

2004 Lexus RX330 rear brake pads, rotor and parts installation:

- Akebono ProAct966 pads and Bosch Quietcast Rotors
- Anti-seize, caliper lube, Loctite blue for brake caliper mount bolts
- Caliper compression/brake pad spreader tool and flat blade screwdriver to remove old brake pads
- PB blaster, Non-chlorinated brake cleaner, citrus cleaner and warm soapy water in spray bottle
- M8 x 1.25 bolts (2) to remove stubborn rotor

Other good DIYs:

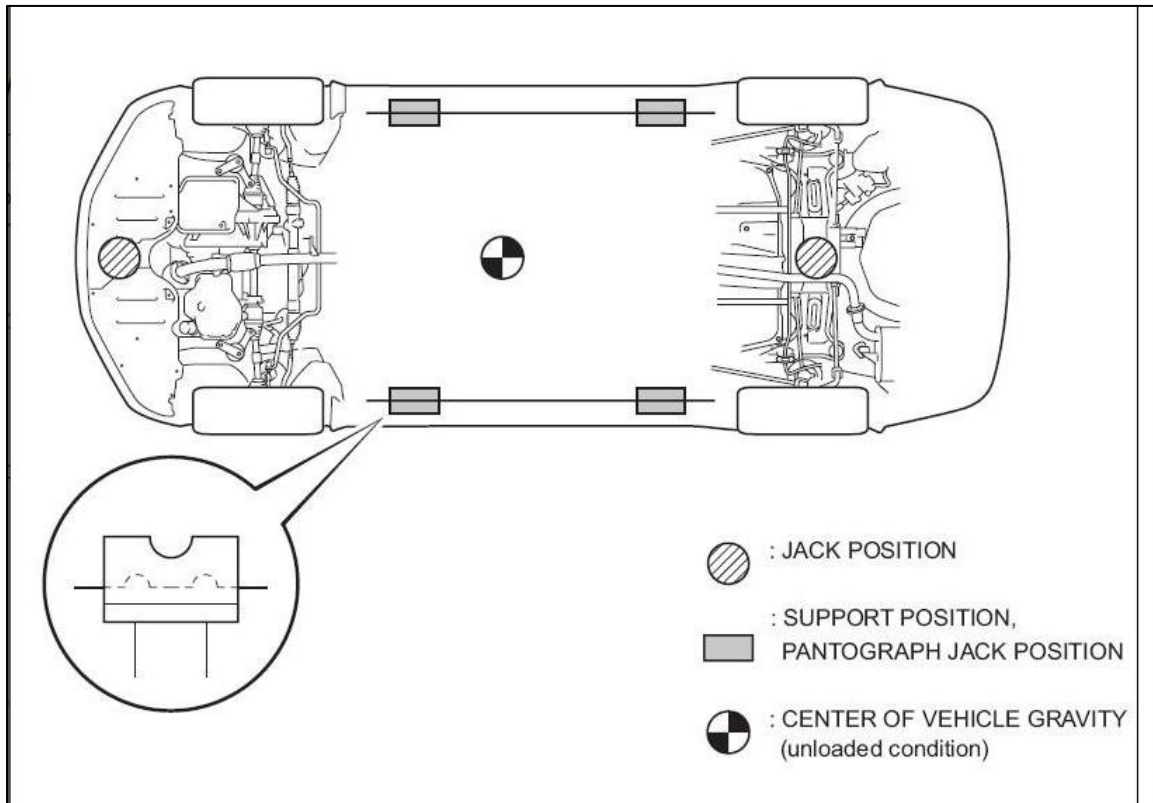
--<http://www.clublexus.com/how-tos/a/lexus-es-rx-how-to-replace-brake-pads-366158>

--<http://www.clublexus.com/forums/rx-2nd-gen-2004-2009/329499-rx330-brake-pads-replacement.html>

For anyone looking to do this yourself, here are the steps I did -- YMMV and I take no responsibility

- Slightly Loosen rear wheel lug nuts

- Lift rear of vehicle and secure on jack stands. Put a wheel chock in the front wheel and make sure e-brake is off





- Remove rear wheels

- Remove caliper retaining bolts (14mm) and remove the caliper. Note which bolt came from top/bottom. Secure the caliper while not stressing the brake line. Hang from spring with bungy cord, wire, etc. I used a brake caliper hanger from Amazon.

- Carefully remove pads and take note of position of the pad and wear sensor

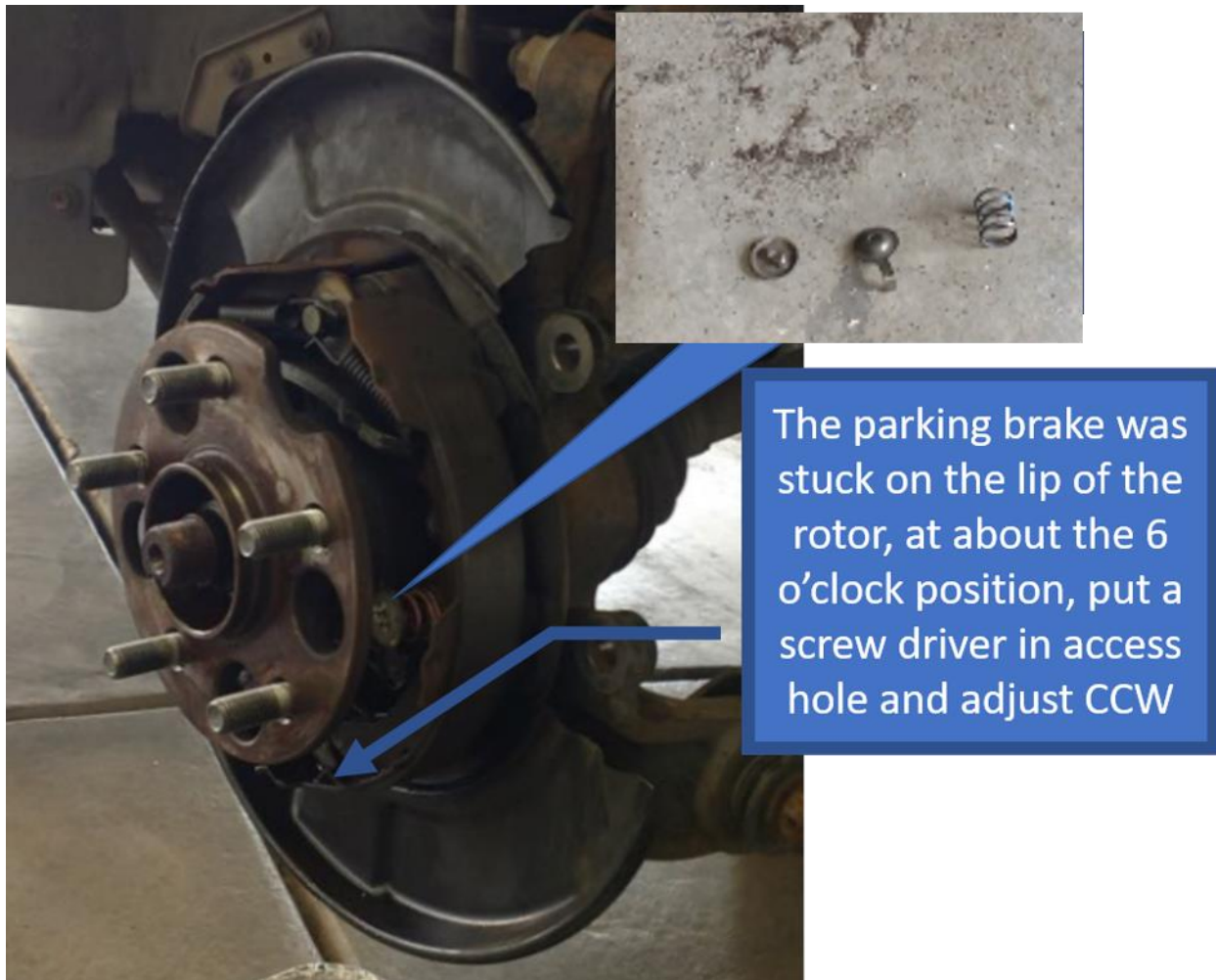


- Clean around caliper bracket and brake pad mounting hardware, etc ... with brake cleaner. Try not to get it on rubber parts.

- Note: I replaced the rotors; however, according to Wagner brake, if not replacing the rotor, block sand rotor smooth and flat using 120 to 150 grit sandpaper, to get the full pad surface contact, while preventing grab and chatter, clean rotor and skip to pad install.

- If replacing the rotor like I did, remove caliper retaining bracket bolts (17mm) and pull off bracket. Note: Usually, the rotors are pretty rusted in place and you also have to watch the e-brake as the rotor can get hung up on the lip.

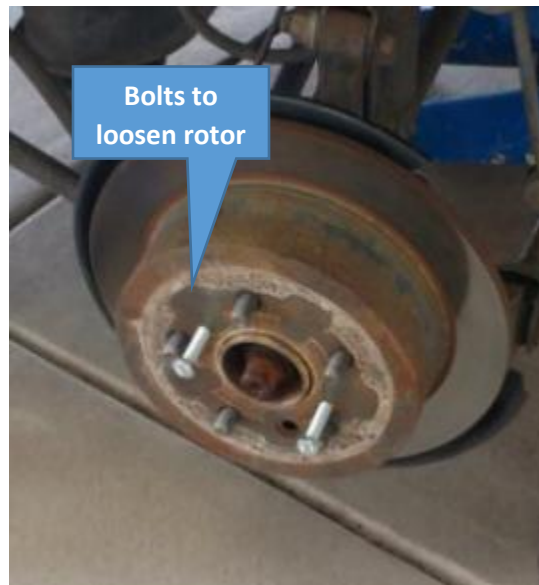
- On one rotor, the parking brake was stuck and the rotor would not come off. I finally forced it off (using the two 8mm x 1.25 bolts) and in the process, I broke part of the parking brake. <I had to call out a mobile tech and he fixed the broken piece with a special tool for the spring and clip>





Adjustment
star wheel

- The other rotor came off by using two 8mm x 1.25 bolt/machine screws to release via the hub.



Bolts to
loosen rotor

- After rotor removal, clean around the hub and apply anti-seize to the hub (to prevent the rotor from rusting in place next time)

- Spray the new rotor with warm, soapy water or brake cleaner. Put on the new rotor and make sure the adjustment hole on the rotor is lined up properly (i.e. over the hole in the hub so you can adjust the parking brake). If desired, put on a lug nut to hold the rotor in place.

- Reassemble the caliper retaining bracket with the two bolts (the caliper bolts are torqued to 78 Nm / 58 ft-lbs). I also used a small amount of Loctite blue on the caliper bracket bolts.
- If you purchased Akebono pads, the shims are pre-installed (no need for any disk brake quiet). If using OEM, transfer shims to new pads, with a layer of disk brake quiet between the shim and back of the pad. Make sure the disk brake quiet does not get on the surface of the pad; only the rear and between the shims.
- I used citrus cleaner on a damp rag to clean around caliper piston. I also put rubber safe caliper lube on the rubber portion of the piston before compressing.
- Remove the cap from the brake fluid and, if desired, cover it with clean saran wrap. Using a piston compression/brake pad spreader tool (or "C" clamp), put an old brake pad against the piston carefully press the piston back into the housing. You may want to check on the brake fluid level in the engine bay to make sure it does not overflow.
- Transfer wear indicator to new pads, install new pads, put caliper back on bracket and check that it will fit over the new pads. Apply caliper lube to the caliper slider bolts to ensure they will move freely. Tighten the caliper slider bolts to 43 Nm / 32 ft-lbs.
- Do the other side, re-mount the wheels and test drive.