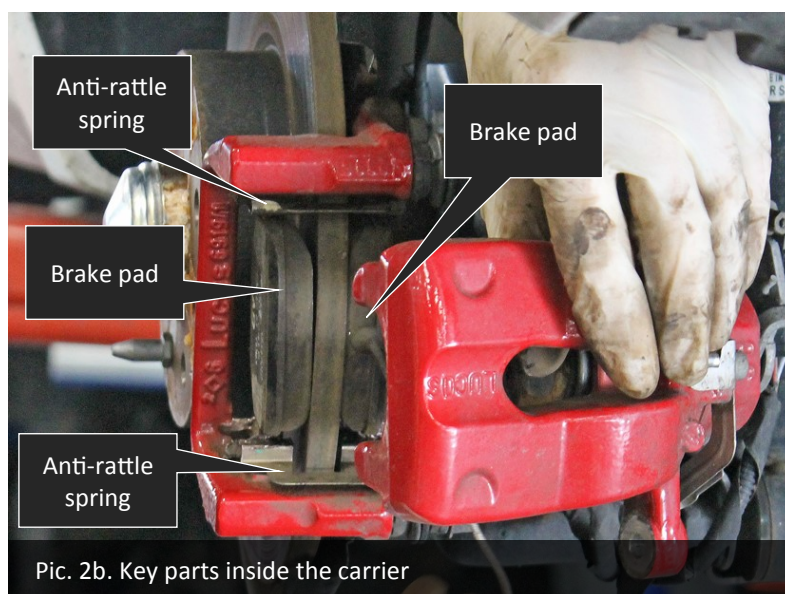
Step 4. Disconnect Wear Indicator Connection

Carefully unclip the brake pad wear indicator connection, as shown at the top of the page in Pic. 2a, and unhook the wire from the wiring clip so it is free.

You can now gently remove the caliper from the carrier whilst carefully feeding the wear indicator wire through the middle of the caliper so it hangs free.



Pic. 2a. Key parts of the rear caliper



Pic. 2b. Key parts inside the carrier



Pic. 3. Undo the 13mm retainer bolts whilst holding the slider bolts

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Step 5. Remove Brake Pads

The brake pads are removed by hand and normally come away relatively freely (see Pic. 5). If the pads have been in a long time, or if there is heavy corrosion or grime build-up you may need to pry them out then clean the area after the next step to ensure you don't have the same issue next time.

Step 6. Remove Anti-Rattle Springs

If you are fitting new pads, ensure your replacements have come with new anti-rattle springs (they all should). As long as you have new springs, the existing anti-rattle springs are prised off as per Pic. 6, but if this is your first time make a note of which way round the top and bottom springs fit.

Again, there may be a build up of corrosion and grime, so take this opportunity to thoroughly clear off any corrosion, dirt and brake dust to create a clean carrier to take the new pads.

Step 7. Fit New Anti-Rattle Springs (if changing pads)

The new anti-rattle springs simply clip into the top and bottom of the carrier by hand.

Step 8. Copper-Slip the Back of the Pads

Whether fitting new pads or just cleaning your carrier and greasing your existing pads to reduce squealing, you need to apply copper-slip to the back and the edges of the pads. Take care to not apply too much - it doesn't need a huge volume of copper-slip, just a thin layer, and take great care

not to get any on the surface of the brake pads.

Just apply a thin amount on the back of the pad and on the end points which connect with the anti-rattle springs (like the picture at the bottom of the page).

Step 9. Insert the Pads into the Carrier

Noting which pad goes which side, simply clip the pads in place into the anti-rattle springs.

Step 10. Wind-Back the Caliper Piston

You will not be able to get the caliper over the brake pads as the piston will be too tight. So you will need to use the caliper wind-back tool (Pic. 9).

Ensure you apply the correct plate to the end of the wind-back tool with two prongs to fit the Alfa/Fiat piston.

If the rubber gaiter around the piston (arrowed in Pic. 9) is sticking to the piston and stopping it easily winding back, use a squirt of only silicone spray inside the gaiter to free it. Do not use any other form of lubricant which may damage the rubber.

Step 11. Re-Fit Caliper and Wear Indicator Connection

Re-fit the caliper and wear indicator (reverse of steps 3 and 4), check everything is tight and clip the wear indicator wires into the clips, then re-fit the wheel and follow all the steps for the other side.

When both brakes are complete, pump the brakes to pump the pistons back out, then test drive the car. With new brake pads, avoid excessive or hard braking for the first 100 miles.

Pic. 5. Remove brake pads



Pic. 6. Remove anti-rattle springs



Pic. 9. Winding back the piston with the wind-back tool

