GENERAL

to replace rear brakes on a 2013 ford escape

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Introduction

When your 2013 Ford Escape starts to produce a squealing noise, feels spongy in the pedal, or shows a warning light, it's time to consider **to replace rear brakes on a 2013 Ford Escape**. Replacing rear brakes is a critical maintenance task that keeps you safe on the road and extends the life of your vehicle's braking system. Whether you're a seasoned DIY mechanic or a first time car owner, this guide will walk you through the entire process, from gathering the right tools to troubleshooting common pitfalls.

Why Replace Rear Brakes on a 2013 Ford Escape?

Rear brakes play a vital role in stopping your Escape, especially during heavy braking or when towing. Over time, brake pads wear down, rotors become warped, and caliper seals can fail. If left unaddressed, these issues can lead to:

- Reduced braking performance
- Uneven tire wear
- Brake fade during long descents
- Potential safety hazards in emergency stops

Replacing rear brakes on a 2013 Ford Escape not only restores stopping power but also improves fuel efficiency, reduces wear on front brakes, and provides peace of mind.

Tools and Parts Needed

Before you start, gather the following tools and parts. Having everything on hand will keep the job smooth and prevent unnecessary downtime.

- Jack and jack stands
- Socket set (10 mm and 12 mm sockets, ratchet, extension)
- Wrench set (open end or box wrenches)
- Brake caliper piston tool or C channel
- Brake cleaner spray
- Brake grease or anti seize compound
- Brake fluid (DOT 4 or DOT 5.1 as specified by Ford)
- Brake bleeder kit or a clean hose and bottle
- New rear brake pads (matched to your Escape's model)
- New rear brake rotors (if warped or scored)
- Torque wrench
- Wheel chocks
- Safety glasses and gloves

Safety Precautions

Brake work involves high pressure systems and heavy components. Follow these safety steps:

1. Park on a level surface and engage the parking brake.
2. Place wheel chocks behind the front wheels to prevent the vehicle from moving.
3. Use jack stands to support the vehicle after lifting; never rely solely on a hydraulic jack.
4. Wear safety gear—gloves and eye protection—to guard against brake fluid splashes.
5. Check the vehicle's owner manual for any model specific precautions.

Step by Step Guide to Replace Rear Brakes on a 2013 Ford Escape

1. Prepare the Vehicle

Begin by ensuring the engine is off and the vehicle is cool. Remove the spare tire and wheel covers if present. Loosen the rear wheel lug nuts slightly before lifting; this prevents the wheel from spinning when the car is raised.

2. Lift and Secure

Position the jack under the designated lift point on the rear of the Escape. Slowly raise the vehicle until the rear wheels clear the ground. Place jack stands under the frame to secure the car. Double check that the vehicle is stable before proceeding.

3. Remove the Wheel

Use a wrench or impact driver to fully remove the loosened lug nuts. Set the nuts aside in a safe place. Take off the wheel and set it aside. Inspect the wheel for any damage that might affect future tire installation.

4. Inspect the Caliper and Brake Pads

With the wheel removed, you'll see the brake caliper sitting over the rotor. Check the pads for wear; a pad thickness below 3 mm is a clear sign they need replacement. Look for uneven pad wear, which may indicate a misaligned caliper or a warped rotor.

5. Remove the Caliper

Locate the two bolts that secure the caliper to the bracket. Using the appropriate socket, remove them. Gently slide the caliper off the rotor. Be careful not to let the caliper hang by the brake line; use a bungee cord or hang it from the suspension arm to keep it in place.

6. Replace Brake Pads

Slide the new brake pads into the caliper bracket. Apply a thin layer of brake grease to the back of the pads to reduce noise. If your Escape uses a floating caliper, ensure the pads are seated evenly on the bracket. Check the retaining pins or clips and replace them if worn.

7. Replace Brake Rotors (Optional)

If the rotors are warped, scored, or have a surface thickness below the manufacturer's specification, they should be replaced. Remove the rotor by unscrewing the mounting bolts (usually a 10 mm socket). Clean the rotor surface with brake cleaner and inspect it for cracks. Install the new rotor and tighten the bolts to the specified torque.

8. Reinstall the Caliper

Position the caliper over the new rotor and slide it back onto the bracket. Reinstall the caliper bolts and tighten them in a criss cross pattern to the torque specification. Ensure the caliper piston is fully seated on the new pads.

9. Bleed the Brakes

Brake fluid is essential for hydraulic pressure. Bleed each rear caliper to remove air bubbles:

1. Attach the bleeder valve to a bottle of brake fluid.

2. Open the bleeder valve and let fluid flow out until it runs clear.
3. Close the valve, then repeat for the other rear brake.
4. Check the master cylinder level and top up with fresh brake fluid if needed.

After bleeding, test the brake pedal to ensure it feels firm and returns to its normal position.

10. Reinstall Wheel and Lower Vehicle

Place the wheel back onto the hub, hand tighten the lug nuts, lower the vehicle from the jack stands, and torque the lug nuts to the manufacturer's specification using a torque wrench. Finally, perform a brief brake test at low speed to confirm proper operation.

Tips and Troubleshooting

- Use the correct pad material. The Escape may use ceramic or semi metallic pads; using the wrong type can affect performance and longevity.
- Check for caliper piston wear. A sticking piston can cause uneven pad wear; replace if necessary.
- Inspect brake lines. Look for bulges or leaks; replace any damaged lines before reassembly.
- Keep the brake system clean. Use brake cleaner to remove dust and debris before installing new components.
- Do a final brake fluid test. After reassembly, flush the system with fresh fluid and bleed again if you notice any sponginess.

Common Mistakes to Avoid

- Skipping the brake fluid bleed, which can lead to a soft pedal.
- Forgetting to torque the caliper bolts to the specified value.
- Using the wrong size socket, which can strip bolts.
- Over tightening the wheel nuts, potentially damaging the wheel hub.
- Neglecting to check for warped rotors, leading to vibration.

Maintenance Tips for Longevity

After replacing rear brakes, follow these practices to keep them functioning optimally:

1. Drive gently for the first 500 /km to allow pads to seat.
2. Check brake fluid levels monthly and top up with DOT 4 fluid.
3. Inspect brake pads and rotors every 10,000 /km or if you notice unusual noises.
4. Keep the brake system free of rust by parking in a dry environment.
5. Use a brake pad cleaner spray to keep pads free from brake dust buildup.

When to Seek Professional Help

While many mechanics can perform this task, certain situations warrant professional assistance:

- Persistent brake noise after replacement.
- Uneven braking performance or a warning light on the dash.
- Suspicion of brake line corrosion or damage.
- Inexperience with hydraulic systems or lack of proper tools.

Conclusion

Replacing rear brakes on a 2013 Ford Escape is a manageable project for a confident DIY mechanic, but it

demands attention to detail, the right tools, and a commitment to safety. By following this step by step guide, you'll restore your Escape's stopping power, reduce the risk of accidents, and enjoy a smoother, safer driving experience. Remember to perform regular inspections and maintenance, and don't hesitate to consult a professional if you encounter any uncertainties. Stay safe, and enjoy the road ahead!

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