

Technical Information

911 (996)

1/01 4770

4

Binder - Group 4, Running Gear

Brake Booster / Spare Parts Requirements

Vehicle Type: **911 Carrera (996) / 911 Carrera 4 (996)**

Model Year: **As of '98 (W)**

Concerns: **Brake booster**

Information: A modification in the body firewall has dictated a modification in the brake booster bellows. The replacement brake booster is supplied with the new style bellows. It is not possible to retrofit the new style bellows to the older vehicles. See VIN list below.

In the case of vehicles produced **before** the introduction date stated below, the fitted bellows must be exchanged first before the brake booster is replaced.

Introduction:

September 13, 1999

VIN's:

99 1YS 62 0337 USA - Coupé

99 5YS 65 0546 USA - Cabriolet

Parts: Spare Parts Requirements:

Part Number	Description
996 355 923 00	Brake booster with modified bellows

Parts Allocation:	Part Number	Description	Valid For:
	996 355 923 00	Brake booster (for spare parts requirements)	All vehicles.

	996 423 269 05	New bellows	Vehicles as of stated introduction date. Supplied with new brake booster!
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	996 355 930 00	Previous bellows (brake booster)	Vehicles before stated introduction date. If necessary, order in addition!
	996 423 269 04	Bellows (body)	
	996 355 221 00	Grommet	

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Repair Procedure: The following measures are necessary before the installation of a new brake booster (996 355 923 00) in vehicles **before** the stated introduction date:

- Remove the plastic bellows fitted on the new brake booster.
- Pull the short bellows off the old, removed brake booster(996 355 930 00) and the grommet (996 355 221 00). Use these parts for holding the second bellows off the push rod. If necessary (e.g. if damaged), replace the bellows and the grommet.
The previous second bellows (996 423 269 04) remain fitted on the body firewall. If necessary (e.g. if damaged), replace the bellows.
- Fit the previous short bellows (996 355 930 00) instead of the removed plastic bellows on the new brake booster.
- Fit the previous grommet (996 355 221 00) on the push rod of the new brake booster.
- Install the brake booster in the vehicle, as described in the Technical Manual, Group 4.

Literature: 911 Carrera (996) Technical Manual, Group 4 (Supplement 45):
> Repairs: 47 70 19 - Removing and installing brake booster.

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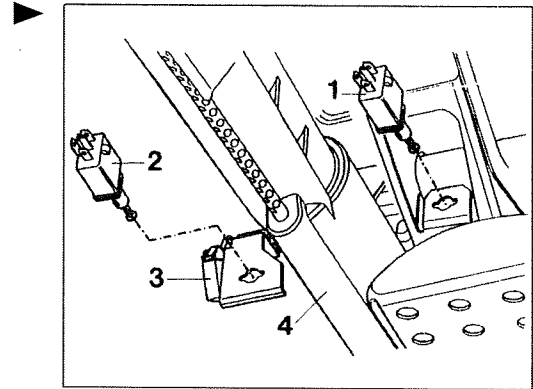
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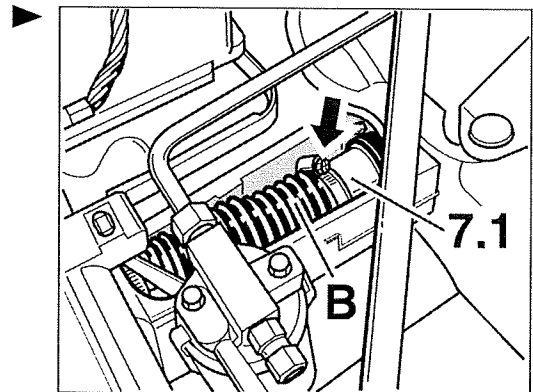
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11. Check the setting of the brake light switch **-(1)-** .

The pedal must move a perceptible distance of approx. 5 to 10 mm before the brake light lights up. At the same time, check (make sure) that the brake light lights up before the pedal meets perceptible resistance or before brake pressure builds up. If necessary, set/re-adjust ⇒ Rep. Gr. 46; Check brake-light setting.

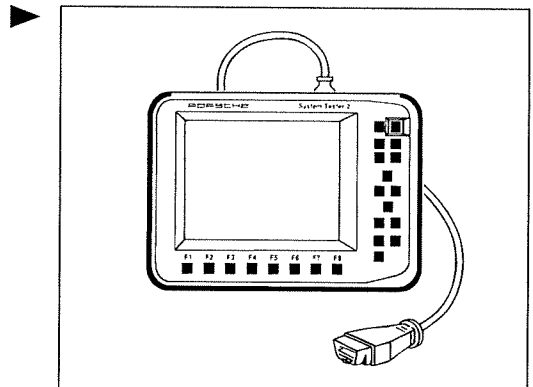


12. Fit the bellows **-B-** to the connection sleeve **-7.1-** and secure with the screw clamp **-arrow-**.
13. If necessary, fit the alarm horn to the intermediate piece and clip in the air-conditioning line.
14. Install hydraulic unit and boost pump (in vehicles with PSM).
15. Bleed the brakes Serv. No. 47 01 07 (vehicle with and without TC) and Serv. No. 41 01 07 - vehicle with PSM.



i Note!

- ◆ First bleed brakes as usual!
- ◆ Only after the conventional bleeding should the return pump actuation be performed (continue bleeding) with the Porsche System Tester 2 in vehicles with TC (Traction Control) or the booster pump control in the case of vehicles with PSM! If this is not observed, damage can occur to the return pump/booster pump!
- ◆ To bleed at rear on right with running return pump (TC) or at front right with running booster pump (PSM), the bleeding device remains connected and switched on! Bleeding pressure approximately 2.0 bar!



16. Bleed the clutch in manual transmission vehicles ⇒ 30; Rep. Gr. 30 01 07; Bleed the clutch system.
17. When replacing the hydraulic unit in vehicles with ABS/TC or PSM (4-channel system), code the control module (manual transmission or Tiptronic).
18. Carry out the following tests:
- Check the system (brake lines and connections) for leaks.
 - Read out and erase the fault memory of the ABS or PSM control module with the Porsche System Tester 2 (PST 2). Additionally, perform the static test in the system.

- Check electrical and hydraulic lines (brake lines) for incorrect assignment using the PST 2.

**Note!**

The exchange test checks that the brake lines/solenoid valves are assigned to the correct brake calipers (wheels)!

- Then start the engine. The ABS and if necessary also the PSM-related lights in the instrument cluster must go out when the engine is running.
 - Carry out a function check of the brakes. Then perform a short test drive and perform at least one ABS control operation, taking the road conditions into consideration. Read out the ABS or PSM fault memory again. There must not be any stored faults.
19. Perform the work which is necessary due to disconnecting the battery ⇒ Rep. Gr. 9 ; Work instruction after disconnecting the battery.
 20. Fit all covers and spare wheel (if available).