



C5 Brakes: An Easy Upgrade

If you enjoy putting your C5 Corvette through its paces (and who doesn't?), you should probably consider a brake upgrade. Whether you have racing aspirations or just enjoy a fast cruise, a brake upgrade will improve performance and safety. The best part is, the upgrade is relatively easy. Mid America Motorworks walks you through the process with our weekly newsletter.

C5 Rear Brake Upgrade

Tools: To begin, gather common tools that you have in your toolbox:

- Lug Wrench or Impact Gun
- Socket & Ratchet Set
- Screw Driver
- Bungee Cords
- Gloves



SKILL LEVEL
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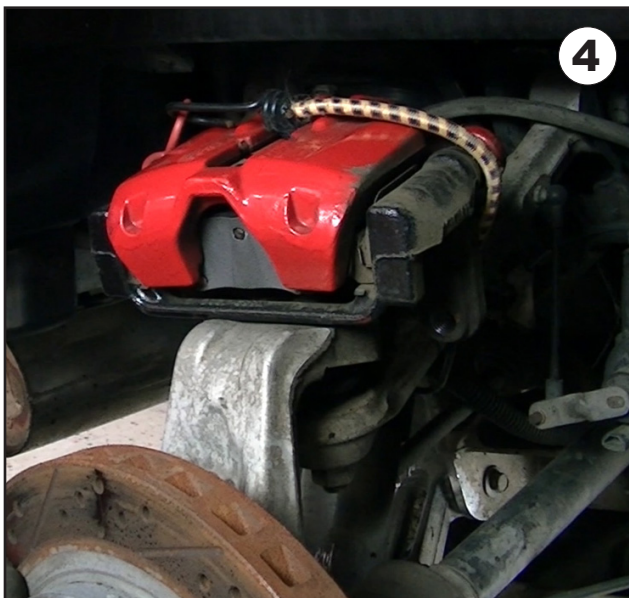


Start by removing the Center Cap of the wheel, then loosen and remove the lug nuts.

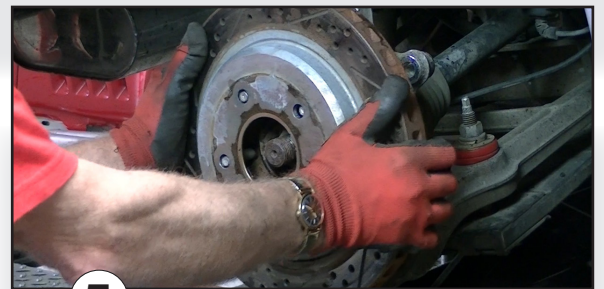
Remove the tire to expose the Brake Caliper.



Remove the Caliper Bracket Bolts.



Now that the Caliper Bracket Bolts have been removed, you'll want to use the Bungee Cords to strap the caliper in place.



Remove the old rotor by pulling it toward you, off of the hub. Next replace it with the new rotor.



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Once the rotor is installed, you can replace your brake pads. Remove the old pads by popping the brake pads out of the calipers.

Now remove the caliper bracket from the caliper.



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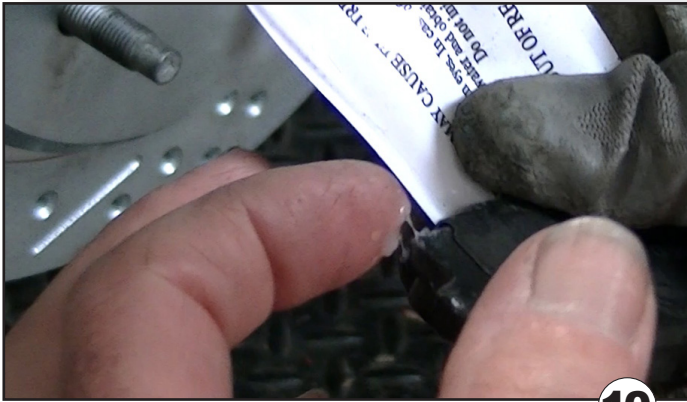
Install new brake clips into the bracket.



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Once the brake clips are installed, put the bracket back on the brake caliper, tightening to 23 ft/lbs.





Now you're ready for the new brake pads. Be sure to use the supplied packet to lubricate the small screws on top and bottom of the caliper. Do NOT lubricate the rotors or the insides of the pads – this will cause your brakes to stop working.



Install new brake pads into the calipers.

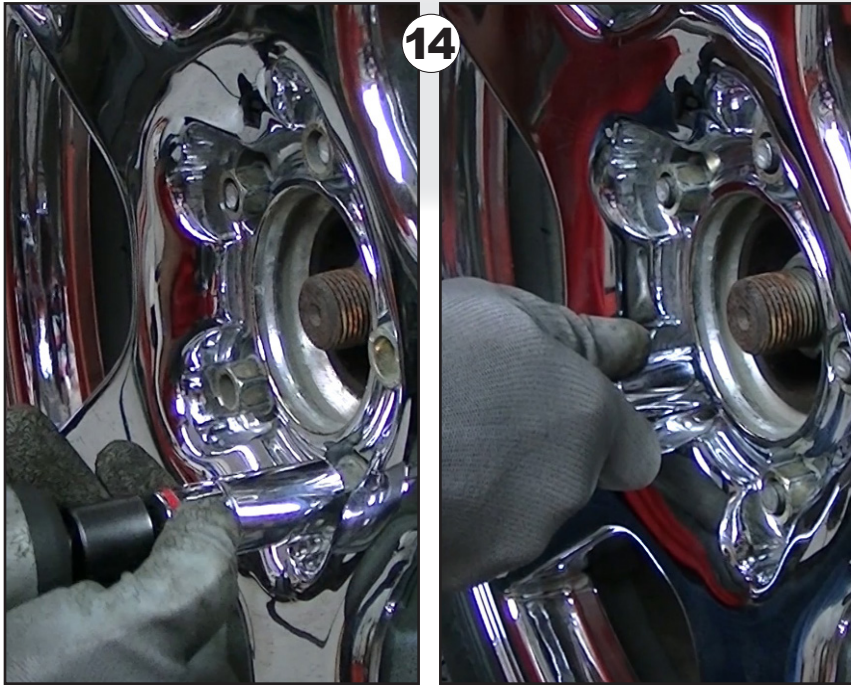


Use a torque wrench to tighten the caliper bracket bolts to 125 ft/lbs, then put the wheel back on the wheel studs.

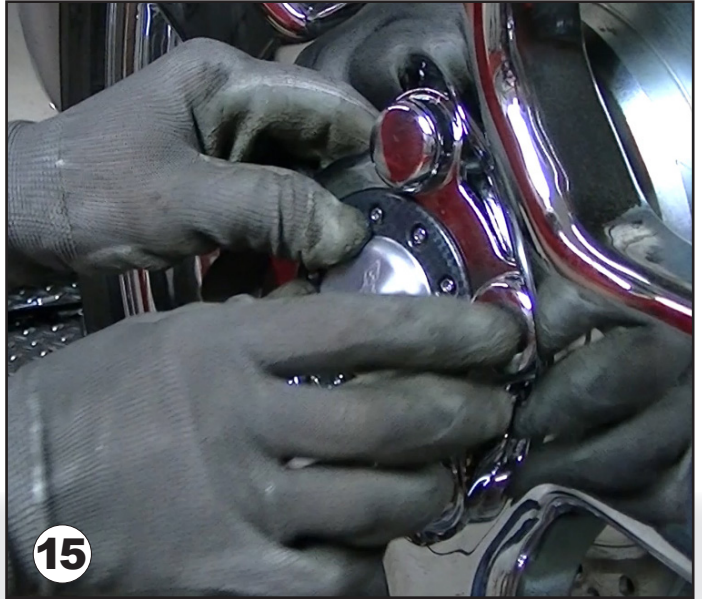


Using a caliper piston compressor tool (104005), compress the piston and set the caliper back into the original position.





Put the lug nuts back on the wheel and tighten in a 5 point star patten to 50 ft/lbs, repeat at 75 ft/lbs, then a final 100 ft/lbs, which is the recommended torque.



Place the center cap back on and repeat on the other side.

