



By preventing the hub turning with a sturdy bar, the disc's Torx retaining screw can be loosened with relative ease.



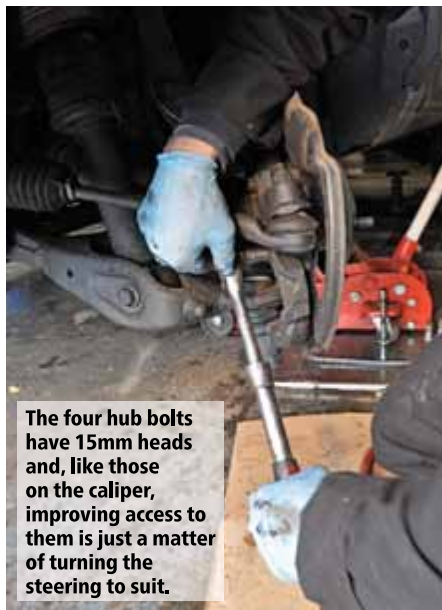
Two 21mm bolts hold the caliper on. Getting the socket on squarely to the bolts is made far easier by turning the steering to allow a clear view of them. The caliper is hung up inside the wheelarch to avoid straining the flexible brake hose.



With the caliper out of the way, the disc is separated from the hub and lifted free. If you're doing this job, now's a good time to inspect both sides of the disc for cracks, pitting and excessive wear.



It's quite common for the splines of the driveshaft and the hub to resist separation so, before the hub is unbolted, Rob gives the end of the driveshaft a couple of taps with a soft-faced hammer to release the grip between the two components. This can be done later on when the hub has been unbolted, but this method ensures that the driveshaft actually moves as opposed to the two parts moving together, lessening the effect of the blow. It also stops the hub falling off on to your foot.



The four hub bolts have 15mm heads and, like those on the caliper, improving access to them is just a matter of turning the steering to suit.



Rob uses a sharp chisel and a tap from a hammer just to get the hub moving. The soft-faced hammer treatment in step six ensures that the hub now just slides off the driveshaft's splines.



Cleaning up the mating faces where the hub flange meets the driveshaft flange means the two components will go back together squarely. A wire brush followed by 240-grit wet-and-dry paper are ideal for this. 