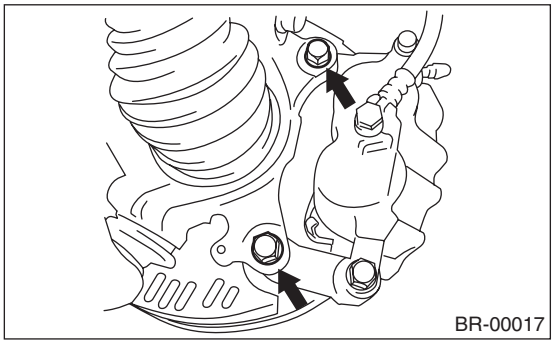
3. Front Disc Rotor

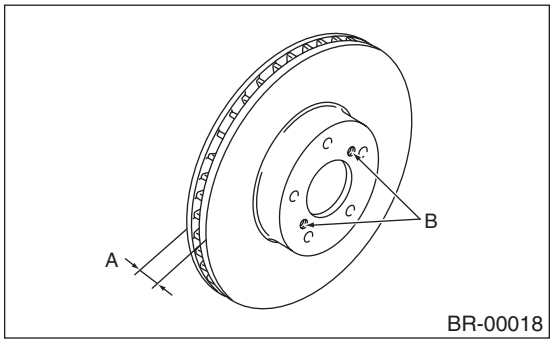
A: REMOVAL

1) Set the vehicle on the lift.
2) Loosen the wheel nuts.
3) Jack-up the vehicle, and remove the front wheel.
4) Remove the caliper body from housing, and suspend it from strut using a wire.



5) Remove the disc rotor.

NOTE:
If the disc rotor seizes up within the hub, drive the disc rotor out by installing an 8-mm bolt in holes B on the rotor.



6) Clean mud and foreign particles from the caliper body assembly and support.

B: INSTALLATION

1) Install the disc rotor.
2) Install the caliper body on housing.

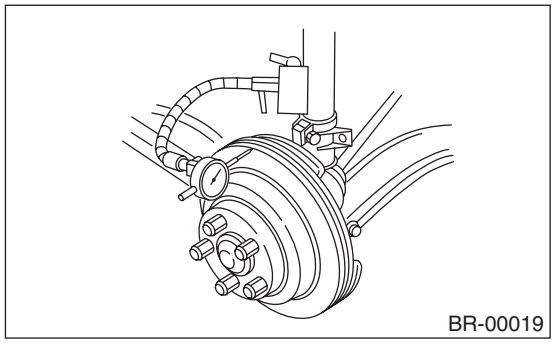
Tightening torque:
80 N·m (8.2 kgf-m, 59 ft-lb)

3) Install the wheel.

C: INSPECTION

1) Secure the disc rotor by tightening the five wheel nuts.
2) Set a dial gauge on the disc rotor. Turn the disc rotor to check runout.

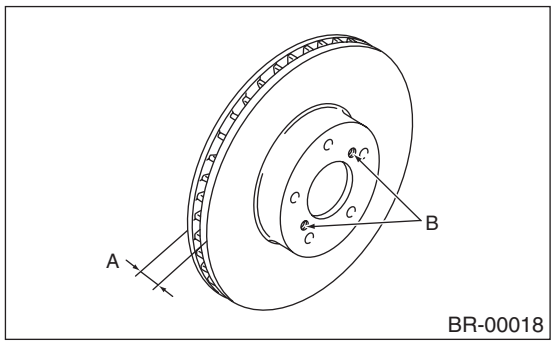
CAUTION:
Securely fix the disc rotor to hub.



NOTE:
• Make sure the dial gauge is set 10 mm (0.39 in) inward of rotor outer perimeter.
• If the runout of disc rotor exceeds the limit, check for abnormal free play at hub bearing and runout in the thrust direction. <Ref. to DS-22, INSPECTION, Front Axle.>
If the hub bearing is okay, resurface the disc rotor. After resurfacing, check disc rotor thickness as in step 3.

Disc rotor runout limit:
0.075 mm (0.0030 in)

3) Measure the disc rotor thickness.
If the thickness of disc rotor is below service limit, replace the disc rotor.



NOTE:
Make sure the micrometer is set 10 mm (0.39 in) inward of rotor outer perimeter.

		Standard value	Service limit	Disc outer diameter
Disc rotor thickness A	15″	24.0 mm (0.945 in)	22.0 mm (0.866 in)	277 mm (10.91 in)
	16″	24.0 mm (0.945 in)	22.0 mm (0.866 in)	294 mm (11.57 in)