

Install the rear brake plates

To start, as always, we put chocks to prevent the van from moving.

We loosen the central nuts. They measure 46mm and are quite hard, so if they are rounded it is best to use the grinder.



This done, a few blows of the hammer and the drum comes out.



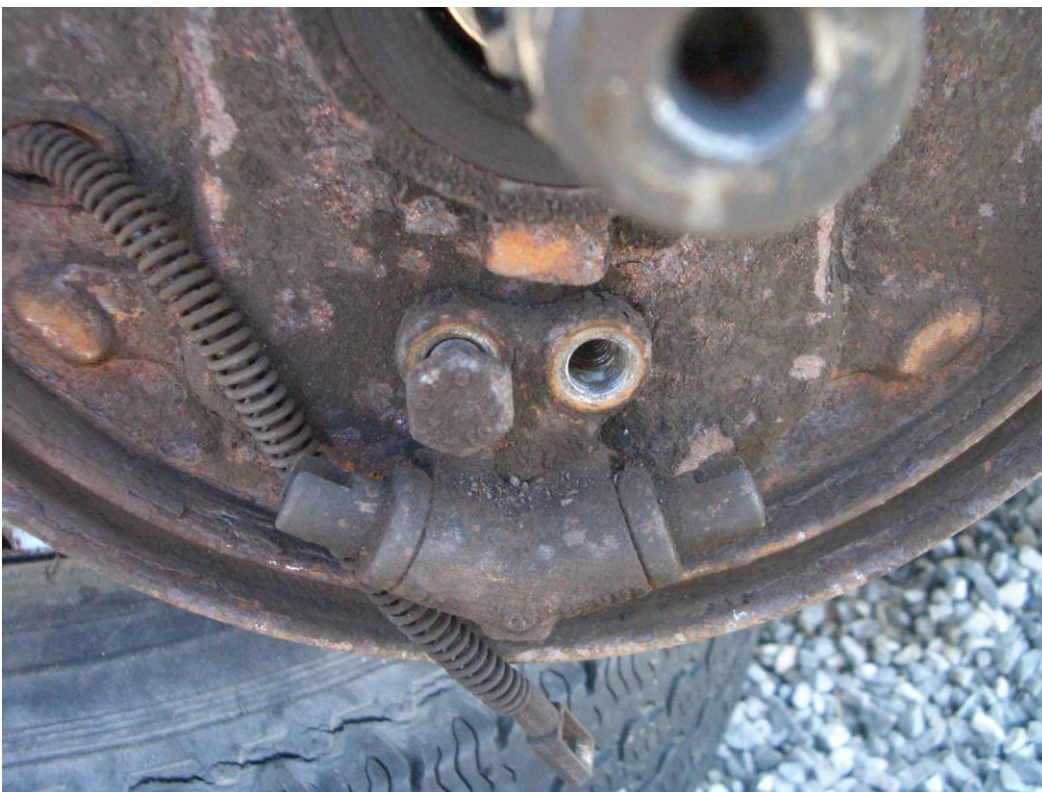
We loosen the handbrake cable, all the springs, the shoes... and leave it as follows:



Once this is done, we proceed to tighten the brake hose to prevent leaks. I did it with a few blocks of wood and pliers so as not to damage it.



We loosen two screws below, 17 mm wrench



Behind, at the top, we find the rigid. It must be loosened with an 11 mm wrench. Just below there is a 13 mm screw which must be removed to remove the brake cylinder.



Now we tap on it and that's it... everything is gone!!



We also release the handbrake cables, since they need to be changed...



Let's clean the area where we will attach the plate well, using a wire brush, sandpaper, a chisel if there is rust... whatever it takes to make it hold on tight.



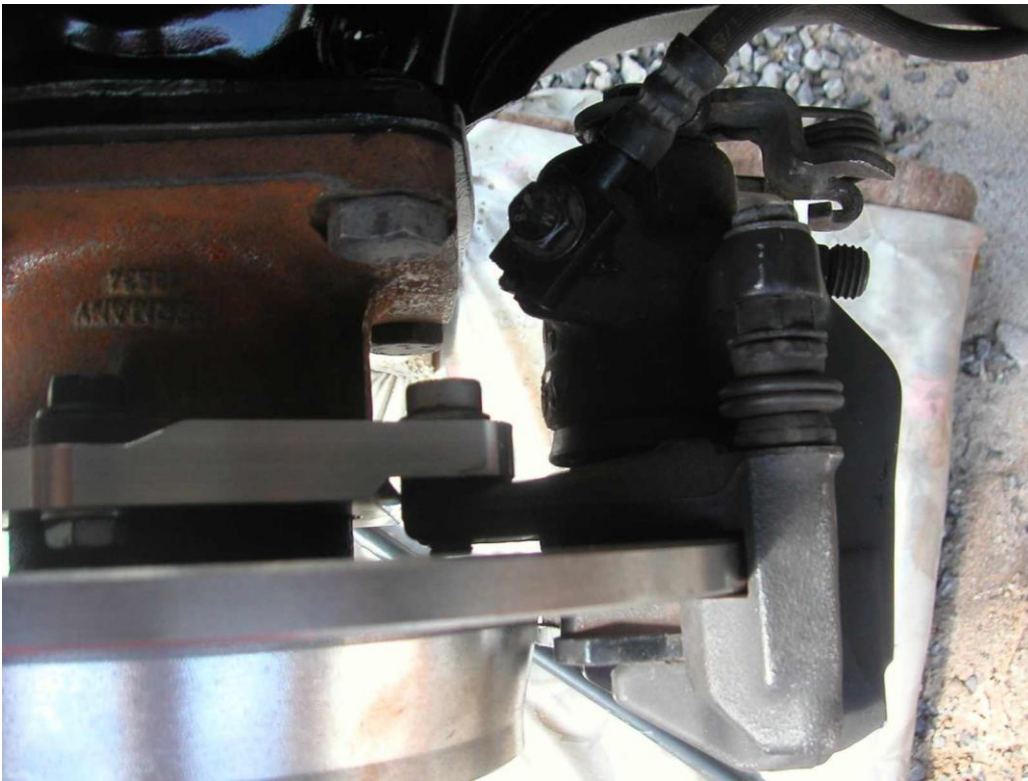
We place the plate (as in the photo) and put the screws: Two M8 with nut and two M10.



Now we place the ground hub (**the diameter must be reduced to 145.9 mm to fit the disc**), the disc (we hold it with two nuts) and the caliper.



Seen from above:



Now you need to put the brake hose in place. There is no problem since they have the same thread. Simply bend the rigid a little, being careful not to make very pronounced curves...



As you can see, the result is very good. Once this is done we can release the pipe. At the end we will bleed the brakes.

Now we put the handbrake on. We first place the end of the pliers, leaving it free.



We pass the cable under the suspension arm, fix it with the clip, pass it through its plastic stop guide and bring it to the distributor-tensioner, where we have previously placed a socket, because the new cables are a little longer.



We place the two cables but we tighten them just enough. We will bleed the brakes with an 11mm wrench and a tube in the bleeder which goes into a container.



On the counter, remove the cover by pulling it towards the seats. There are two locations for this. This way we have access to the brake and clutch fluid reservoir.



If we don't have a drain, we can do it between two people. One sits, monitors the level and refuels if necessary while pressing the pedal, and the other takes care of the calipers.

We start with the farthest brake, that is, the right rear one. The person driving presses the pedal several times until it hardens. Then the one with the pliers opens the bleeder until liquid comes out or until the pedal is depressed. Tap and repeat the process. If liquid with air bubbles comes out, this is also useless. Only liquid should come out.

We start and press the pedal to seat the pads then apply the handbrake leaving 3 or 4 clicks.