



The Source for Classic Land Rover Parts

## Installing Discovery II Front Brake Rotors



**Step 1.** Using a lift to do a brake job is quite ideal, although it can be done without one using jacks and jackstands. You'll want to break tension on the lug nuts before raising the truck in the air. Use a wrench instead of an impact drill to prevent damage to the lug nuts.

**Applicable Parts:**  
RNK6114, PLK6114

**Optional Parts Not Included, slotted, drilled disc pair:**  
PLD013SD

**Required Tools:**  
Lug nut wrench  
12mm, 6-point 3/8" drive socket  
19mm, 12-point 1/2" drive socket  
1/2" drive breaker bar  
1/2" drive socket wrench  
X-Large Channel Locks for pushing back caliper pistons  
Suitable wood for caliper pistons  
Suitable 2 ton jack, two jack stands and or lift  
Brake Clean  
PB Blaster or penetrating fluid  
Disc Brake Quiet, Würth OC 1100 Copper Paste or similar  
Eye protection

**Optional suggested items:**  
Latex or similar gloves



**Step 2.** Remove the rest of the lug nuts and remove the front wheels. I want to stress that this job does not require a large amount of tools and special skills, it is quite easy and can be done with a small selection of tools.

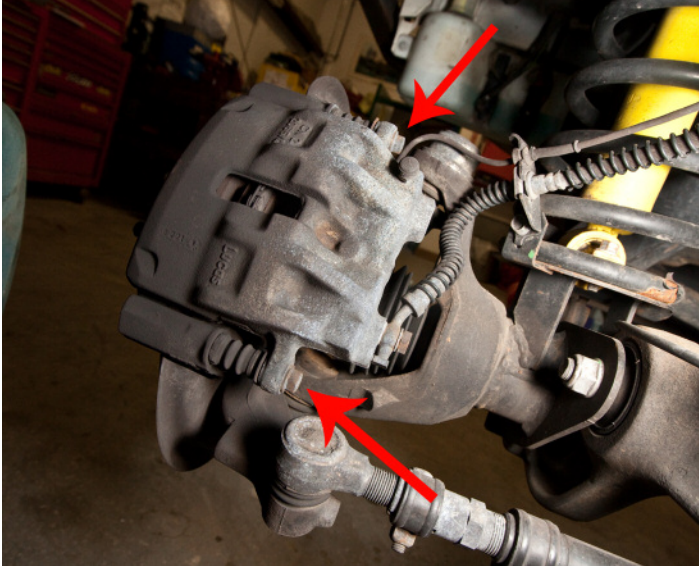


**Step 3.** For the majority of owners, the rotor hat and a few other bolts will be rusty. Ideally if you have the time, spraying PB blaster on all the bolts you plan on removing and letting it sit for a while would be ideal. I sprayed all the bolts and let it sit for about 20 minutes.



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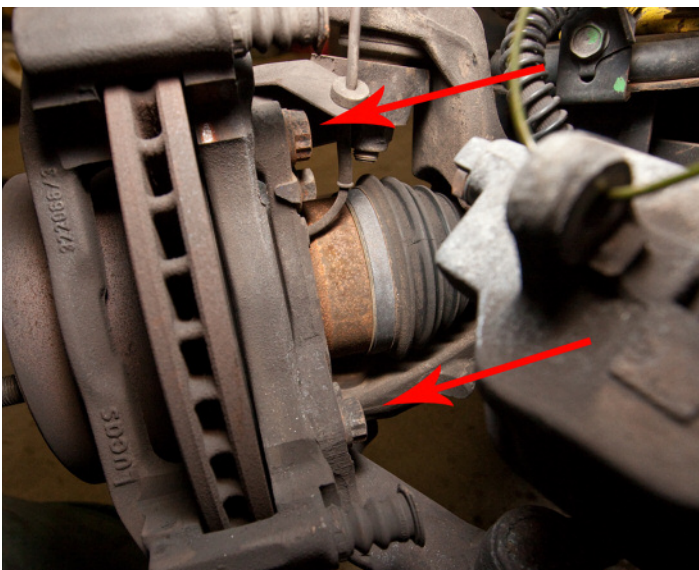
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**Step 4.** The first step is to remove the two caliper locating bolts. These should be relatively easy to remove, and the caliper will slide off the pads once the bolts are removed. You will use a 12mm socket for these.



**Step 5.** It is important at this point to support the caliper itself. You do not want any stress on the brake line, it could cause damage and leave you in the shop for a lot longer. I used a coat hanger, but bungee cords are ideal for this.



**Step 6.** You then remove the caliper hanger retaining bolts. They are a 19mm 12 point bolt, you can also use a regular 20mm/21mm socket. These are a pain to remove, hopefully you got enough PB blaster on them to remove easily.

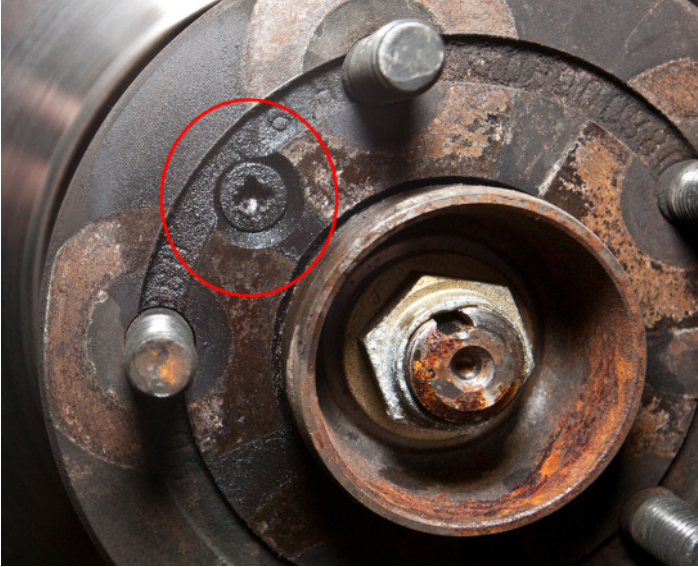


**Step 7.** Now that you have removed the bolts and caliper mount, you have access to the rotor. At this point, you'll have wanted to have sprayed the rotor mounting screw a few hours ago.



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**Step 8.** Welcome to your worst nightmare. This little devil is the rotor locating screw, and it is the bane of my existence. For some reason, the one on my rotor hat was already stripped, so I didn't get it easy. The way I finally completed the removal, was by torching the screw and hammering a flathead into it. You may get lucky and get it out with a screwdriver, but I severely doubt it. Good luck with this step, it is painful.



**Step 9.** Now that you have removed the rotor locating screw, and slid off the rotor by hand or with a rubber mallet, this is what you'll be looking at. It is important that when handling the new rotors you use gloves to make sure you don't get oil or grease on the new rotors.



**Step 10.** At this point it is ideal to wash all of your rotors with either brake cleaner or dish soap and water. Make sure to clean it thoroughly to get rid of any soap or grease on the rotor.



**Step 11.** Spraying your pads with anti-squeal spray or copper anti-seize paste is a good idea at any point of the install. Anti-squeal will have to dry, so it might be best to clean around the hub while it is drying.

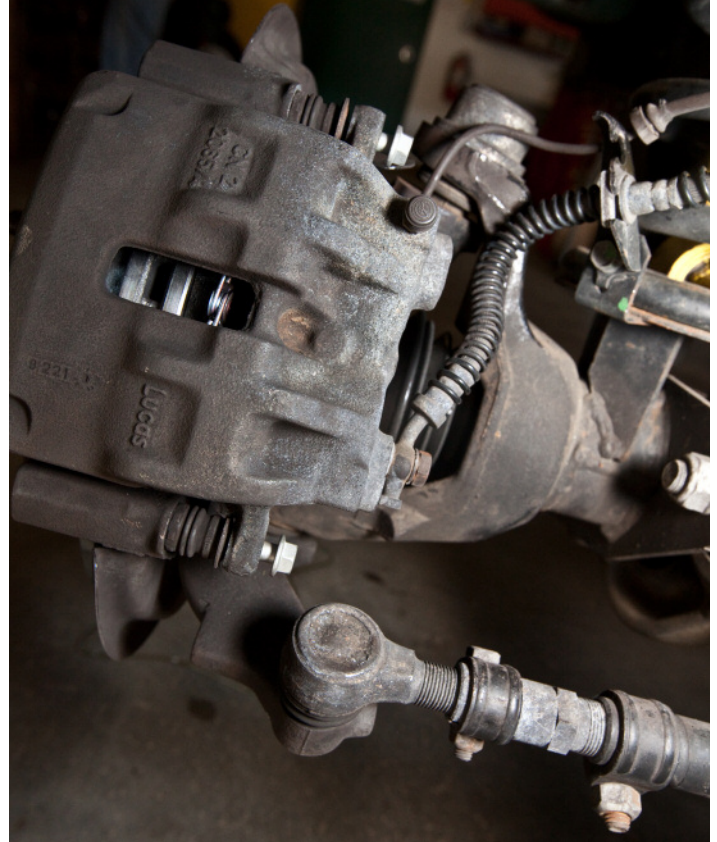


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**Step 12.** After cleaned up, slide the rotor onto the wheel studs. It should be a tight fit so that it remains snug. Install caliper hangers over new rotors, torque 19mm, 12-point bolts to \_\_\_\_.



**Step 13.** Now complete the steps in reverse. Unscrew the brake fluid reservoir before compressing the pistons. You'll need a piston compressor, or some sort of clamp that can compress the pistons on the caliper(2) so you can slide the caliper over the pads on the rotors. after doing that, located on of the bolts on the caliper, and screw it halfway. Then insert the other caliper 12mm bolt, once located, torque both to \_\_\_\_.

**Note:** It is important that you remember to depress the brake pedal a couple times before leaving the shop on an incline as the pistons have to reset. Double check brake fluid levels. After this is done, do several stops from about 60-15mph to properly bed the pads and rotors.

Leaky recommends: "gentle on pads for the first 200 miles".