



1. Put the car into gear or park and apply the hand brake, loosen the front wheel nuts on one side, raise the vehicle on a trolley or bottle jack under the axle and then support the vehicle with an axle stand under the axle. It's easier and safer to do this job one side at a time.
2. Remove the front wheel.
3. Remove the brake pad retaining pins and then remove the brake pads.
4. Undo the two bolts that retain the brake calliper.
5. Carefully lift the calliper up off the disc and secure it up out of the way, be careful not to stretch or bend the brake hoses or pipes.
6. Remove the 5 bolts that secure the drive flange to the hub.
7. Remove the rubber drive shaft end cap, the circlip and any shims and then slide the drive flange off the end of the drive shaft.
8. Knock the tab up on the lock washer and undo the outer wheel bearing retaining nut, remove the lock washer and then undo the inner wheel bearing retaining nut and any spacers.
9. Gently slide the hub off the stub axle, make sure the outer wheel bearing does not fall out and that you do not damage the inner oil seal.
10. Undo the 5 bolts on the back of the disc that secure it to the hub, then using a soft faced hammer carefully knock the hub out of the disc from the back.
11. Clean the surface of the hub that the disc sits on carefully making sure no dirt gets into the wheel bearings.
12. Clean the 5 bolts that secure the disc to the hub, fit the new Terrafirma cross drilled and grooved disc onto the hub, apply thread-lock to the bolts and tighten them in a diagonal sequence to ensure the disc seats squarely.
13. Clean the stub axle, thoroughly pack the inner and outer wheel bearings with grease and then carefully refit the hub and disc back over the stub axle making sure the seal is not damaged and the bearings fit onto the stub axle.
14. Re-fit any spacers and washers and then re-fit the inner retaining nut and tighten to 37lb ft, make sure the hub can turn freely and there is no play in the bearings, back the nut off 90° and then re-tighten to 7lb ft. Fit a new lock washer and then re-fit the outer wheel bearing retaining nut tightening to 37lb ft, ensure the hub still turns freely. Fold the lock washer back over a flat on the inner retaining nut and out over a flat on the outer retaining nut.
15. Re-fit the drive flange over the drive shaft, pull the drive shaft out through the centre, re-fit any shims and the circlip. Tighten the 5 bolts and then re-fit the rubber drive shaft end cap.

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16. Re-fit the brake calliper over the new disc and re-fit and tighten the two securing bolts.
17. Refit the brake pads, new brake pads are highly recommended as old ones will not have a full contact area with the new disc.
18. Re-fit the brake retaining pins.
19. Refit the wheel
20. Lower the car off of the axle stands and jack
21. Tighten the wheel nuts to the manufacturers recommended torque settings
22. Carry out the same process on the other side of the car.

NOTE!

Care must be taken the first time the car is driven with new discs and pads as some amount of time will be needed to bed them in and fast speeds and heavy braking must be avoided!

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