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 LR3 Brake PAD Replacement

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03-22-2008, 05:50 AM

#1

**Robert Page**  
 Member



Join Date: Dec 2007  
 Location: Avalon Beach, FL  
 Posts: 91

**LR3 Brake PAD Replacement**

I am getting close to needing to replace the rear brake pads on the 05 LR3. I am trying to consolidate the info needed to do this DIY job here in the LR3 forum.

Does anyone have the torque specs for the caliper bolts and bracket bolts? Does anyone have the spec pad thickness for changing them according to LR? I have read the min spec is 3mm and been told to change them at 4mm, again no verification.

Edit: SEE NEXT POST FOR SPECS

Have found the Wagner Thermoquiet pads at \$42 rear/\$48 front at O'Rileys. No wear sensors included. Rockauto has Monroe pads with the sensors.

EDIT: O'Riley's states they will warrant if they wear out and the wear is even..... I'm in!!

'05 Discovery III, V8 SE Trail, HD Package, LHD, Warn XD9000  
 '99 Discovery II, LHD, Snorkel, Warn M8000

Last edited by Robert Page : 03-22-2008 at 08:09 PM.



03-22-2008, 08:07 PM

#2

**Robert Page**  
 Member



Join Date: Dec 2007  
 Location: Avalon Beach, FL  
 Posts: 91

**Re: LR3 Brake PAD Replacement**

Specs for Brakes from Service manual. Thanks to Wiggs on Disco3.co.uk!

Wheel Nuts - 140 Nm (103 lb.ft)  
 Anchor Plate Bolts - 115 Nm (85 lb.ft)  
 Guide Pin Bolts - 32 Nm (24 lb.ft)  
 Brake Disc Retaining Screw (Torx) - 35 Nm (26 lb.ft)  
 Brake Hose Retaining Bracket - 25 Nm (18 lb.ft)  
 Front Brake Hose Union to Caliper - 32 Nm (24 lb.ft)  
 Rear Brake Hose Union to Caliper - 28 Nm (21 lb.ft)  
 Bleed Screw - 14 Nm (10 lb.ft)

Front - Brake disc thickness - NEW 27 mm, Service Limit = 24 mm  
 Rear - Brake disc thickness, NEW = 20.0 mm (0.78 in), Service limit = 17.0 mm (0.67 in)  
 Disc Run Out - must not exceed 0.3 mm  
 Pad minimum thickness 3.0 mm (0.12 in)

Wear sensors must be replaced if warning is actuted.

Hope this helps someone! 😊 😊

'05 Discovery III, V8 SE Trail, HD Package, LHD, Warn XD9000  
 '99 Discovery II, LHD, Snorkel, Warn M8000

Last edited by Robert Page : 03-22-2008 at 08:10 PM.



04-26-2008, 09:39 AM

#3

**rovjnkj**  
 Almost There...



Join Date: Apr 2004  
 Location: Broomfield, Colorado

**Re: LR3 Brake PAD Replacement**

I am sure this is a fairly easy job, but does anyone have step by step instructions to replace front/rear pads to go with these specs?

God forgives, rocks don't !!!

Posts: 47



report

quote

04-26-2008, 08:24 PM

#4

**Robert Page**

Member



Join Date: Dec 2007  
 Location: Avalon Beach, FL  
 Posts: 91

**Re: LR3 Brake PAD Replacement**

Did this today. 1 hour including removing mud!! Do one side at a time.

Rear Brake Pad Replacement (Front is similar):

1. Jack up support the truck on the frame with jack stands.
2. Remove wheel & Tire (torque lug nuts to 103 ft lb on reinstall)
3. Clean all mud/dirt with low pressure water hose and soft brush. Be careful of wear sensor on right side. (Left side on front brakes)



This is the sensor.

4. Tools you need:

- 13mm 6pt socket and ratchet
- Torque Wrench
- 8" C Clamp
- Small Block of wood or old pad
- Needle Nose Pliers ( You MAY need these to GENTLY coax the wear sensor out)
- 15mm Open End Wrench
- Common Screwdriver, 6" (for easing out the pads)
- Bungee Cord (for supporting the Caliper out of the way)



5. CAREFULLY remove the wear sensor by pulling it straight back and out. It is held in by a spring clip.



The clip is in the top of the inside pad in the caliper, look close!

6. Remove the bleeder screw cover and remove the clip holding the wear sensor cable. Carefully move the sensor and cable out of the way.



7. Remove the brake caliper lower bolt. You will use the 15mm wrench to hold the slide and the 13mm to remove the bolt.

8. Rotate the caliper upward and support it with the bungee cord. These pads are 4mm thick or about .130". The limit is .12" or 3 mm. If the wear sensor is activated, you need to install a new sensor. (These were Federo pads with only 9000 miles on them!)



9. Remove the outer pad by sliding it out of the clips. Install the new pad into the clips. NOTE: If your pads are chamfered on only one edge, the chamfer will go to the leading edge or toward the rotation while moving forward.



10. Remove the inner pad carefully. RETAIN the wear sensor spring clip!! Install the spring clip in the new pad and slip the new pad into the clips. Notice the spring clip installs in the narrow ridge that fits into the groove in the wear sensor.



11. Using the C Clamp and block of wood or old pad, compress the piston back into the caliper. Do not compress it too far and pinch the seal around the piston. Remove the C Clamp.



12. Remove the bungee cord and rotate the caliper down and over the new pads. You may have to move it outward on the slides to clear the outside pad.

13. Install the lower caliper bolt. Hold the inner nut with the wrench and torque the bolt to 26 ft lbs.

14. Reattach the wear sensor cable support to the bleeder screw. Reinstall the bleeder screw cap.

15. Carefully reinstall the wear sensor into the inner pad clip.

16. Reinstall wheel and torque lug nuts to 103 ft lbs.

Use the same procedure for the left side. There is no wear sensor on the left side.

Start the truck and depress the brakes a few times to seat the caliper piston against the pads.

You are done!!

'05 Discovery III, V8 SE Trail, HD Package, LHD, Warn XD9000  
'99 Discovery II, LHD, Snorkel, Warn M8000

*Last edited by Robert Page : 04-26-2008 at 08:42 PM.*



04-26-2008, 08:45 PM

#5

**Robert Page**  
Member

**Re: LR3 Brake PAD Replacement**



Join Date: Dec 2007  
Location: Avalon Beach, FL  
Posts: 91

Rear Pads I used:



'05 Discovery III, V8 SE Trail, HD Package, LHD, Warn XD9000  
'99 Discovery II, LHD, Snorkel, Warn M8000



04-26-2008, 11:34 PM

#6

**nwoods**  
Member

**Re: LR3 Brake PAD Replacement**



Join Date: Apr 2006  
Location: SoCal

Nice post Robert!

Bad roads bring good people  
Good roads bring....

Posts: 358



04-30-2008, 06:54 PM

#7

**Lusty**

Almost There...



**Re: LR3 Brake PAD Replacement**

Quote:

Originally Posted by **nwoods**  
Nice post Robert!

Join Date: Mar 2007  
Posts: 35

X2



05-05-2008, 07:58 PM

#8

**SteveA**

Member

Join Date: Oct 2004  
Location: Lexington, KY  
Posts: 204

**Re: LR3 Brake PAD Replacement**

Just hope you don't have to replace the sensor. Tracing the end of the sensor wire to the connector is a pain in the ass. On mine, the connector was burried on top of the frame. I had to twist my arm around from the back forward and up to reach it and pull it out of the clip on the frame. Not a great design.

Stephen

95 County Classic  
97 Discovery SD



06-14-2008, 05:35 AM

#9

**RVRSRVC**

Frequent Poster



Join Date: May 2004  
Location: Elizabethtown, PA  
Posts: 549

**Re: LR3 Brake PAD Replacement**

Nice help! I have a comment about pushing the piston back in. I have always open the bleed screw when pushing the piston in so that the fluid was pushed out instead of back up stream. My reasoning was that that's where most of any debris would settle-the lowest point- and that that fluid is likely to have been exposed to the most heat. The downside is if you fumble and introduce air and possibly creating the need for a ECU controlled bleed procedure-like on a D2 with a scan tool and power bleed function.

My D3 brakes have squealed since I bought it. 35k and the dealer tells me they are down to 2 and 4mm, although the sensor light has not come on. Yet. Bought a complete set of Brembo pads and rotors and plan to do them as soon as I finish the 88" on the lift.

94D1/95RRC/71DBLCAB/06D3/95D1/95LWB



06-18-2008, 12:51 PM

#10

**chizychiz**

Member

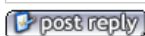
Join Date: Jun 2004  
Location: Louisville, KY  
Posts: 137

**Re: LR3 Brake PAD Replacement**

Great Post! I was getting on Discoweb to ask the same exact question. Everything I need is here. Thanks guys!

J

'99 DII



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