



10 Next, we installed the new Performance pad into the caliper bracket.

11 We used an old brake pad and a C-clamp to push the brake pistons into the caliper in preparation for reinstalling the caliper.



12 With the caliper reinstalled on the caliper bracket, we fastened it in place using the factory Torx Plus bolts.

13 Here's the finished passenger-side brake assembly. During initial use the black oxidized finish wears off the rotor on the brake pad contact area.

14 Moving to the rear, we began disassembly on the passenger-side by using a screwdriver to push the brake pistons in like we did on the front. We then removed the two 20mm caliper mounting bolts and lifted the caliper free. With the caliper out of the way we could remove the rear rotor.

15 Reassembly began by inserting the inboard brake pad into the caliper piston.

16 The inboard brake pad is designed to slide onto the caliper. It's hard to place by a clip.

17 With the pads in place on the caliper, the rear rotor is slid onto the hub after the mounting surface is cleaned to ensure it isn't flat. The caliper is then bolted back onto the axle with the factory 20mm bolts. The pads and rotor must "bed" in order to get the best life and performance, so EBC recommends avoiding hard braking (except in emergency of course) for the first 200 miles.



Bottom Line

Before we installed the EBC pads and rotors, our Chrysler averaged 170 fuel cycles to disengage from 200-0 mph. After the install, that distance decreased to an average of 95 fuel cycles. This is an impressive improvement of 44 fuel cycles or 25 percent. We were able to clean a lot and the new EBC pads and rotors stopped our big blue 2000 1/2 ton trailer but the old ones were shot. 95 fuel cycles is a very respectable 100-0 stopping distance for a vehicle the heavy-duty even at the end of three hard decelerations with only a few miles from when we were back. The EBC pads and rotors showed no signs of heat. The 100-day driving with the new EBC system has been awesome and fuel performance is better. EBC offers brake kits for loads of vehicles and not only would we recommend them for replacement of worn old brakes, we'd highly recommend them for high-equipped vehicles that don't have a lot of heavy-duty brakes. So far, so good. They work great. **EB**

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